



Welcome to the March 2015 Internet Edition

This is the website version of the *Hubbard Herald*. It is formatted in one column for ease of reading on a computer. The versions found on our website www.dd748.org can contain pictures in color whereas the paper version that is mailed cannot. I mention this because some of you may be reading this in a black and white paper copy that someone ran off for you on their computer, perhaps a grandson who is a computer whiz or some other relative. The printed version mailed to those shipmates without computers is in two columns for a more conventional newspaper look and is in black and white. The newsletter format began June 2001. The first use of the name *Hubbard Herald* for the newsletter was the September 2006 issue. The funny-looking masthead with the lightning bolts began with the March 2011 edition. The masthead was copied from the original WWII version by an artist friend of the Editor. With this issue we are shifting from a twice a year schedule to once per year. The next issue will be March 2016. In the meantime you may be able to stay connected with participation in the DD-748 yahoo interest group. Contact Al or me if you have questions or need help contacting or finding one of your shipmates. . . Thanks for contributions to the newsletter from LT James H. Graham (HM1 60-61), PN3 Don W. Barnett 67-68 (in memory of SN Donald R. Barnes, 67-68) and PC3 James S. Nordin (SN) 65-66 . . . Unless otherwise noted the content of this newsletter was written by me. My name is Dick Oliver. I was an Ensign aboard Hubbard from October 31 1968 to June 6 1969, when many of us left as the ship went from active to NRF status before being eventually decommissioned in October 1969. I retired from the Navy as a LT about ten years later but my first sea duty was one I remember fondly and cherish more than my later tours on larger ships. . . January 25 2015 FP2 Bill Kanipe (1955-7) phoned me. He had signed up to host the 2015 reunion in Charleston SC along with RD1 Charles Shook (1954-7). MM3 George T. Young (1962-6) and wife Cherry agreed to help, with an assist from EM3 Jesse Crim (1966-9) and wife Phyllis. Bill broke his leg unpacking after the Baton Rouge reunion last year and complications ensued. He developed a serious infection and before an operation on his leg they had to first stabilize some of his other medical issues. When I heard from Bill he was returning to his home in North Carolina after a stay with his son in Petersburg, VA. Charles meanwhile had to harvest his peach and blueberry crops. Anyway, the work taking care of the details of the reunion increasingly fell on Cherry Young, who wrote the material about the details of the reunion. . . At the end of the newsletter you will find a Memories section. These items were written by the shipmates indicated. Contributions to the section are always welcome. In this issue is also an article written by my colleague in the reunion field, SH3 Al Eisenbraun (1963-7), about two of our deceased shipmates. . . As I write this, prospects are looking better for a 2016 reunion. We need some volunteers in Southern California to help with a proposed San Diego reunion May 2016. And feel free to propose a reunion in a location in or convenient to your hometown. Believe me when I say we need someone on site to have a good reunion. I live in St. Petersburg, FL and have hosted reunions in Nashville TN, Jacksonville FL, Virginia Beach VA and Baton Rouge LA with mixed results, some better than others . . . It looks like 2016 might be our last in a string of annual reunions dating back to April 27-29, 1989 unless we find some volunteers to host reunions. Alternatives would be to have a reunion concurrent with the annual *Tin Can Sailors* convention or to co-host with another Sumner-class destroyer from Destroyer Squadron 13, The Black Cats. If anyone would like to explore those possibilities, please do so and present your findings at our annual business meeting during our annual reunion. That is where all such decisions are made, in a very democratic process. We are all getting older and we all have way too many things to do but your shipmates could use some of your spare time and energy . . . *Dick Oliver*

Make Plans to Attend 2015 Reunion -- Charleston, S.C. May 6-10 2015

The USS Harry E. Hubbard (DD-748) 2015 annual reunion will be held in Charleston, S.C. on May 6, 7, 8 and 9 2015. Charleston is a city rich in Revolutionary War, French and Indian Wars and Civil War history. It was one of the thirteen original states but also the first to secede from the Union when the Civil War began with the first shots being fired in its harbor. We will learn about all these happenings as we go on the tours that are scheduled. Since there is SO much to see, we have two tours, one viewing the city from the harbor and a bus tour to see it all a little closer. The bus tour will stop at Patriots Point where lunch will be served in the CPO Mess of the USS Yorktown CV-10 followed by a ship tour and memorial service aboard USS Laffey DD-724, which is also an Allen M. Sumner (short hull) class destroyer. The submarine USS Clamagore SS-343 may also be toured.

Be sure and make any hotel and plane reservations early as there is a university graduation that weekend at The Citadel and Mother's Day is the Sunday after the reunion. The number for hotel reservations is 1-888-747-1900. State that you are with the Hubbard reunion, indicate type of room, check in and check out dates, etc. Reservation cut-off date is April 6. Requests after that date will be booked if space is available. As usual the quoted rate will apply three days before and three days after the reunion dates. Since there is so much to see and do and so little time, you are encouraged to come early and stay late.

Here is how the days unfold.

Wednesday May 6

Check in at the Charleston Plaza Hotel, 4770 Goer Drive, Charleston SC 29406. It is just off Interstate 25 at the Montague Avenue exit. Check in time is 3 p.m. and check out is 12 noon. If you arrive earlier than 3 p.m., you will be placed in your room if it is available. Bags may be stored until your room is ready. Your rate is \$109 per night with breakfast coupons for two guests per room. If you are arriving by plane, the courtesy van for the hotel will pick you up. There is a courtesy phone in the baggage claim area. The number for the hotel is 888-747-1900 for both reservations and the van.

The Hospitality Room is on your immediate left as you enter the front entrance of the hotel. Our banner will be hanging there, so you cannot miss it. We will be set up by 2 p.m. or so to pass out packets and goody bags. Your tour tickets, breakfast coupons and banquet tickets will be in your envelope. Like last year we ask you to bring your favorite name badge. We will try to make you one if you are new or otherwise don't have one. Name badges are NOT REQUIRED for anything but bear in mind that many of your shipmates may be as bad remembering names as you are. The room will have coffee, packaged snacks and other beverages. Tours are of course optional.

The hotel offers scheduled shuttle service to the Historic District for \$10 per person round trip; the times are 10 a.m., 2 p.m., 6 p.m. and 9 p.m. Make your arrangements with them but otherwise the hotel shuttle has complimentary service within a two-mile radius. This includes Tanger Outlet Mall and many places to eat. The Northwood Mall is several miles away but easily accessible by car.

Thursday May 7

The daily breakfast buffet is from 6:30 a.m. to 10:30 a.m. The buffet is the usual buffet fare and it is adequate but you can also order other items. The hospitality room will be open by 7 a.m. with coffee available. The restaurant provides yogurts, cereals, pastries, fruit etc. for those who want a light meal. The restaurant is only twenty steps away, across from the hospitality room, so you can get those items and bring them back to our hospitality room to enjoy if you wish. Packets and goody bags will be handed out to those who checked in late on Wednesday or early on Thursday.

Tour #1: 8:30 a.m. Charleston Convention Group Services Coach will begin loading at the hotel. 8:45 departs with narration by tour guide. 9:30 Charleston Harbor Tour. We will board the Charles Towne Princess and enjoy a breathtaking tour of Charleston Harbor. The tour covers 75 points of interest. We will hear a live narration by our Captain on the facts and folklore about Fort Sumter, Fort Moultrie and Fort Johnson. We will see the bridges that span the Cooper River and pass the ships of Patriots Point and beautiful waterfront homes. 11:15 Free time in the Old City Market, lunch on your own. 1:15 p.m. Depart the market for the hotel. 1:45 Arrive at the hotel. For those adventurous souls who may want to stay longer downtown, arrangements can be made for the hotel shuttle (for a fee of course) or you can share a cab or ask a shipmate with a car to pick you up. The trolley in that area is for the most part free to get you to other attractions. If you choose to free lance, you MUST let the tour folks know so they won't be holding up the bus looking for you. The cost of Tour #1 is \$54 per person. During the tour the hospitality room back at the hotel will remain open if folks are not going and are willing to keep watch over snacks, beverages, silent auction and ship store items. Late arrivals can pick up their packets whenever the room is open.

Friday May 8

Breakfast buffet opens at 6:30 a.m. Hospitality room opens at 7 a.m. with coffee. Packets will be handed out to any late arrivals.

Tour #2: 9:15 a.m. CCGS Coach bus arrives. 9:30 Bus with tour guide departs for Historic Charleston Overview tour. We will see Charleston's beautiful old historic district. View the lovely homes along The Battery, 18th century Rainbow Row, magnificent public buildings and churches and other points of interest that we didn't see from the harbor tour by boat. The guide of course will tell us all about the history and some of Charleston's more "colorful" citizens. 11:30 Bus arrives at Patriots Point. 11:45 Lunch in the CPO Mess aboard the USS Yorktown. 12:20 p.m. Tour the ships of Patriots Point. 2:30 Hubbard Memorial Service aboard the USS Laffey. 3:00 End of Memorial Service, prepare to depart for hotel. 3:30

Arrive at hotel. Cost of Tour #2 is \$66 per person. We tried to coordinate this tour with the Memorial Service to try to accommodate all. If you want to go to the Memorial Service but not go on the tour, you can make other arrangements to get to the USS Laffey in time for the Memorial Service. Parking is \$5. You will be admitted to the ship for the Memorial Service only. Wear a name tag identifying you as a USS Harry E. Hubbard shipmate.

Back in the hospitality room – or still there if you never left – have a few frosty beverages with your shipmates. Dinner is on your own.

Saturday May 9

Breakfast buffet opens at 6:30 a.m. and hospitality room at 7 a.m. with coffee. Your day is free for the most part. Silent auction closes at the beginning of the business meeting at 3 p.m. Monies will be collected and items distributed after the meeting. Hospitality room closes at 5 p.m. Cash bar opens at 6 p.m. in the banquet room. Everyone who is registered for the reunion at \$65 is included for the banquet. The menu is “Duet of Chicken Marsala and Sirloin of Beef.” This consists of grilled breast of chicken sautéed with Marsala wine and wild mushrooms, paired with a petite sirloin of beef with rosemary demi glaze, fresh garden salad, rice/potato, seasonal vegetables and desert. Entertainment had not been determined as of the date of this newsletter. The hospitality room may reopen after the banquet.

Sunday May 10

Cut out or Xerox this Form

and mail with your payment to:

USS Harry E. Hubbard DD-748 Reunion Assn.

P. O. Box 918

St. Petersburg FL 33731-0918

Your rank/rate Name

Name of your guest or guests

Include \$65 for each adult registered total

Include \$54 for each Tour #1 (optional)

Include \$66 for each Tour #2 (optional)

Hospitality room donation (optional)

..... Total of amount enclosed by check

Print your address below (or attach an address label) and indicate the best way to reach you if we have any questions – either telephone or email. If you have dietary restrictions please attach a list and we will attempt to accommodate you.

Farewell to all after breakfast. Don't forget to call mom or grandmom to wish her a Happy Mother's Day. Have a safe trip home. As this is being written the 2016 reunion plan is uncertain, hopefully resolved at the business meeting Saturday.

Registration Form

The registration form here asks for your name and the name of your guest(s), address and other contact info. Everyone pays the registration fee on a per person basis. The hotel offered us a per person fee to keep the hospitality room stocked with “dry snacks” such as chips, nuts and pretzels, coffee service twice a day, ice for our coolers and ice and a scoop for our mixed drinks, all paper products, decorations with a patriotic theme along with the banquet meal which is more generous with both chicken and beef and desert. What they are offering takes a lot of the burden off of the reunion hosts. All is taken care of except our “cold adult” beverages and coolers to put them in. We felt it was reasonable for all we get. At some reunions we have paid \$15 for a registration fee to a reunion planner and received very little in return. So, remember what the \$65 includes. And as always your generous donations are welcome as well as anything you want to share in the way of food and drink in the hospitality room.

Please fill out the registration form and send to us at the reunion association Post Office Box. Checks may be made out to USS Harry E. Hubbard DD-748 Reunion.

Corrections & Other Notes

PN1 Al Romans was first to spot the error in the website version of the last Herald. The USS Laffey is DD-724 rather than DD-723. It was corrected before the newsletter went to press.

Last newsletter we mailed out a record number of newsletters, 645. This compares to a total of 748 active members and 8 associate members at that time. In an economy move, this time we are only printing 450 newsletters with 734 active

members. There were a number of shipmates who read it on the website and then got a mailed copy because they did not let anyone know they had it already. There are a number of associate members who follow us on the website but are not counted anywhere. Associates are widows, or children of active or deceased shipmates. We will mail to any widow who wishes to be on the mailing list for any period of time. We also have inactive members who have asked to be dropped from the active mailing list and we were happy to accommodate them. We do accept donations to help fund the newsletter.

The amount of return mail we get is a continuing concern. Some are shipmates who moved and assumed the post office would continue forwarding their mail indefinitely. Actually the PO only forwards up to one year. For six months after that they will return first class mail to sender with an address correction noted. So, some of the mail we get returned may be for shipmates who moved 18 months or more previously. We had a return mail for GM3 John M. Thornbro. Al did a search of military grave registry and we find he died in July 2010, four years previously. We are all getting a bit forgetful but you can save us some money if you remember to send us a change of address, email or postal. Many of our shipmates are now relocating to retirement homes and assisted living facilities as well as moving around the country to be nearer children or for a warmer climate or cheaper living costs. Leaving the lawnmower and snow blower behind is not a bad idea.

Association Financial Report

The financial report in the last newsletter was in error in several regards. The numbers as given did not add up to the balance shown. Rather than list the corrections, here is a new report taking us from the 12/21/13 balance up to the present

Balance 12/21/13 (Last newsletter)	\$3206.19
Donations to newsletter	\$365.00
Printing expense (January 2014)	-\$226.16
Printing Expense (October 2014)	-\$354.13
Postal expense (January 2014)	-\$184.00
Postal expense (October 2014)	-\$343.00
Ship Store sales at reunion	\$365.00
FedEx return Ship Store merchandise to MN	-\$24.98
Silent Auction proceeds at reunion	\$468.50
Reunion Expenses	-\$316.26
Donations to reunion – mail & on site	\$895.00
Flowers	-\$275.85
Envelopes	-\$12.83
National Archives – deck logs	-\$200.00
Charleston advance for deposits	-\$2000.00
Patriots Point	-\$1250.00
Balance as of 2/17/15	\$112.48

Newsletter and Contact Information

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Do not use my gmail address. It is being phased out due to confusion over whether it is richard.oliver748 or richardoliver748 without the dot between richard and oliver.

And

SH3 Alvin H. Eisenbraun (1963-7)

5002 75th Ave NE

Marysville WA 98270-8814

Telephone: (360) 572-0075

Email: Alvin.eisenbraun@comcast.net

For Charleston reunion questions

RD1 Charles Shook (1954-7)

(828) 433-9223

Ship's Store Merchandise

Our Ship Store is in pause mode as our volunteer Joyce Davis undergoes hip joint surgery. We are going to be reducing the scope of our items for sale to only t-shirts and ball caps. We have been selling some very nice polo shirts and sweatshirts, the latter both with hood or without. We may still have some for sale as you read this or Joyce may be able to special order you one but you would have to pay in advance. Try Joyce at jdavis@mncable.net or ETN2 Jim Renneker (60-63) at jrenneker@mncable.net. Their phone number is 218 386-3879. The mail address is: PO Box 328 Warroad MN 56763-0328. As with everything else, we could use a volunteer to take this on but our appeals have fallen on deaf ears and so we find we must begin closing down our Ship Store operation. IC1 Sandy Reid (50-52) founded the store. Joyce took over 2008.

Welcome Aboard

SA Londis **Carpenter 1958** Edwardsburg MI; BT3 Sherman C. **Pickens 1966-7** Wynnewood OK; MMFN Charles **Wood 1959-60** Cabot AR

Taps

BTC H. N. (Nick) **Alexander 1956-9** 9/8/13 Robertsdale AL; SN Donald R. **Barnes 1967-8** 11/1/14 Red Oak TX; LT James A. (Jim) **Carmody** (Ltjg) **1967-9** 12/6/14 Houston TX; LTjg David E. **Jordan 1962-4** 11/27/14 Hudson OH; RD3 Roger M. **Ledwell 1968-9** September 2014 Kalispell MT; FCS3 Donald A. **Lorimer 1950-1** 2/2/15 Sterling Heights MI; SKSN Edgar D. (Ed) **Perser 1950-2** 5/28/14 Hot Springs AR; SKCS Frank R. **Schultz** (SK1) **1955** 9/20/14 Sun City AZ; GM3 John M. **Thornbro 1946** 7/10/10 Milton KS; SH3 Larry **Weatherford 1966** 6/18/14 Auburndale FL; YN3 J. Harold **Wells 1944-6** 9/8/14 Martinsville VA; SHSN Raymond J. **Zebron 1951-4** 1/6/15 Peru IL

Lost Contact, Return Mail

BT3 George K. **Bryan** 56-57 Nanjemoy MD; CSSN Rex P. **Cope** 64-66 Rancho Cucamonga CA; GM2 Richard **Redick** (GM3) 50-52 Berkeley Springs WV; QM3 Mike **Sudlow** 63-64 Apple Valley CA; RD1 Richard H. **Wright** 51-54 Spring TX

Remembering Don Lorimer and George McClanahan

By SH3 Al Eisenbraun 1963-7

I wrote this the day Don Lorimer passed away. I recalled when I was sitting in the lounge of an Alaskan cruise ship in 2012 after the Seattle reunion. I was talking with two shipmates, Don Lorimer and George McClanahan. I wish I had recorded it. They were telling me how they had met Oct. 16, 1950. They were walking on the pier together and it turned out they were both reporting aboard the USS Hubbard. They had both been on ships in WWII. George was a FCS2 and Don FCS3, so they would be working together on the ship. They reported aboard and became friends immediately. I met them both at reunions. My first reunion in 1996 I met Don and the next year in Chattanooga I met George. Over the next 19 years I became good friends with both of them. I was telling George that after I retired in 2006 I took a road trip to Detroit and looked up Don and his wife Virginia (Ginny). Don was at a Tin Can Sailors meeting, so I got the address and drove there to surprise him. I was wearing my Hubbard hat, so I fit in. Don was very excited, introducing me to all the shipmates in attendance. He took me to the guest speaker and introduced me as the "USS Hubbard Historian." I laughed and said I just enjoyed keeping busy with the history of the ship. He told me they were having the dinner meeting to get the destroyer USS Edson (DD-946) as the Saginaw Valley Naval Floating Museum. I told him the Hubbard had operated a lot with the USS Edson when we were off the coast of Viet Nam. I also told him that we had two Hubbard Officers that became CO's of the USS Edson. The guest speaker asked how I knew this. I told him about Capt. James E. Shay, who was aboard Hubbard 1957-60 and CO of the Edson 1973-75. I told him that another Hubbard officer, Capt. Gilbert Harvey McKelvey, was on board with me from 1963-65 and was CO of the Edson 1977-80. I had dinner with Don and the shipmates. We talked about the 2004 Hubbard reunion in Washington, D.C. and going back in October to dedicate the Hubbard Plaque at the Navy Memorial and the cruise on Jim Minard's yacht. George said that was so great bringing his daughter Colleen along to meet Don and the other Hubbard shipmates, as well as Capt. Harry Hubbard's daughter Jean, who was in attendance for that dedication. The actor Ernest Borgnine joined us at our group lunch. Don and George were talking about how nice it was of Jim Minard to select both of them and SF3 Terry Capps (1965-68) to perform the memorial service on the USS Turner Joy at the 2012 Seattle reunion. Less than two years later we lost George McClanahan, Feb. 2 2014; one year to the day later we lost Don Lorimer, Feb. 2 2015. I know they are still telling stories about the Hubbard.



Left to right: ET2 Jim Minard 1966-8, FC2 George McClanahan 1950-1, SF3 Terry Capps 1966-8, FCS3 Don Lorimer 1950-1 at the Hubbard memorial service on the fantail of the museum ship USS Turner Joy (DD-951) in Bremerton WA during the 2012 Seattle reunion. In the background is Bremerton shoreline. Jim was the host for the Seattle reunion. Don attended every reunion from the first one in 1989 up through the 2012 reunion in Seattle. He was unable to attend the 2013 reunion in Virginia Beach.

Books: *At War With the Wind* and *The Trident Deception*

The book *At War with the Wind* by David Sears is billed as “The Epic Struggle with Japan’s World War II Suicide Bombers.” It was published October 2008, Citadel Press Books, a division of Kensington Publishing, New York. It is intended to be the full story of the Kamikaze attacks but I note that the index does not list our ship, which shot down two of the suicide bombers, one while under direct attack and one as a picket ship doing its duty. I wrote one story for the *Herald* and another for *Tin Can Sailors*. The book by Mr. Sears was pointed out to me for its account of our shipmate Don Lorimer aboard the USS Leyte, an aircraft carrier that suffered considerable loss of life when hit by the suicide bombers. Here is Don’s story, page 196. “Two sailors stood at attention by each of the shrouded bodies. These escorts, pooled from various ship’s divisions, were responsible for lifting and moving the bodies forward as the [burial at sea] service progressed and, finally, with dropping them into the sea. Don Lorimer, a 20-year-old seaman who had joined *Intrepid* in December 1943 (enough time to have attended other of these ceremonies and memorized the Navy Hymn’s first verse), was a gunnery division delegate. The day before, Lorimer was stationed aft in one of the port side 40-mm gun sponsons. Both planes hit forward of where he had stood, and servicing the gun had kept him from seeing the chaos they caused. Lorimer suspected his crew had fired at one or both of the bogeys, but there was no way to be sure they’d done anything, or could’ve done any better. The corpse assigned to Lorimer was among the last to go over. He and his partner had to lift the body several times, and each time shuffle it a row closer to the side. As they did, Lorimer wondered about the dead sailor he was carrying to his grave. He had recognized only one name from the casualty list, a sailor he’d met once when both pulled mess cook duty. Lorimer also realized the shroud might contain just a mismatched collection of body parts from several dead crewmen. Whoever it was made for a heavy load and probably would sink even without the shell casing. By the time the two sailors reach the deck combing, lifted the body and released it over the side, Lorimer was completely exhausted.”

The Trident Deception is by Rick Campbell, a retired Navy Commander of the subsurface variety, and published by St. Martin’s Press March 2014. Our paths crossed when we were both researching stories about sinking of Russian subs in the Korean War. This book, however, is a work of fiction of the *Hunt for Red October* variety. It is as topical as today’s headlines. It involves a plot by conspirators to dupe a U.S. Navy Trident submarine into launching a pre-emptive strike against Iran. When I last checked it was still running number one among the reported 340 works of submarine fiction on Amazon. I have a copy signed by the author, which I will be putting on the Silent Auction table for our Charleston reunion. Rick tells me he has signed a deal with St. Martin’s for two more books. The sequel to *The Trident Deception* is in print now, *Empire Rising*, and I will have a copy of that for the auction block by reunion time. At the moment I am reading the blurb on the author’s website rickcampbellauthor.com. This one involves a battle with China over oil supplies and in the process the insertion of a SEAL team into Beijing, which figures in the dramatic conclusion.

Deck Logs and Agent Orange

Last issue there was a long article re Agent Orange issues. Let me clarify. You have VA medical benefits as a result of your military service. Agent Orange certification by the VA provides additional benefits for certain types of diseases that might be related to exposure to Agent Orange, a chemical defoliant used during the Vietnam conflict. There are two ways to get on the Agent Orange registry. Individually, you are covered if you set foot ashore in Vietnam for any reason. The other instance is if you were aboard a Navy ship during a period that the ship qualified as an Agent Orange ship. In order to get the ship classified as such someone must show it operated on inland waters of Vietnam or tied up to a dock. Anchoring in DaNang or Qui Nhon or any other coastal port has not been good enough for any ship. Nor has being close to shore for a NGFS mission. Shipmates point out that our sister ship, USS Samuel N. Moore (DD-748), was approved. However, that was for her operating on the Saigon River., which Hubbard did not. I have reports from shipmates that we were in rivers but one should note that the appearance of Vietnam could be deceptive to those not looking directly at a chart to identify

their surroundings and thus they may be mistaken. Certainly many times we were close to shore with land on both sides or perhaps between mainland and some islands but I am looking for mention of a specific river, location and a date.

For that search I have purchased (with your funds) all the missing deck logs for the 1965-66 cruise and have them on my computer. Each day's log has three positions, for 0800, 1200 and 2000. The narrative in deck logs is brief. The letter from National Archives states it thusly: "A deck log . . . includes journal-style entries of the ship's administrative activities, location and course of travel, disciplinary procedures, and any unusual events." The Quartermaster's Log is very detailed. When the JOOW uses it to write the deck log to be signed by the OOD, he leaves out a lot of stuff that later turns out to be important for reasons unanticipated at the time. 1965-6 is the only cruise for which we have complete deck log coverage. For others we have spotty coverage. At this point I do not know whether it is important to get complete deck logs of other deployments. There are limitations to deck logs and so far I have not found anything resembling a "smoking gun" in the 1965-6 ones.

Question #1: Does anyone know more about the incident described below by LT Guptill. In particular we need to know whether the ship was up a river and any additional details that may help pin down the location and time. This relates to showing that the ship operated on inland waters. I can email deck logs for any dates during that cruise. Let me know.

Question #2: Examine the account by SFP3 Robert (Bob) Chavez (1966-9) below. He states that several people went ashore on Swift Boat 64 and that the crew of the boat had dinner aboard Hubbard Dec. 20 1968. He also mentions being at the mouth of a river. On that basis I requested deck logs from National Archives for Dec. 17-21 1968. These were obtained at no cost to us as National Archives considered it a legitimate research request. There is no mention of Swift Boats on Dec. 20 when Bob went ashore. On Dec. 21 the 1403 deck log entry indicates a patrol boat came alongside to starboard for one minute and then departed with one Naval officer having coming aboard. Those deck logs are paper copies, 10 pages for the five days, but I can Xerox and mail them for anyone who is interested. If you can help Bob in his claim, contact him directly.

Question #3: I have reports that we tied up to a dock at some point in Vietnam. One officer recalls walking on a dock so he could add it to his list of countries visited. A snipe recalls getting a welding canister on a dock and one sailor smashed a finger doing so. There are individuals who may have gone ashore to confer on naval gunfire missions. Boat crew from the ship may have taken individuals ashore and gone ashore themselves. I think that if we were tied to a dock it would show up as an entry in the deck logs but I need some guidance where to look and if deck logs are needed some indication of what dates. If you went ashore for any reason, let me know and I will tell you whether we have deck logs for those dates and help you contact others who might provide statements to support your claim.

Question #4: Another line being pursued involves docking at a certain pier in Subic. It is said that Agent Orange was loaded and unloaded at that pier and that sailors setting foot on that pier got sick as a result. I checked the personnel records we have and they show only one sailor hospitalized within the timeframe indicated and no reason is indicated. This line is being pursued by Bob Chavez and is quoted in the Memories section that follows. There may be further developments by the time the next Herald hits the street. Blue Water Navy [bluewaternavy.org] is pursuing various avenues of Agent Orange inquiry trying to get the ships that operated off the coast of Vietnam approved for Agent Orange registry, i.e. the Blue Water Navy as opposed to the Brown Water Navy.

We have a number of men who kept day-by-day logs of their time overseas, or even their entire time in the Navy. We need to have the parts dealing with Hubbard transcribed and circulated. They provide some framework when we look at the deck logs and their circulation may prod the memories of others. Combined together maybe we can develop a complete picture. Ultimately we need to develop a full narrative for each cruise individually and post on the ship's website. By all means send me your questions and someone will attempt to answer them. National Archives has a program to copy all deck logs from the Vietnam era and has commenced with the aircraft carriers. It may be a long time before they get down to the Small Boys like our destroyer. Personal recollections are necessary.

Memories . . . Send in a recollection of your time on the Hubbard, or an update on what you've been doing.

LT Peter (Pete) Guptill (LTjg 65-7) We pulled into Da Nang but anchored in the stream. A few RVN and U.S. officers and a U.S. officer spotter arrived via launch to coordinate a mission that was to take place. The lead RVN officer, a Major I think, was more interested in buying out the ship's store of all the Salem cigarettes we had. The U.S. officers were more interested in getting some laundry soap. I don't know if our launch was used or what boat it was. We left Da Nang and proceeded north up the coast to an inlet or river. We had very poor chart info and basically navigated by depth sounder. We were to shore bomb a village, supposedly to drive the V.C. out into the waiting arms of the RVN troops. The skipper was anxious as to the position of the ship in such constricted space. We expended a few rounds on the village and exited the area. Later the spotter said that there was no activity in the village during or after our shore bombardment.

SFP3 Robert (Bob) Chavez (66-69) (1) Dec. 17 [1968] the Hubbard was sent 150 miles north. They asked for a heavy cruiser but instead sent us. We arrived at the mouth of a river called Chu-Tre, meaning Big Mouth. Here we were to check saipans and other boats on the river. There was also an American base we were told. Had an H & I mission to shoot at ten targets. Were still here in the morning and had GQ at 8:45 a.m. Shot gun at some gun emplacements and took two of them out and damaged other sites. About sixty miles north of Cam Ranh Bay we shot all last night. I was woken up at 1:30 a.m. to fix hydraulic line on Mount 51. Used Mount 52 until I was able to fix Mount 51. Dec 20th we moved up to Qui Nhon area and went to GQ at 1 p.m. until 3 p.m. Had several Swift Boats alongside Hubbard today. On this day three shipmates from the Hubbard went aboard PCF-64 to Qui Nhon for the day. We were chosen by the Captain to do so. We went into Qui Nhon for the day on Swift Boat #64. We returned late in the evening from Qui Nhon and the crew from Swift Boat #64 had dinner aboard Hubbard. EM2 Verne Irvin [66-69] knew that the Captain had sent us and wrote a statement of support before passing away in 2013. SF1 Mike Hoerntlein [67-69] and SFP3 Benny Barker [64-68] also knew the Captain had picked me to go to Qui Nhon. They were not able to sign a statement of support as they both passed away of cancer in 2008.

(2) August 15 to 25 1968 Hubbard was in Subic being worked on and a lot of shipmates were very sick. There was recently a report that two Marines won their case against the VA because Agent Orange was on the docks. If we were there what dock were we tied up to? All that Doc Downs gave us was aspirins and told us to take it easy. We need to get the deck logs and see what pier we were tied up to. I heard from Tom Ornazian and he said he had been sick and went on leave and when he got home was hospitalized. But they never found out what made him sick. Also, the Hubbard was in Subic being worked on from Sept. 6 1968 to Sept 29 1968, which is 24 days. We were also in Subic Aug 15-25, Oct 31 to Nov 1, Dec 9-16 and Jan 9-14 1969. If we were at Cubi Point Pier or Camayan Pier we may have a chance of Agent Orange designation for the crew. After the U.S. Navy left Subic for good in 1994 there was a huge storm that wiped out most of the piers in Subic so I have not been able to locate where Camayan pier was located. This pier may have been renamed after it was rebuilt but one way or another I am trying to help us get on the Agent Orange list and help any Hubbard shipmates I can. There was a 67-68 deployment and I was on that cruise also and on that cruise we spent a lot of time in Subic, the longest being May 16 to May 25 1967.

YN2 Bernard Robinson (64-65) Question: I was aboard from March 1964 to September 1965. During the 1964 WestPac tour, did HEH go through a typhoon? I remember taking pics from my office and then on the bridge of some terrific waves. If so, I just survived my second big hurricane, Hurricane Odile. Becky and I were aboard our Offshore 48 Yachtfisher *MV Worth Waiting 4* tied to very poor docks in Santa Rosalia, Mexico, which is about 200 miles north of La Paz on the Sea of Cortez. There were 14 boats in the marina with us. *WW4* had very minor damage. At the other end of the harbor – total wipeout. That marina was in extremely poor condition and is now gone. Four boats were sunk. The port captain reported 85 knot winds. The city suffered a lot. However, by the next day, businesses started opening, clean up started and smiles all around. Our dock was damaged with the end pulling off the piling and cleats popping like popcorn. *WW4* pulled a starboard bow dock cleat off, swinging to hit the utility box, wiping it out (with 110v power still on, in the rain and on an aluminum dock). Trying to secure the starboard bow, she swung hard against the port cleat, pulling it out. I had run one-inch three-braid dock lines to pilings in each direction. I doubled the pilings with $\frac{3}{4}$ " lines. During the storm, all four lines parted, luckily individually, so I was able to retie and keep control. We had a sideboard step torn off. A fellow cruiser was pushed ashore about fifty miles north and lost her 30' sailboat on the beach. She survived and at 76 years young is already looking for another boat to continue her singlehanded lifestyle. La Paz was hit very hard, as you've probably seen in the news. There were 37 boats adrift, at least 4 of them sunk and not salvageable. Three sailors were lost. I heard yesterday that all but six boats have been pulled off and they will try again during the next high tide. La Paz cruisers really pulled together with winds of 105 mph recorded and very little damage to boats that were in the marina there. The next day we had a little survival party celebration and a 71st birthday celebration for me. Then started preparing for Hurricane Polo but luckily it fizzled out and we left, moving south to La Paz. During that four-day passage we hit four storms, with one chasing us back into a safe anchorage with 35-40 knot winds. Oh, what fun it is to cruise. The bright side, last day before La Paz, we had a great passage of 54 miles to Isla Partida, anchored in clear water, watching the anchor hit bottom and set at 25 feet. We caught a nice dorado for dinner and took a swim in 85 degree water. We are now back in Marina de La Paz, where we will spend the winter and planning our next adventure on our retirement cruise, perhaps heading south to Panama. [Received October 3, 2014 via email] **SH3 Al Eisenbraun (63-67)** responded: You are right. On the 1964 cruise we were in the P.I. and typhoon Betty was coming in. Captain Hinchcliff took us out right into the typhoon. It was rough. We saw that it tore up the P.I. real bad. I kept a diary of that cruise and was going to put it on the web. It's funny that I added the names of the movies that we watched on the mess decks. Also noted being seasick a lot. Happy belated birthday to you. Glad you are OK. I was worried about you as I was watching the news on TV about the Baja California typhoon. Good luck in your sailing.

Muster Rolls

Muster Rolls during WWII were typewritten aboard ship. They contained a complete record of all enlisted men on board with their rate, date and place of entry into service, next of kin and pay status. This was done in case the ship or any of its men were lost at sea in battle or otherwise. The list was retyped quarterly and updated with changes on a change form. We have obtained a copy of the Hubbard info from National Archives. The copy is on disk and is photocopies of the paper pages. It was purchased April 19 2012 for \$125. The last 15 pages of the record are blank or illegible. The last readable page shows 65 men still on board as of July 1, 1946. Copies of the muster logs were given to many men at the end of WWII when they left the ship. The record of the officers on board would be found in the deck logs with a summary on the first day of the month and any changes being recorded in log entries. These too were left ashore when the ship left port. We have not purchased any deck logs for WWII.

The first muster rolls purchased by the reunion association were for 1968 and 1969 on Jan. 9 2011. Muster rolls for that period were computerized records plus the daily pages submitted by the shipboard personnel office showing changes in status, receipt of men, transfers, promotions, etc. These muster rolls also contained information on the officers of similar nature. Unfortunately these muster rolls were received by us in the form of microfilm rolls, which had to be taken to a public library and used on a microfilm reader. I sat in the library for hours at a time copying the information so I could take it home and enter it into my home computer. Sorted and sifted, the info was then sent to Al, who used it to locate shipmates and greatly expanded our roster. These cost \$125 per reel with one year per reel. We had some generous donations that helped fund the project. March 9 2011 we purchased three more rolls of microfilm, for 1957-8, 1959 and 1960. The remaining purchases came on computer disk and these we can easily copy at home and email to those who request information. The year 1966 it turns out is missing from National Archives, either never copied or lost somewhere in their system. I got tired of running to the library rechecking info on the 1968-9 crew on microfilm and purchased at my own expense the disk record

I have computerized the combined records into one large alphabetical file of men on board 1949-1969 and can sort it in various ways. If you have asked for a listing of men you served with, it comes from a computer sort of these records.



Date of photo August 1951

Photo from **BTC Bob Harrison (50-52)** BT1 Bob Harrison (moustache, holding glass, right corner of table), BTR2 Donald E. Gildow (next at table, wearing white socks), BTG1 Richard E. Goody (left corner of table with cigar clenched in teeth), BT2 (FN at time of photo) Frankey W. Stanley (at table, drinking from glass), BT2 (FN at time of photo) Ben H. Steele (next to Frankey at table), BTG1 (BTG2 at time of photo) Cecil T. Spencer (standing behind Donald). Bob and Frankey are active members on the roster. Cecil has not been located. The other three are on our Memorial pages. Can you identify any of the others in the photo? All men in the photo are believed to be Hubbard sailors though some are wearing dress whites and others are in dress blues.

Muster Rolls 1950: Hubbard was placed back in commission 27 Oct 1950 for the Korean War. First to report aboard was YN3 Francis B. Butcher, who reported aboard 5 Oct 1950. Note that on commissioning and recommissioning the first man aboard is a yeoman to get the paperwork rolling. He and the rest of the crew were assigned to SubGroupOne, San Diego Group, Pacific Reserve Fleet until the full crew was assembled. Pacific Reserve Fleet was a component of Commander, Western Sea Frontier. "Sub" meant a subsidiary part of San Diego Group and had nothing to do with submarines. Aboard at recommissioning were 209 men. Some of the men I know from reunions. These include (rates as given in the muster rolls): ET2 Ernest P. Moore reported aboard 9 Oct as #28, CSG3 Cyrus J. Elliser on 10 Oct as #31, BTG1 Gordon B. Heal #83 and IC2 Alexander S. Reid #87 on 16 October. SA Charles D. Roach #114 reported on 17 Oct, FN Thomas L. Sarbeck #164 on 20 Oct and FA Richard D. Noonan #184 on 23 Oct. Report by LT Richard E. Oliver (Ensign, 68-69 from microfilmed records on computer disk)