



# ***FIREBALL!***

## **USS OZBOURN DD 846 "the Happy Ship"**

Vol. 8 No. 2 April, 1999

# **REUNION EDITION**

### **FROM THE BRIDGE**

From the Bridge:

I am still happy to report that Captain Charlie Akers is on course and speed for the 1999 reunion in Las Vegas, October 13-17. He was an outstanding navigator half a century ago and he still is today.

As some of our readers may know, I am the book review editor for the Journal of Political and Military Sociology. For those of our shipmates who are veterans of the war in Vietnam, former CO Captain John Denham has reviewed for me H. R. McMaster's book Dereliction of Duty: Lyndon Johnson, Robert McNamara, the Joint Chiefs of Staff and the Lies that led to Vietnam published by Harper Collins. The book, which is based on the Johnson tapes, is scathing in its indictment of those folks named in the title. H. R. McMaster is an active duty army major and a veteran of the Gulf War. Our shipmate has written an outstanding review due out in the summer 1999 issue and which, if he and the journal editor permit, can be put on our website. The paper cover edition lists for \$15.00 but is slightly cheaper at Amazon Books.

Some of our shipmates have not yet entered the computer age but many have done so. It is a widely advertised fact that January 1st, 2000 will see a great many computers suddenly inoperable because of the so-called "Y2K" problem. For those not familiar with Y2K, until quite recent years, i.e., late 1996-1997, computer hardware and soft based on "16 bit architecture" carried only the last two digits in the year. The practice began when memory was at a premium but continued through sheer inertia until recently. Most of the software produced before late 1996 (including that of Bill Gates) is not "Y2K compliant." There does appear to be a way out for some computers, the early pentiums and possibly the

"486" chips. The key here is the BIOS, the basic input/output system. Several software packages have come on the market recently that claim to fix the problem for the more recent BIOS's and software. Symantec (Peter Norton -- Norton 2000 at \$49.95) is one such and there are others available. Don't wait until January 1st to look for a fix -- then it's too late!! The Macintosh (32 bit architecture) operating system does not have the problem, at least not until sometime after the year 24,000. However, some of the Microsoft applications such as Word 5.0 for Mac may fail after December 31st. BEWARE OF BILL GATES!!

We look forward to seeing y'all in Las Vegas!

Bob Whitten  
Acting President

### **SPECIAL EDITION**

This is a special REUNION EDITION that will be mailed to all "active" (dues paid up) and inactive members. It is one of the few editions that are sent to all shipmates. Everyone receives a copy to be aware of information about our next reunion. The next reunion will take place in Las Vegas, NV from October 13-17, 1999 at the Maxim Hotel.

Please pay close attention to the closing date (September 10, 1999) to sign up for reunion activities.

## Former Commanding Officers of USS OZBOURN (DD-846)

1946-1947 CDR Bernard A. Smith  
1947-1948 CDR Norman E. Blaisdell  
1949-1950 CDR Ross E. Freeman  
1950-1952 CDR Charles O. Akers  
1952-1954 CDR William B. Fargo  
1954-1955 CDR Howard Scott  
1955-1957 CDR A.J. Toulon  
1957-1959 CDR. Charles A. Kuhl  
1959-1961 CDR William Turner  
1961-1961 LCDR D.V. Gorman  
(FRAM I) 3/61-12/61  
1961-1963 CDR William Lancaster  
1963-1964 CDR John Berger  
1964-1966 CDR Marvin D. Nelson  
1966-1968 CDR John G. Denham  
1968-1970 CDR Rodney L. Stewart  
1970-1972 CDR E.W. Numbers  
1972-1974 CDR Ken Costilow  
1974-1975 CDR Frank Furtado

### PLANNING ON ATTENDING REUNION?

Art Rainville (52-54) sent in a great idea. For the next issue of the Fireball! we will publish a list of shipmate that signify they plan on attending the reunion in Las Vegas. The Email Club has been canvased and replies are coming in. Now we would like all those other shipmates to respond. If you are planning to attend the reunion, please respond by Email, US Mail or call the Fireball! Respond information is on page 8. Next issue we will publish the names of shipmates who respond to make others aware who will be attending. Get your information in and who knows you may be seeing a shipmate from your Ozboourn days.

### OZBOURN HATS, JACKETS, & SHIRTS

Hats can be ordered with or without scrambled eggs. In addition you can order a windbreaker or golf shirt.

Hats (with scramble eggs) \$20.00

Hats (no eggs) \$16.00

Add \$4.00 per order for shipping charge.

**NEW** White baseball caps similar to dark blue ones. \$16.00 each.

You can add at **no charge**: your last name, WWII, Vietnam, Korea or Plank Owner.

Call or write Joe Mollica at Artistic Co, 10613 Lawson River Ave., Fountain Valley, CA. 92708. Tel. 714-963-6800. (Pacific Time)

## ANNUAL DUES -DUE JANUARY 1, 1999

Notice has been given plenty of press of our new dues procedure of paying on January 1 of each year. Some shipmates have already sent in their dues but Paul Hecht is looking at a lot of stragglers on the list. As we have mentioned your mailing label on the *Fireball!* will tell you the last year you have paid. If there is not a "99" on your mailing label, you dues are due.

All shipmates on our records will receive the April Reunion Edition of the Fireball!. After that if your dues is not paid before the July issue you will be dropped from the regular mailing list. Don't let it lapse. Send that check for \$10.00 today, **payable to USS Ozboourn Association to: Paul Hecht, Treasurer P.O. Box 3534 Portsmouth, VA 23701-0534**

### BILL TURNER - FORMER CO

Bill Turner's, (59-61) CO, son wrote in looking for any information shipmates could forward about his father. Bill is turning 80 and his son, Jim, would like to hear from former shipmates about any stories and information they may have. You can contact Jim Turner at: 23 McCormack Rd, Slingerlands, NY, 12159. Phone : 518-439-5378  
Email him at: J\_TURN@worldnet.att.net

The *Fireball!* was saddened to hear of the passing of Sharon Jones, wife of Bill Jones (51-52) on January 29, 1999. Our condolences to Bill. You can Email Bill at: wljones2@juno.com

### GOLF ANYONE, AT THE REUNION!!

Ken Miller (50-53) WT2, (Email: kmil@datasync.com) is wondering if we could set up a few shipmates for a golf tournament in Vegas Vegas. If you are interested contact Ken at: 509-783-2713

An idea !! Room rates are the same a few days before and after the reunion. Maybe it could be set up on either side of the reunion. (could be cheaper than a day at the casino). Barr Palmer says he doesn't play anymore but has had some experience with tournaments. Email him at: bpalmer8@gateway.net Bill Jones is interested: Email: wljones2@juno.com

## FORMOSA PATROL IN FOG

(Continued from January Fireball)

Meanwhile, the boring, yet tense watch bored on. Billowing fog clouds advanced out of the deep black night shaped and behaving like ghosts. The sailors eyes played tricks. Intensely staring into the dark seemed to lead to hypnotic trances and fantasies. Some were near spellbound. The cloud forms generated unreal visions and created shapes one's imagination could not make into anything. The night was pitch black dark! No moon. No lights not on the ship showed from anywhere. The canopy of fog hid the stars overhead. The ships navigation and running lights cast a dim, shimmering and reflection off the water. They also illuminated the fog in even more strange shades of color.

Whoever peered over the ship's side saw flashes of phosphorescent sea life moving along the hull. These tiny sea animals were excited by the foam gently churning away from the ship's side. In war time, such phenomena were a hazard! They illuminated the ship's wake enough to be seen from the air, a long way away. Hence, they invited discovery by the enemy air, and could lead to trouble.

The Officer of the Deck and the Junior Officer of the Deck were on the open bridge. In those days "open" bridge was an open deck structure surrounding the front two sides of the pilot house. Its sides were bulkheads of 1/2 " steel. It was called "open bridge" because its roof was a canvas awning, and framework was outside the ships structure. It really was where one needed to be to see where the ship was going and what was happening. Current versions of US Navy ships are enclosed to protect equipment and people from the elements.

The Captain was on the open bridge, or in the pilot house, most of the time the ship was underway. The Commodore, when he was embarked on his designated flagship, USS Ozbourn, might be on the bridge also. The Commodore was the commander of the four ships in the division. He was normally embarked in his flagship, but could shift his pennant to any of the other ships in the Destroyer Division (DESDIV 112) comprising: USS Hollister (DD-788), USS Arnold J. Isbell (DD-869) and USS Frank Knox (DDR-742). The Commodore mainly remained below in his cabin. He would appear on the bridge, when he became restive or when something out of the ordinary was happening. He was one grade senior (Rank of Captain, 4 Gold Stripes), to the Commanding Officer of his four ships. (Commanders, with three Gold Stripes). Even so the Commodore was a passenger, on what ever USN ship his pennant was flying. U.S. Navy Regulations

proscribe him from interfering in the affairs of the ship in which he embarked. He was a guest of the Captain, who was the boss of the ship. Of course, the Captain was obliged to see to it that the Commodore's function was supported by his flagship so that the Commodore's mission was met. The flagship communications belonged to the Commodore. The four ships reported to the Commodore for their efficiency and effectiveness.

The conning officer drove the ship. He "had the conn." The conning could be the Captain, the Officer of the Deck, the Junior Officer of the Deck, or anyone else the Captain authorized to "take the conn." Normally, the Officer of the Deck, or the Junior Officer of the Deck, had the Conn, when the Captain did not. The conning officer's authority was to give orders to the Helmsman, who steered the ship, and the Lee Helmsmen, who signaled the engine room what speed to make. The Conning Officer's station was wherever he needed to see and control the ship's movement.

The pilot house led to the surrounding open bridge through doorways on both sides. The pilot house encased the ship's control facilities within a 1/2" thick steel enclosure. It was sheltered from the weather: the Navigator's chart table and station, the Boatswain's Mate of the Watch, the Helmsman and the Lee Helmsman.

The pilot house also provided a work station for the Quartermaster of the Watch. His main task was to record every course, speed, engine and rudder change and any other significant event, in his Quatermaster's notebook. The Messenger of the Watch completed the bridge watch team.

*Note: The Quartermaster's notebook stands as a legal instrument to be preserved in the Naval Archives. They are the reference base from which the Ship's Deck Log, also a legal instrument, is transcribed by each Officer of the Deck. The two documents together are the primary, official, record of the ship's history. It is incumbent upon every Officer of the Deck to insure the Deck Log for his 4 hour watch is complete, and accurate in detail for every significant event on his watch. He is obliged by tradition to complete his entries as soon as reasonably possible.*

Look outs are essential to safety, on any ship at sea, and are vital to ships fighting war. In normal peacetime

(cont. page 4)

# USS OZBOURN (DD 846)

April 1999  
F/B



Paul G. Logan  
Editor of the *Fireball!*  
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Braintree, MA 02184

Phone: 781-843-4713  
Email: USSOZBOURN@aol.com

To All Hands:

Bob Whitten, Acting President, will be stepping down from his position in the Association at our reunion in Las Vegas October 13-17, 1999. Bob has been at the helm since the inception of the USS Ozbourn Association. Bob located former CO Charlie Akers and former XO Barr Palmer (51-52) and the group held their first meeting in May of 1991. He was elected to be the organizer of our first reunion. Bob set up, organized and ran our first reunion in Reno NV, May 2-5 1993. It was a great success, credit to him.

After nomination and voting the January 1994 *Fireball!* reported Bob Whitten elected first President of the Association. It took Bob many hours of organization and work to bring the Association to the point of electing its first slate of officers and by-laws. Bob was at the forefront of these endeavors. He continued with the organizational efforts to increase the membership. In the meantime he was also publishing the *Fireball!* each quarter. Paul Logan took over the publishing task with the July 1994 edition. Bob continued with his assistance in getting the new editor on his feet.

With Bob at the helm he organized our next reunion at Norfolk, VA for October 28 to November 1, 1995. Another great success. In October 25-28, 1997 Bob organized our third reunion at San Diego, they get better! Since the first meeting in May of 1991 to the present date Bob has given unselfishly of his time and efforts to bring our organization to the successful position it now holds. From the first three members to the present enrollment of 450 we have come a long way under his leadership.

Bob will be giving up his position at our reunion in October. It is only fitting that we recognize all his labors, devotion and dedication in some appropriate way. A model of the USS Ozbourn has been suggested. If each of you could donate five dollars this goal could be accomplished. If we do not reach our goal another appropriate gift will be selected.

**This notice will not be sent to Bob Whitten. We are trying to keep it undercover. Will you help.**

**Please send your \$5.00, payable to: USS Ozbourn Assn.  
Mail to: Capt Charles Akers, USS Ozbourn Assn., 3261 Falkland Circle,  
Huntington Beach, Ca 92649-2812**

Thank you for your support.  
Paul G. Logan  
Editor of the *Fireball!*

PS. Please save this notice until you send in your check. The sooner we receive the monies the sooner we will be able to order the model to have it ready by the reunion.

steaming on Ozbourn, their watch stations are forward and aft. The forward stations are atop the pilot house, on port and starboard sides. Aft, one lookout is on the stern centerline, stationed one deck above the main deck. (The after main deck on a destroyer is awash by sea much of the time, making it unsuitable as a lookout station)

In low visibility, two special lookout teams are posted on the bow and fantail of the main deck. One of the special lookouts at each station is to do the looking, while the other talks on sound powered telephones. They trade off with one another to relieve the strain. Together, they keep the bridge informed on what they see and hear. Together, they account for the safety of one another.

(Thad Harden's story will be continued in the next issue of the Fireball!)

**SEARCH COMMITTEE REPORT**

New Shipmates discovered since our last report in Jan 1999.

Name	City	Served	Rate
Butler, James A.	Grosse Ile, MI	67-70	RM3
Butler, William	Carleton, MI	66-68	RMC
Clyne, Kenneth T.	New Ulm, CA	54-57	RM
Cooper, Michael T.	Belle Fourche, SD	71-73	MMFR
Damiano, Nicholas R	Lakewood, NJ	46-47	SN
Ducan, Leonard F	Houston, TX		EMT3
Graham, Mark A	Bethel Park, PA	74-75	SN
Haag, Burl	Earp, CA	50-53	BTC
Hargrove, Melton A.	Larkspur, CO		
Holt, Karl E.	Palm Springs, CA	48-50	RD2
Hulick, Donald R.	Galesburg, IL	51-54	ME2
Jagers, McClinton	Milwaukee, WI	47-49	PO1
Kishbaugh, Thomas	Hermet, CA		RM3
Keller, Darrel E	Cedar Rapids, LA	59-60	FN
Keyes, George W	Wells, ME	72-74	QM3
Koenig, Robert	Las Vegas, NV	70-75	ASW3
Lamourex, Ray	Sutton, MA	66-69	EM2
Madam, Don	Lakeview, AR	49-51	MM3
Maycock, William	Paradise, CA		SN
Montoy, John A	Alta Loma, CA	64-67	RD3
Quernheim, Christian	St. Louis, MO	61-64	EM3
Richardson, Charles	Millington, TV	67-68	BM3
Riebesehl, George A	Schamburg, IL	49-51	ME3
Satterlee, William	Romulus, MI		DMC3
Stahle, Gary G.	Warfordsburg, PA	69-72	HT3
Sugrue, Edward F.	Spring Valley, CA	66-68	RD1
Wilson, Ed		69-72	BT2

**MAIL BAG**

Don Madam (49-51) sent in a nice (10 X 24) picture of the ship's company taken on May 24, 1949. (good reproductions are available for \$10.00 each). Don also sent a post card with a picture of the Ozbourn. Thanks Don.

Moire McIntosh, (46-47 ) Email in from his home in Australia wonder if the "Association" could issue a 'plank owners certificate'. He suggested it should be brought up at the next business meeting in Las Vega. Moire's Email address is: raincoat@nor.com.au

George Simpson , BT, wrote in looking for three former shipmates. All BT's. Sorry we have not made contact with them to date.

Richard Mosca, ( 57-61) GMGC, wrote in looking for some former shipmates, no luck on them as yet.

Paul Hecht, Treasurer, (46-47), EM1, keeps us up to date on who has paid their dues and any address changes. Great job, Paul.

By the way, how's your dues coming. Did you check your Fireball! mailing label to see if you are up to date ?????

Edward F. Sugrue (66-68) RD1, Emailed in wanting to join up and also contact Melvin J. Mitchell (66-69).

Both missions accomplished this time.

Roy Lee Barger (46 ) TM2, wrote in to reiterate the story of a few crew members who, after lingering at a local bar too long, came aboard when Ozbourn was in Boston, and threw a depth charge overboard. Luckily the Ozbourn was sitting in less that 30 feet, the minimum setting for the depth charge. We have a list of the Commissioning Crew from the National Archives, but it does not give their place of enlistment. Ted Duyera ,TM3, has been sent an issue of the Fireball! Caps can be ordered individually. A notice appears in this issue.

## MAIL BAG (cont. from page 6)

Dave Ottoson emailed in to join up and to tell us how much he had fond memories of the Ozbourn and the crew he served with. He also had great praise for our 'home page' on the internet. ( another "well done" for WD Minter)

George A. Riebesehl ( 49-51), ME3, wrote in looking for anyone with 35mm negatives or pictures of the Ozbourn for enlargement or copy.

Email from Howard W. Hilson (52-54), FP2 (Email: Churchump@aol.com) Looking for Don Sacco's Email address. Has some pictures to send him.

Daryl Turner ( 48-52 ) RD1, Emailed to say he was sending some pictures to George Riebesl (49-51) via computer that he has on a floppies. Daryl reports he is alive and well in beautiful (no rain) Southern CA.

Mark Graham (74-75 ) SN (Email: mgkp@bellatlantic.net) wrote to tell us he was on the OZ when she was home ported in Portland Oregon as part of the Naval Reserve Force. Was also on her decommissioning crew.

Frank Rauch (62-64) (Email: rauch@cdsnet.net) wrote to tell us how much he enjoyed John Crowley's article in the Jan. Fireball. Frank also remembers Joe Bagel.

Pipe aboard Association VP Curt Anderson (53-55 ) (Email: seeable@tsetse.com.) as he joins our Email Club. Curt was surprised to learn how many shipmates are 'on line.' Curt reports he and Tom Perkins will see us in Las Vegas.

Charles R. Brewer (62-63), BT2, (Email: rosemary@gateway.net) was really excited when he discovered our home page on the web. He was very interested in our list of former shipmates listed on our home page. He requested info on Daryl Root and received same. Charles joined the Association and Email Club.

Jim Hellend (46), SN, (Email: jhellend@webtv.net), is now 'on line". Welcome Aboard, Jim. Jim was looking to contact Jim Councilman via Email. Hopes to see us in Vegas.

Capt. Charlie Akers is keeping up with his "Charlie Grams" and other info on the reunion.

Nicholas R. Damiano (46-47) SN, A Plankowner, will

be seeing us in Vegas, his favorite vacation spot.. Has a lot of pictures of shipmates. It was a pleasure to learn that the Ozbourn had an Association.

Buddy Engelhorn ( 58-59 ) QM3

Email: engle@datasync.com wrote in looking to contact Fred Sinks about getting a copy of the 56-57 cruise book. Can you help him Fred??

Ken Carter (67-69), Lt.jg, looking for shipmates from Viet Nam WestPac tour.

Rick Dillard, doing research on various ships "cruise books" looking for Ozbourn cruise book information. Email him at: oscmd@hotmail.com

Daryl Turner has signed onto the Reunion Committee as ship's photographer. Welcome aboard!!

## INACTIVE SHIPMATES

This publication of the *Fireball!* (the Reunion Edition) is the only one mailed to "inactive members". To receive all editions (4 per year) and keep up with all the latest Association News, new shipmates discovered, ships history and stories, shipmates articles and other interesting information you must be an **Active Member**. To be an "active member" only requires you to pay an annual dues of \$10.00 per year. See dues info in this edition. Get "on board" and sign up today!!

## FROM THE LOG OF ALAN WALKER

Alan's duties: after engineroom watching and logging info on all dials.

On April 1, 1946 Ozbourn left Boston Harbor at 0700 for a trial run. We were out 10 hours and steamed 200 miles. During that time we dropped 5 depth charges and fired 10 round per gun for the first time. Came back to Boston at 0500 on Monday. Tuesday stayed in due to bad weather. On Wednesday went out to check radar. Out 8 hours and steamed 50 miles. Thursday, April 4, out on trial speed run. Made 30 knots on two boilers. On Friday at 0900 underway for Cuba and reached same in 4 days and 5 hours. By then OZ had logged 3250 miles..

