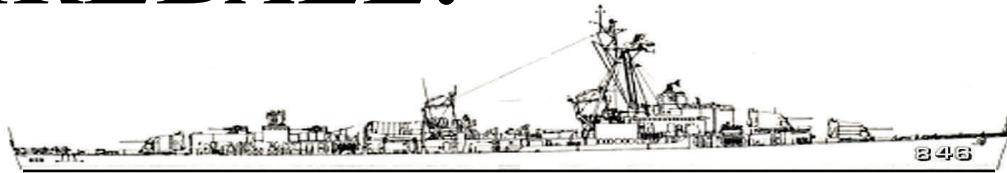




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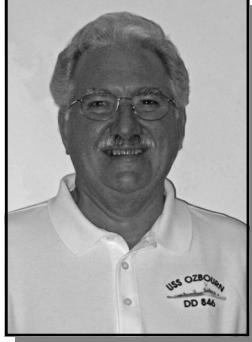
FIREBALL!



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

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

Hello shipmates, I want to share some nice news with you—something we don't always hear about. On November 10, I received a very



pleasant surprise in the mail in the form of a hand-made thank you card from one of my granddaughters who lives in Georgia. Her class made cards for veterans and their families.

Any of you who know me or have read my column in the past, are acutely aware that I am proud of the time I spent in the Navy. During the time that I served in the Navy, and the 52 years since I was discharged, no one has ever said, "thank you."

The ubiquitous "Support Our Troops" signs are constant reminders of the tough situations facing our nation throughout the world. There are two houses in my neighborhood with signs in the windows that read "Proud Parent of a Serviceman."

In the Sunday bulletin at the church that I attend, there is a list of families in the parish that have loved ones serving in the military. These families have posted a simple yet stirring request in the bulletin, "keep our loved ones and all of the service personnel in your daily prayers."

I think it is great that all military men and women are getting the respect and support of our country. Unfortunately, and quite sadly, this same respect and honor was not shown to the brave warriors who fought in Vietnam, neither during nor immediately after the Vietnam War.

FROM THE BRIDGE

I wish the news media would concentrate more on some of the good things that are being accomplished by our young men and women. Apparently the horror stories, which happen during any war, and negative headlines, have not made America's citizens waver in support of our brave troops serving in harm's way.

It is gratifying to know that schools are teaching our future leaders to respect the sacrifices that were made and are still being made today in order to keep our country safe and free.

Rudy Boff, President

I wish the news media would concentrate more on some of the good things that are being accomplished by our young men and women.



U.S.S. OZBOURN (DD 846)

NAMED IN HONOR OF
PRIVATE JOSEPH W. OZBOURN, USMCR
Killed in Action with Japanese forces 28 July 1944
Tinian, Marianas Island
MEDAL OF HONOR

GEARING CLASS DESTROYER
BUILT AT BATH IRON WORKS, BATH, MAINE
KEEL LAID 16 JUNE 1945 / LAUNCHED 22 DECEMBER 1945
COMMISSIONED 5 MARCH 1946 / STRICKEN 1 JUNE 1975

During her entire commissioned life in the United States Navy, USS Ozbourne served in the Pacific Ocean Areas with duty in Japan, China, Korea and Vietnam.

AWARDS

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

Korean Service Medal w/5 engagement stars
Republic of Korea Presidential Citation (2)
Armed Forces Expeditionary Medal w/2 stars
Vietnam Service Medal w/10 engagement stars
Rep. of Vietnam Meritorious Unit Citation (92)
United Nations Service Medal
Republic of Vietnam Campaign Medal

This plaque, posted by members of the USS Ozbourne (DD 846) Association,
is dedicated to all who served aboard this gallant vessel, November 11, 2006

The 20" x 20" commemorative plaque of the USS Ozbourne was dedicated during 2006 Veterans Day ceremonies in the Memorial Courtyard at the Admiral Nimitz Museum in Fredericksburg, TX. Photos of the plaque will be available at the next reunion set for September 12-16, 2007 in Seattle, WA.

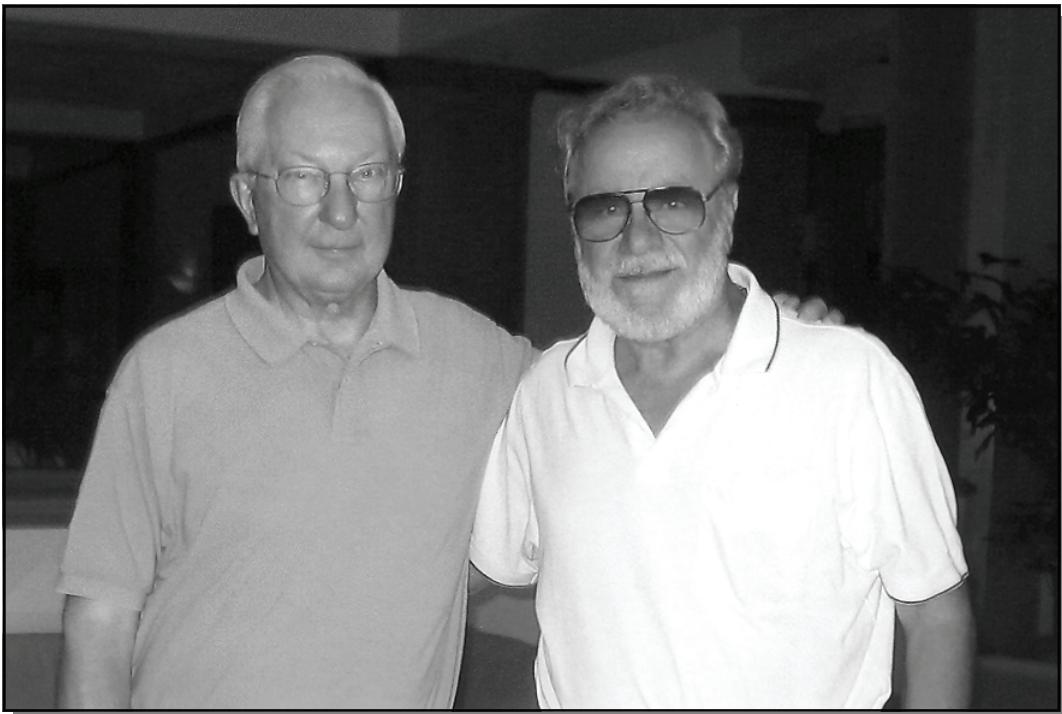


TAPS FOR SHIPMATES

Ken Lucien

December 6, 2006
ETN1—(66-68)

The notice of Ken's passing was sent to the *Fireball* editor from Doug Jernigan of Carson City, Nevada along with this message, "There's plenty of room for all God's creatures, right next to the mashed potatoes!"



Fifty-year Friendship — Vice Admiral John W. Nyquist, left, and IC3 Trifon P. Tripsas, enjoy a moment together as the reminisce on 50 years of friendship.

Trifon P. Tripsas was drafted into the U.S. Navy in December 1955. He served aboard the USS Ozbourn until September 1957. During his time aboard the Ozbourn, Tripsas worked in intercommunications, reporting to the engineering officer, LT JG John W. Nyquist. Tripsas was later honorably discharged as an IC3.

Nyquist wrote a letter of recommendation for Tripsas at the time the third class was discharged. The letter was helpful for the young, recently discharged sailor as it helped him obtain civilian employment.

Tripsas worked for GTE for 30 years doing electronic design on telephone systems, reaching the position of staff engineer.

In June 2005, Tripsas and his wife Georgia attended a convention in San Diego. The grateful Tripsas contacted Admiral Nyquist and he was kind enough to take the time to visit the Tripsas' at the hotel where they were staying. It was an emotional reunion for the two men to meet after almost 50 years.

The Way We Were—Two Ozbourn shipmates (shown below) as they appeared when serving aboard the Oz in the mid 1950s. LTJG John W. Nyquist, ca. 1955, and IC3 Trifon P. Tripsas, ca. 1956, started a friendship that has lasted 50 years.



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Past Presidents

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

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



WELCOME ABOARD

Michael Harrington, New Ulm, New Mexico

Norman Schwendler, Palm Desert, California

A hearty welcome aboard to Michael Harrington and Norman Schwendler. The Ozbourne Association hopes that both of you will become active members and get involved in Association affairs.

MAIL CALL



The following letters and e-mails were received by your Association Officers during the last quarter.

Hi Bill Jones:

“Year-By-Year” is a documentary program airing on the History Channel, which shows highlights of individual years from our nation’s past. The episode that I’m referring to showed highlights from 1948. Your ship, the **USS Ozbourne**, was in a newsreel of the day when it was shown escorting the USS Boxer. The Boxer was being used by the U.S. Navy for the first launch and recovery of Navy jet aircraft.

The **Ozbourne** was shown alongside the Boxer high-lining a reporter in a boatswain’s chair from the hanger deck of the Boxer to the **Ozbourne**. The newsreel clip showed members of both crews during the high-lining event, with some close-up shots.

I was able to determine it as the **USS Ozbourne** by the ship’s hull number. If you’re interested in viewing this particular episode, you would need to contact the History Channel to see when it might air again.

Respectfully,

Andy Huffman, SM2, USNR (Honorably discharged)

Richard:

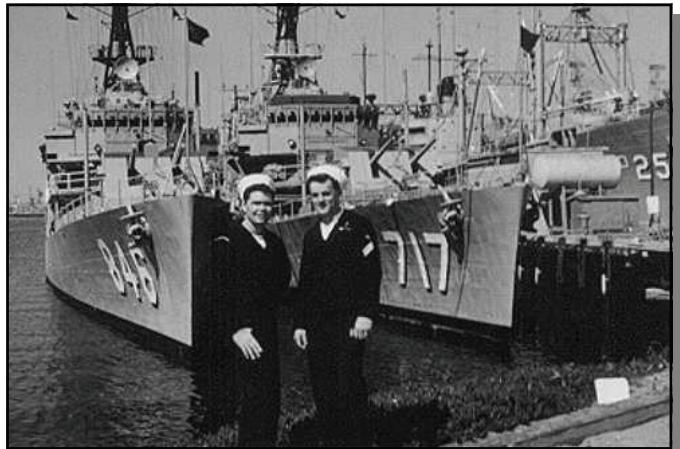
I ran across this article in the Surface Navy Association’s newsletter “**Surface Sitrep**.” The event occurred before I arrived aboard the **Ozbourne** in August 1955.

John Nyquist, Vice Admiral, (55-58)

(Excerpted from “**Surface Sitrep**” fall 2006, “A Lesson From History: The Tachen Islands Evacuation” by CDR D. F. Winkler. An article about the heavy cruiser USS Helenea.)

Under this operation Helenea fell under Rear Admiral Ralph E. Wilson who commanded Task Force (TF) 75. Along with

her sister ship Toledo, the destroyers Isbell, Knox, Ozbourne, and Hollister, “The Queen of the Cruisers” as the Helenea as called, would steam along the eastern approaches of the Tachens and cover the amphibious evacuation being conducted under the cognizance of Task Force 76.



Hi Bill Jones:

Here is an old picture of the Ozbourne, however, I don’t know what year.

Jerry Haywood, Alabama

Editor’s note: Your Association Officers need your help in identifying the year, location and shipmates in the photo. It is believed that the photo was taken post FRAM overhaul (1962) because the bridge structure is enclosed and the mount 52 is gone. It is also believed to be at one of the piers located on the “Mole” at the Long Beach Naval Base. As to the two sailors names, no clue. If you can I.D. the year, location and shipmates, please e-mail me at johnsonsimivalley@yahoo.com.

PUBLICATION DEADLINE

If you have a letter, story or photo you would like to share with other Ozbourne shipmates, the deadline for submitting contributions for the spring 2007 issue is **Friday, March 16**. Articles may be rewritten for purposes of editorial style. Due to space limitations, some materials may be used in a future **Fireball** edition.

Editor’s note: The photos presented in the **Fireball** have been donated to the Ozbourne Association by former shipmates or their families. Not all photos have been historically identified as to who the shipmates are in the photos, the dates when the photos were taken or where they were taken.

R Remembrances & R Recollections

This column is dedicated to the memories well all have of the time we spent aboard the Ozbourne. This will be a place where you, as an Oz shipmate, can share those memories large or small, with others. As the *Fireball* editor, I'll start off with this story.

When I served aboard the Ozbourne (1961-64), the ship was home-ported at the Long Beach Naval Station. The Long Beach Naval Shipyard was also apart of the overall Naval Base operations.

One of the more prominent "structures" located within the Long Beach Naval Shipyard was a huge floating crane. The floating crane was so large, it was visible from the beach in Long Beach.

One day I inquired as to its origin and this is what I was told. The floating crane, sitting not far from the Ozbourne's mooring on the Mole, was actually one of the spoils of war that came from defeating the Germans during WWII. As the story goes, there were actually three large floating cranes owned by Nazi German and the one sitting in the Long Beach Naval Shipyard was the largest.

The United States dismantled, labeled, transported, and reassembled its floating crane with apparently little trouble. England received the second crane, and while trying to tow it across the English Channel, it capsized and sank during a storm. The USSR (Russia) captured the third crane. The Soviets were able to dismantle their crane, however, once they got their crane back to the Motherland, they were never able to put it back together.

With this story in mind, maybe that's why the U.S. can still claim to have the world's premier Navy.

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 Ozbourne shipmates, historical photographs, the ship's store for ordering Ozbourne memorabilia, how to join, and special links.

LONG BEACH NAVAL STATION AND NAVAL SHIPYARD LONG GONE BUT NOT FORGOTTEN

For most of the 20th Century, the U.S. Navy had a strong presence in Long Beach beginning in 1919 when the city was named homeport for the Navy's very first Pacific Fleet. The Long Beach fleet consisted of a modest contingent of nine dreadnoughts and supply ships under the command of Admiral Hugh Rodman. Just two years later, the Long Beach-based fleet grew to nine battleships, 20 submarines, and nine support ships commanded by Admiral E. W. Eberle.

As a welcoming gesture, Long Beach built its Service Men's Club and in 1926, added the first Navy landing in the inner harbor. By 1928, the fleet also included the aircraft carriers Lexington and Saratoga. Soon more Navy families lived in Long Beach than in any other U.S. city.

The Pacific Fleet continued to expand until the entire bay was covered with battleships, heavy cruisers and destroyers staffed by more than 30,000 officers and men. When on March 10, 1933 Long Beach suffered a devastating earthquake, more than 4,500 sailors rushed ashore to provide rescue units and patrols to assist the city's police and fire departments.

In 1940, with Europe mired in WWII, the Navy upgraded Long Beach to a full-scale naval base including a shipyard and other facilities such as the Naval Hospital, the Naval Air Station, Ammunition Depot, and more areas throughout the harbor. For the next three decades, the Navy would be Long Beach's largest employer.

Unfortunately by 1950, the land in and near the Naval facilities was sinking due to all of the oil being pumped out of the area. So severe was the problem with undermined shipyard structures, the Navy had essentially inactivated the base. With the onset of the Korean War in 1951, the Navy was forced to reopen all of the Naval facilities. The Korean War also triggered a vast expansion of the fleet. Long Beach was again Navy headquarters for the entire continental U.S.

During the mid-1970s, however, the needs of the military were changing. By this time, the Long Beach base closures had begun. In April 1991, the Pentagon announced plans to close all Naval operations at the once proud Long Beach Naval Station and Shipyard. All Naval institutions at Long Beach were closed in 1997. In October 2000 it was officially transferred to the city of Long Beach for use as a port container terminal.

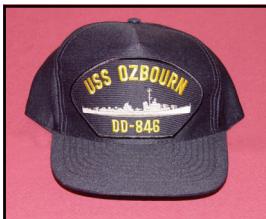
On July 10, 2004, the Navysphere was publicly dedicated to commemorate the U.S. Navy's historic presence in Long Beach.

Navysphere, Long Beach — Navysphere artist Terry Braunstein wanted to create a lasting monument to the Navy's presence in Long Beach "beyond the classic memorial approach." Braunstein created the armillary sphere, one of the earliest navigational instruments, as the focal point of the memorial. The unique structure's design acts as frames for historic photographs, narratives, and metaphors relating to the ocean and seafaring. More than 60 photographs were used in the permanent memorial. Mythical figures such as Poseidon and Neptune, were included in the final design.



USS OZBOURN SHIP'S STORE

Open 24 Hours — Rudy Boff, Proprietor



CAP. Cotton twill Navy blue with brilliant gold letters & destroyer silhouette. One size fits all.
Item # C01, \$14 ea.

Embroidery on back:
Korea — Item # C01K, \$15 ea.
Vietnam — Item # C01V, \$15 ea.

PATCH, fabric

Original design, Item # P01

Revised design, Item # P02

\$6 ea.



commanding officer.



MUG, coffee 11 oz.
Embossed with Ozbourne patch & destroyer silhouette.
Item # M01, \$8 ea., 2 for \$12, 6 for \$30



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

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

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
Golf shirts	\$30

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

Photos and additional ordering information can be found on the Ozbourne 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 — email: boffrud@juno.com

Gedunk Call Answer

In the fall 2006 issue of the *Fireball*, the Gedunk Call question was, "what invaluable book was issued to each sailor in boot camp?" Shipmate Bob Whitten gave the correct answer as "The Bluejackets' Manual." Thanks for the correct answer Bob.

Gedunk Call!

This issue's Gedunk Call is, what ship was saved by a poem written by Oliver Wendell Holmes? Submit your responses to Rick Johnson, 5899 North Bronco Lane, Prescott Valley, AZ 86314 or e-mail to johnsonsimivalley@yahoo.com.

Editor's note: When I was visiting my two sons in Alexandria, VA during the first week in January, we went into the Ship's Hatch located in the Crystal City Shops in Arlington, VA. The store is loaded with Navy and Marine Corps items and memorabilia. One display included ships' patches. Lo and behold, right in the middle of the huge pile of patches was one of the USS Ozbourne's "Ready" patches.

Meaning of the Flag-Draped Coffin and Ceremony

Have you ever wondered what the meaning is of the flag-draped coffin and the formal ceremonial proceedings that take place at the cemetery? Here are some of the answers of why the ceremony is conducted in such a manner.

The 21-gun salute stands for the sum of the numbers in the year 1776.

When the U.S. flag is smartly folded by the honor guard, it is folded 13 times, presumably to symbolize the 13 original states. Here are the real reasons for the 13 folds.

The first fold of the flag is a symbol of life.

The second fold is a symbol of the belief in eternal life.

The third fold is made in honor and remembrance of the veterans departing the ranks who gave a portion of their lives for the defense of the country in order to attain peace throughout the world.

The fourth fold represents our weaker nature as Americans trusting in God. It is to Him we turn in times of peace as well as in time of war for His divine guidance.

The fifth fold is a tribute to our country, for in the words of Stephen Decatur, "Our country, in dealing with other countries, may she always be right; but it is still our country, right or wrong."

The sixth fold is for where peoples' hearts lie. It is with their heart that they pledge allegiance to the flag of the United States of America.

The seventh fold is a tribute to its armed forces, for it is through the armed forces that they protect their country and their flag against all her enemies, whether they are found within or outside the boundaries of their republic.

The eighth fold is a tribute to the one who entered the valley of the shadow of death, that we might see the light of day.

The ninth fold is a tribute to womanhood, and mothers. For it has been through their faith, their love, loyalty and devotion, which has molded the character of the men and women who have made this country great.

The tenth fold is a tribute to the father, for he too, has given his sons and daughters for the defense of their country since they were first born.

The eleventh fold represents the lower portion of the seal of King David and King Solomon and glorifies in the Hebrew eyes, the God of Abraham, Isaac and Jacob.

The twelfth fold represents an emblem of eternity and glorifies, in the eyes of Christians, God the Father, the Son and the Holy Spirit.

The thirteenth fold, or when the flag is completely folded, the stars are uppermost reminding them of their nation's motto, "In God We Trust."

Now the folded flag takes on the appearance of a cocked hat, reminding us of the soldiers who served under General George Washington and the sailors and marines who served under Captain John Paul Jones.

**USS OZBOURN'S
8th BIENNIAL
REUNION
SEPTEMBER 12-16, 2007**

**SEA-TAC MARRIOTT
HOTEL
SEATTLE, WA**



The USS Ozbourn Association has planned its eighth biennial reunion for September 12-16, 2007 in Seattle, WA. This year's reunion will be held at the Sea-Tac Marriott Hotel. The hotel is near the Sea-Tac Airport and is only a few miles from downtown Seattle. When you register with the hotel, tell them you are with the USS Ozbourn Association. Listed below you will find hotel registration and location information.

Sea-Tac Marriott Hotel

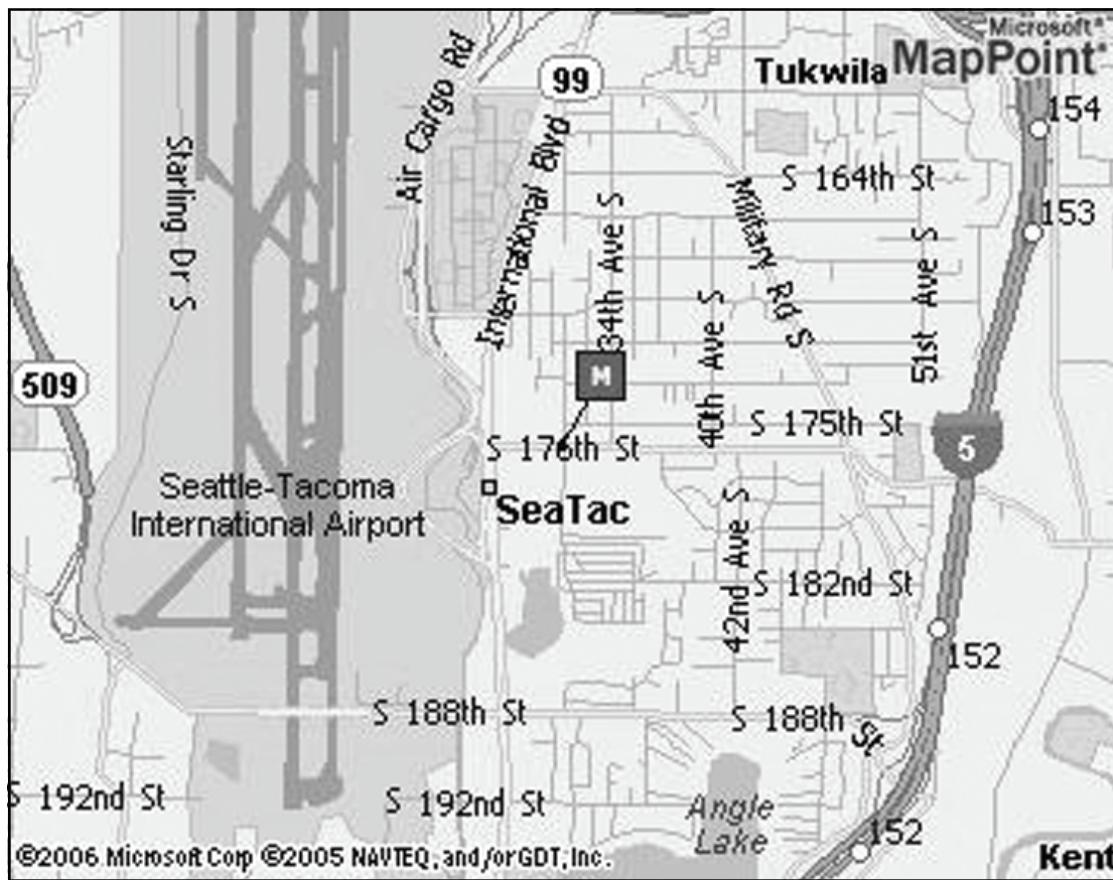
3201 South 176th Street
Seattle, Washington 98188
Reunion rate: \$109.00 per night
Phone: 1-206-241-2000
FAX: 1-206-248-0789
Toll-free: 1-800-314-0925
Check-in: 3:00 p.m.
Check-out: 1:00 p.m.

Seattle skyline with famous Space Needle.



Exterior view of Sea-Tac Marriott Hotel.

Look for reunion events and activities in a future issue of the *Fireball!*



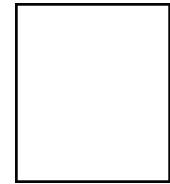
The map at left shows the Sea-Tac Marriott Hotel as an H inside a box. The hotel is located between the Seattle-Tacoma (Sea-Tac) International Airport and Interstate 5.

PHOTO GALLERY OF PAST REUNIONS

The photos shown on this page are just a sampling of the fun and friendship that was had by Ozbourn shipmates during the last two reunions.



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



Navy & Marine Memorial Washington, D.C.

The inscription at the base of the memorial reads:

To the strong souls and ready valor of those men of the United States who in the Navy, the Merchant Marine, and other paths of activity upon the waters of the world, have given life or still offer it in the performance of heroic deeds, this monument is dedicated by a grateful people.

FIREBALL! The official newsletter of the USS Ozbourn Association

Special note to all shipmates: If you, or someone you know, don't receive your quarterly *Fireball* in the future, it may be for one of the following reasons —

1. You changed your mailing address and didn't notify the Recording Secretary, and or,
2. You are not current with your annual dues.



SHIPMATES IN SEATTLE!

- 8th Biennial Reunion, September 12-16, 2007
- Seattle Airport Marriott Hotel, Seattle, WA
- Meet with friends and shipmates!
- Share memories with old friends
- Mark your calendars today!
- Let's all have fun!