



## The Editor's Mailbag

Most of our active roster shipmates with computers were sent postcard notification that this newsletter was available on our website. If you are one of those please confirm that you were able to download the Herald okay by sending the confirmation receipt keyword **Battleship** in an email to me at [dd748@mac.com](mailto:dd748@mac.com). . . If you are a new visitor to the website and the newsletter, you are invited to send your comments to me by email. If you served on Hubbard but are not on our active roster, send me an email with details of your dates of service and rank/rate so we can add you to the roster. Our roster is both our mailing list and the means by which shipmates get in touch with their shipboard buddies. If you are a relative of a deceased shipmate, please send us that information so our shipmate can be added to the memorial pages on our website and remembered at our memorial service held during the annual reunion. . . Correction to last newsletter: The call sign of LT Jim Carmody (LTjg 67-69) is November November Five Oscar and not November November Five Zero. . . STG3 Peter Lush (65-67) went to Los Angeles to tour the USS Iowa (BB-61) and discovered his tour guide was the son of the late BTC Lewis A. Mack (54-58). Chief Mack has been added to our memorial list. . . Thanks to EM2 Jerry Garnett (51-52), PN3 Don W. Barnett (67-68), DK3 Tom Larsen (51-52) and LTjg Charles A. Clark (52-53) for donations to the newsletter fund. . . Al Eisenbraun (SH3, 63-67) asks, does anyone recall that rarest of port calls, to Stockton California in May 1965? . . An ABC TV newscast 10 March 1966 included scenes of DD-748 conducting shore bombardment in South Vietnam. . . The Hubbard Herald logo above is copied from the original used aboard the World War II shipboard newspaper produced on a mimeograph machine. . . Apologies to anyone who posted on my Facebook page - I don't have time to deal with that anymore. Also not accepting invitations to join LinkedIn. I won't be visiting your Facebook page and I don't have a clue as to what Twitter is all about. Also, do not send me emails containing cartoons, funny stories, political or religious messages or anything else you thought was "interesting" and wanted to share. Only send me emails concerning this destroyer reunion organization. Sorry but I really do not have the time to read tons of emails and their enclosures. *Dick Oliver*

Delivery Confirmation Codeword: **Battleship**

## 25th Reunion Will Be in Virginia Beach and Norfolk May 15-19 2013

### The Hotel

The hotel for the reunion is the Holiday Inn Virginia Beach-Norfolk Hotel and Conference Center, 5655 Greenwich Rd, Virginia Beach VA. The rate of \$89 (plus the usual taxes) includes breakfast for each adult guest. There is a free shuttle from the airport. The courtesy phone is in the baggage claim area. The hotel is 10 minutes away. If you are driving, use I-64 and exit onto I-264 east and then take the first exit, 15A, Newtown Rd. At the stoplight at the end of the ramp continue straight, across Newtown Rd. onto Greenwich Rd. Denny's is on the corner at the right and a convenience store on the left. Our hotel is the third or so in the row of hotels.

### Wednesday, May 15

After you check in at the front desk, visit the Hubbard hospitality room and pick up your registration packet with nametag and tickets. It is to the right rear of the lobby, around the corner from the Blue Bar. There are tables for the Silent Auction items. See me to get a form to fill out describing the item and suggesting a

starting bid. At 5 p.m. at the Blue Bar you can have a beer, glass of wine and snacks courtesy of the hotel at their weekly manager's reception. Shoot the breeze with old friends and new at the reception or in the hospitality room. Do not take food or drink from the hospitality room into the lobby or the rest of the hotel. Rest up for tomorrow's tour.

### **Thursday, May 16**

After breakfast make preparations for getting to downtown Norfolk for the harbor cruise aboard the 135-foot tri-masted topsail schooner *American Rover*. We board at 12 for the two-hour cruise. Most of us will be using the Norfolk light rail. The hotel will shuttle our people to the station whenever the shuttle is not making an airport run, its primary function. It is an easy walk from the hotel to the train station. Natalie and I left the front of the hotel and walked along the sidewalk to the train in 17 minutes (0.7 mile) and Natalie is not a fast walker. You walk west past the neighboring hotels down to the Denny's on the corner, turn left and walk along Newtown Road two stop lights to the train station. Cross the street at the light. The train leaves every 10 minutes and takes 17 minutes to get to the MacArthur Square stop. The fare for the train for seniors is \$1.75 for a one day pass or \$3.50 for a non-senior. The one-way fare is \$0.75 seniors or \$1.50 non-seniors. Credit cards or cash. From MacArthur Square station walk along Atlantic Ave. to the Waterside Marina where the schooner is docked. While you are downtown Norfolk you can visit Nauticus museum, the battleship USS Wisconsin and the free MacArthur memorial museum and take the passenger ferry to Portsmouth. The ferry is included in the train ticket price. The waterfront restaurants at Waterside are Hooters, Outback and Joe's Crab Shack. Natalie & I recently enjoyed a nice lunch at the 219 Bistro, located at 219 Granby Street. An interesting restaurant we used to visit is Freemason Abbey, in a former church on Freemason Street. I have not used it but there is a free handicapped shuttle downtown Norfolk, F.R.E.D. It carries 5 people and operates only within the downtown. Call 757 478-7233 for a pickup. It operates after 11 a.m. Monday through Friday. For those who want to drive their cars downtown there are parking garages there with reasonable rates.

Other things: Norfolk Botanical Gardens is 155 acres and includes tram tour of grounds, Chrysler Museum is being remodeled and art is temporarily housed in historic homes they own. Glass studio is open. Cape Henry Lighthouse has a beautiful beach adjacent and parking is free. Colonial Williamsburg, Yorktown and Jamestown are on the peninsula.

### **Friday, May 17**

For Friday the big activity is the harbor cruise. Refer to the train and Norfolk information for Thursday. The Friday cruise is 11 to 1. If you took the train on Thursday you have it figured out. It is the same train stop, MacArthur Station, but this time walk down Plume Street toward the USS Wisconsin visible at the end of the street. I will be handing you your tickets at the Nauticus museum, close to the boat landing. No last minute additions. I have to let the Captain know my head count 72 hours before departure. There will be passengers from the general public on board with us and the boat will likely be near capacity. Food and drink are for sale on board - no outside food or drink is allowed on board. I cannot say enough about the detail that goes into the narration, always up to the minute with the comings and goings in the harbor and the Navy piers. It goes close to the ends of the Navy piers, closer than you would be on a big bus tour of the base. Again, enjoy the other downtown attractions, or go shopping at the MacArthur Center mall close by. Take the train to the end. After a short wait the engineer walks to the other end of the train and away you go again. In the afternoon I will be having the drawing for the free room nights. This is a reward for those who registered for the hotel early. You do not need to be present at the drawing to win.

### **Saturday, May 18**

At 1 p.m. we will have the annual memorial service in the hospitality room, followed by the business meeting. The Silent Auction will close. The hospitality room will then be closed so the room can be set up for the banquet. The cash bar opens at 6:30 and dinner is at 7 p.m. We will have a narrated slide show presentation by Jeff Nilsson, executive director of the Historic Naval Ships Association. We visited the USS Turner Joy (DD-951) in Seattle in 2012, can visit the USS Wisconsin (BB-64) in Norfolk and will be seeing the USS Kidd (DD-661) in Baton Rouge next year. Future reunions may include historic ships in New England or San Diego.

There are a surprising number of them, all over the country in unexpected places as well as the obvious ones. So, hope you enjoy something different in the way of banquet entertainment.

### Sign up and Reserve Your Spot

The hotel phone numbers are 757 499-4400 or use 800 465-4329 the Holiday Inn national number. Be sure you have the right hotel and ask for the Hubbard special rate. When you check in at the hotel, you will receive breakfast coupons for each adult registered. I am running a drawing to encourage early registration. The first 25 to make room reservations have three chances to win a free room night, the next 25 two chances and the remainder one chance. That drawing will be Friday May 17 and is based on the date and time you made your room reservation as shown on the room list provided to me by the hotel. Send me the money for tours and the banquet. The sailing cruise is \$25 per person. The harbor cruise is \$18 per person. The banquet is \$35. The banquet choices are: (1) Pan seared Atlantic salmon with honey citrus ginger glaze or (2) Chef's chicken Franchise, which is breast of chicken floured and battered pan sauteed with a lemon parsley butter sauce. Each comes with salad, rolls, oven roasted red bliss potatoes and green bean almondine. Desert is pecan pie. Coffee and tea and gratuity included. It is a plated meal, not a buffet. The only other thing I will need to know is whether you have the blue plastic nametags that we use for shipmates and guests. If you attended a previous reunion you probably have them. If not, let me know and I will have them made for you and your guest(s). They cost us \$5 a piece but we will absorb the cost in hopes you will come back for another reunion. Next year is Baton Rouge.

Dick & Natalie Oliver, your reunion hosts

email: [dd748@mac.com](mailto:dd748@mac.com)

phone: 727 363-3059

Mailing address: P.O. Box 918  
St. Petersburg, FL 33731-0918

### Taps

SN Michael **Albergo**, Jr. (63-66) 4/7/96 San Diego CA; FN Oscar Amos **Allison** (62-64) 4/5/97 Elgin TX; SOG2 Bruce L. **Banks** (60-63) Molalla OR 7/4/08; TN Jesus Ponciano **Bautista** (62-64) 8/11/11 Union City CA; MMC Fred J. **Beinitz** (56-57) 11/13/90 Southfield MI; BT2 Patrick C. **Brennan** (56-60) 12/29/00 Flemington NJ; SN William R. **Couch** 12/26/12 Elsemere KY; MM2 George C. **Cumming** (50-52) 11/12/12 Bradenton FL; FN Carl W. **Dunn** (49-50) 9/25/12 Vian OK; SN Paul D. **Ewing** (1957) 11/20/07 Pendleton OR; EN3 Ira R. **Feenstra** (56-58) 8/23/11 Bellingham WA; CDR Roger S. **Firey** (LCDR, XO, 67-69) 8/24/12 Virginia Beach VA; Plankowner S1c Wesley F. **Gallagher** (44-46) 9/17/12 Tacoma WA; Plankowner CDR Edward M. **Gorence** (LTjg SC, 44-46) 9/22/12 Midland TX; SN Gerald T. **Heintzberger** (51-53) 8/17/12 Palm Springs CA; LTjg Alonzo Blaine **Huntsman**, Jr. (58-61) 11/8/12 Sandy UT; MM2 Gene Jacob **Lehr** (55-58) 2/9/05 Tucumcari NM; SN Franklin L. **Llewellyn** (57-59) 6/11/11 Summerville SC; BTC Lewis A. **Mack** (54-58) 5/17/02 Los Alamitos CA; SO2 Nolan H. (Hal) **Madden** (54-57) 2/3/13 Pasadena TX; LT James W. **Moore** (56-57) 7/18/11 The Villages FL; Plankowner S1c Alexander J. **Mount** (44-46) 3/27/12 Warrenton MO; BT3 Derl W. **Parsons** (50-54) 4/18/12 Keizer OR; BT3 Edward R. **Pinto** (62-66) 12/5/11 La Puente CA; GM3 Claud R. **Plyler** (56-57) 4/12/99 Lancaster SC; CSC Charles John **Popp** (57-59) 6/25/07 Palm Desert CA; BMSN Larry J. **Robin** (60-64) 10/22/12 Lafayette LA; EMFN Waymon O. **Rogers** (56-58) 3/16/04 Trinity TX; RDSN William E. **Splinter** (1951) 9/26/12 Lincoln NE; CSC George C. **Spasoff** (63-64) 7/18/93 Fort Pierce FL; RD1 James C. **Stendel** (54-57) 11/29/02 Norfolk VA; Plankowner S1c Michael G. **Sweeney** (44-46) 11/17/12 Scranton PA; BT1 Franklin F. **Toohy**, Jr. (62-65) 9/17/93 Honolulu HI; BMC Donald O. **Trantham** (51-55) 10/30/12 Riverdale CA; Marie **Trotman** widow of FT2 Henry Trotman (51-54) 11/17/12 Forkland AL; Ens Ronald L. **Woodfin** (62) 8/4/12 Sandia Park NM; ET2 James M. **Woods** (1957) 10/8/12 Tucson AZ; PC2 Stephen W. **Wusstig** (64-66) 8/19/11 Tamuning Guam; EM2 Arthur D. **Zentarski** (58-61) 2/16/12 New Lenox IL.

## CDR Roger S. Firey, XO 67-69

Cdr. Roger S. Firey died Aug. 24, 2012 after a long illness. He was Executive Officer of the USS Harry E. Hubbard from Dec. 20, 1967 to March 26, 1969. He had previously served as XO of USS Somersworth (EPCER 849) and USS Recovery (ARS-43). He reported to Hubbard from the Fleet Combat Training Center in Coronado, San Diego and the final tour of his 23 years in the Navy was at the East Coast equivalent in Dam Neck, Virginia. From Hubbard he received orders to command of the USS Vance (DER-387), an Edsall-class destroyer escort, but that ship was decommissioned and instead he took command of the USS Weiss (LPR-135), a former destroyer escort.

Cdr. Firey was a 1956 graduate of the State University of New York (SUNY) Maritime College at Fort Schuyler, N.Y. with a degree in Marine Transportation. He sailed in the Merchant Marine with several ocean lines. His awards include Meritorious Service Medal, two Naval Commendation Medals, one with Combat "V", and the Naval Unit Citation with 2 Bronze Stars. His campaign ribbons included the National Defense Service Medal, Vietnam Service Medal with 4 Bronze Stars and the Vietnam Campaign Medal with Device.

His interests included gardening, amateur radio and sailing. He and his wife Molly shared a love of sailing. They rebuilt an extensively damaged Swedish sailboat and sailed it on the Chesapeake Bay for 12 years. Prior to his retirement from the Navy, they purchased a Westsail 32, aboard which they lived for 27 years and completing three circumnavigations.

## Lost Contact, Return Mail

SM3 Larry **Heffington** (64-66) 1/12/13 Temple TX; BMSN Edward L. **McCann, Sr.** (51-53) 1/10/13 Birmingham AL; RD3 John Clifford **Noah** (58-61) 1/19/13 Richmond TX; FN Leonardo **Siqueiroz** (68-69) 9/15/12 Imperial CA; BMSN Frank **Tullier** (1949) 9/17/12 Wilburton OK; HM3 Bill **Zinn** 9/15/12 Omaha NE

## Welcome Aboard

PNC Edward C. **Alfred** (PNSN 68-69) Jacksonville FL; RD3 Thomas A. **Allen** (65-68) McKinleyville CA; MM3 Glen S. **Armitstead** (68-69) Cle Elum WA; QM3 William R. **Bice** (55-58) Hammond LA; BT3 Richard C. **Bohn** (67-69) Downers Grove IL; SOGSN T. H. (Ted) **Brown** (61-62) North Platte NE; RD3 Brian W. **Buckman** (56-60) Eureka CA; LT Charles M. **Dallas** (56-58) Camden Wyoming DE; SA Harold (John) **Dean** (1957) Tulsa OK; BTFN Donald A. **Epps** (1961) Chatsworth CA; RMC Ruben L. **Evans** (RM2, 56-60) Deatsville AL; SN Jimmy P. **Horn** (56-58) Overton TX; SN Larry **Johnston** (65-66) Cuyahoga Falls OH; BM3 Arturo A. **Jordan** (65-66) El Paso TX; RM2 Gene A. **Jucksch** (1954) Palm Desert CA; MR1 Harold M. **Nevelt** (56-57) Wichita KS; GM2 Francis J. **Martinak** (54-60) Houghton Lake MI; RM3 Milton (Mickey) **Mizell** (62-63) Mobile AL; MMFN Thomas E. **Moore** (51-53) Spencer IN; BT2 Ronald B. **Morefield** (66-69) Bishop CA; IC2 Richard D. **Oliver** (67-68) Downey CA; SO2 Hugh M. **Pickens, Jr.** (56-57) Las Vegas NV; MM3 Ronald J. **Pinto** (64-68) Mikado MI; MR3 Albert L. **Tullis** (64-66) Watauga TX

## The Shipmate Next Door

EM2 Jerry Garnett (51-52) did not know that the Edward M. Gorence who attended his church was also a Hubbard vet (44-46) until he saw the obituary in his Midland Texas newspaper. Different war, same ship. Cdr. Gorence was the supply officer in the commissioning crew and was with the ship through the Pacific campaign. He related his recollection of the shooting down of a kamikaze in September 2006 issue of this publication. Jerry says he wishes he had known sooner, they would have had a lot to talk about.

Here is another story along those lines. New shipmate SO2 Hugh Pickens (56-59) had worked with a guy named John Dean and after they were both retired John came to visit Hugh in Las Vegas. Hugh was telling him he enjoyed contacting former shipmates. John said he had also been in the Navy, on a destroyer. They couldn't believe it but they had been on the same ship. At the same time. Hugh and John have both been added to our roster.

I was updating the mailing list file when I noticed I had two shipmates from Burleson, Texas and wondered whether I had made a typing mistake. I checked with Al and he confirmed that both EM2 Gary P. Johnston (63-66) and GMG3 Melvin Jeane (66-68) live in Burleson (pop. 37,217). Melvin reported aboard 9/6/66 just after Gary had been transferred.

If you would like a geographical sort of shipmates in your area send me a note by mail or email. I can also send you a listing of active roster shipmates who were on board the same time as you. From the muster rolls list we can provide lists of everybody in a rating or ratings for any period in the years 1957-1969. The list includes names of active, deceased and unlocated crew. We are missing most of the data for 1966. The government microfilm project sometimes produced illegible pages or missing pages. And back in the days when every list was hand-typed there were a fair number of typos.

### *America's Black Sea Fleet*

Capt. Bob Shenk (LTjg 66-68) recently saw his book about destroyer operations in the Black Sea and Eastern Mediterranean published by U.S. Naval Institute. *America's Black Sea Fleet* is available from the Naval Institute as well as Amazon and other booksellers. Bob is professor of English at the University of New Orleans.

The book covers a brief period, 1919-1923, in which destroyers were the main instrument of U.S. diplomacy and relief operations in the Eastern Med. During this period the Russian Bolsheviks defeated the royalist White Army and that plus a Russian famine drove countless Russian refugees to take flight for Constantinople and the West. The fall of the Ottoman Sultans and the rise of the Turkish republic under Kemal Ataturk saw four years of conflict and resulted in the death of many Greek, Armenian and Turkish citizens. The burning of the port of Smyrna was among the tragedies witnessed by the destroyermen. In all of this there are many stories of humanitarian action by sailors and others thrust into difficult circumstances.

The destroyers eyewitness to all this activity were mostly the then-new Clemson class. USS Bulmer (DD-222) for example was commissioned in August 1920. These were four-stack flushdeck destroyers. They had a displacement of about 1200 tons and were 314 feet long with a 31-foot beam and a draft of 12 feet. A typical crew might be 8 officers, twelve chief petty officers and 110 total enlisted. Ships did not have radar, and lookouts were posted in crow's nests atop the masts. There were four single-mount four-inch guns, one for each direction. Twin screws and a single rudder made shiphandling challenging in the difficult weather and docking situations in the Black Sea. From 4 to 12 destroyers were usually assigned, with 8 being typical. When not at anchorage off Constantinople the ships were deployed around the Black Sea for a week or so at a time. One ship would be in Bulgaria or Romania to serve as a communications relay ship. The DD's often carried businessmen, relief workers, Red Cross personnel and diplomats between ports. The ships' officers were tasked with gathering intelligence about local activities. During the Russian famine the ships escorted grain ships and often carried refugees as deck passengers.

Bob has gone to great lengths gathering and selecting interesting details and stories. Using crew lists and other references he located relatives of the officers and men and obtained copies of letters and diaries written at the time. This not only provides a contemporaneous account but also a very personal and presumably unbiased story. He has also digested written reports from other sources, such as the writings of John Dos Passos and Ernest Hemingway and the autobiographies of notables such as Rear Admiral Dan Gallery, Admiral William Leahy and CIA op Allen Dulles.

Chapter 9 is devoted to "Shipboard Life." Throughout Bob gives attention to the daily life of the crew. The Admiral in charge made sure each of his ships got a chance to visit Egypt and Beirut for R & R. Liberty in Constantinople was at times good, particularly after the Russian refugees began arriving. There is the strange story of the storekeeper who thought a pig would make a good mascot. It barely got around by moving along the seams where the steel deck plates overlapped, until one day it went overboard. Throughout the book there are many interesting stories, as well as disturbing ones that remind one that the area of the Mideast continues to experience endless conflict.

## Final Word on the Walke Incident?

Shipmate Bill Splinter died September 26, 2012. He was a radarman aboard ship in 1951. I wrote a story for this newsletter (January 2008) and later for Tin Can Sailor (Oct-Nov-Dec 2008) about the mining of the USS Walke (DD-723) June 12 1951. It was based on declassified logs and reports and a book by Dr. James Alexander published by Naval Institute Press. Bill sent me an e-mail insisting he was positive it was a submarine torpedo that did the damage rather than a mine. Bill attended a number of reunions, his last being Green Bay in 2009. At that one he told me had seen the actual sub. A bit later he sought me out to say he had not seen the sub because his position in CIC at GQ would not have allowed him to see a sub and to not quote him as having said he saw a sub. I respected his wishes until he sent me the item which I used in the Memories section last issue, which is still posted on our website. It begins, "I am going to take one last shot at disagreeing with the Navy and most everyone else about the Walke." In it he relates how he and others in CIC opened the starboard exterior hatch to observe the ships assisting Walke and how he was standing next to the Executive Officer when they saw a submarine, presumably Russian, broach and then dive below the surface. He and others apparently did not come forward to testify at the time about seeing the sub because their opening the hatch was a violation of Navy regs, a breaking of watertight integrity when the ship was rigged for battle. Or perhaps there was testimony but it lies buried in some still-classified report. It seems strange that with so many potential eyewitnesses that none are quoted in the Top Secret documents, since declassified, unless there are other Top Secret (or higher) documents not yet declassified. It was Professor Alexander's persistence that got the logs and battle reports that we now have declassified and released and it was from him that the Hubbard group obtained copies, which we sold in the Ship's Store for several years. There are possibly classified documents that tell what we knew about the comings and goings of Russian submarines and their losses. Some Hubbard sailors report having been warned to never reveal anything about submarines being present at the time of the Walke incident. But, let us leave this story behind, while thanking Bill for attempting to set the record straight.

## WWII History Project

The WWII muster rolls for our ship have been obtained from National Archives and we now have a complete record of enlisted plankowners and the replacement crew continuing up to July 1, 1947. The WWII listing will be posted on our website, as many other destroyers are doing. We do not yet have the full officer listings but are considering getting the deck logs for the period. There is also an interval from July 1, 1947 to the decommissioning Jan. 15, 1947 where we are lacking info. The microfilm was overexposed and is unreadable. We know of several shipmates who were aboard during that time. July 1 there were 49 men on board, mainly the senior petty officers plus a few replacements.

The list of CO and XO may have to be amended if the sketchy information from the Muster Rolls is accurate, according to who was signing as CO and XO. CDR M. H. Buaas was XO at least briefly in 1946 and LCDR V. B. Dickerson was XO and may have been CO at the end in relief of CDR David S. Brown. We would have to purchase deck logs to finalize the officer listing, including CO and XO, but the deck logs are more expensive than the muster lists we have been using to identify enlisted crew members. So, the list in the last newsletter is not the final answer. We purchased crew lists for the years 1957 to 1969 and have called a halt to further purchases as there are a declining number of living shipmates still to be located before 1957.

It is interesting the number of men in the crew during WWII. The ship's wartime complement was 335 and at times reached 350. There are also long ago bases such as the amphibious training site at Lido Beach, Long Island, NY and the vast Camp Shoemaker east of San Francisco through which many of our sailors passed coming or going to the Far East. The WWII plankowners assembled at Brooklyn (52) or Norfolk (288) before reporting aboard July 22, 1944 for the commissioning. There were 340 plankowners plus the officers. A total of 601 men reported aboard up to July 1, 1946. The crew was 325 on July 1, 1945 following the Japanese surrender. The quarterly listings show 270 10/1/45, 252 1/1/46 and 132 3/30/46. The last listing we have is 7/1/46 which showed 49 men still on board.

The locations from which the reports were filed are our only information on ship movement as we do not have a set of deck logs. The ship was in Brooklyn, Norfolk and Bermuda before departing Norfolk 1/16/45.



The ship was in San Diego 2/7/45 and then Pearl Harbor in March and April. She reached Ulithi on 4/17/45. After the Okinawa campaign the ship was in Pusan (Chinhae) Korea October 1945 and Tsingtao September 1946.

### Ship's Store Merchandise Available

Joyce Davis continues to operate our ship store. You can reach her at (218) 386-3879 or email at [jdavis@mncable.net](mailto:jdavis@mncable.net). Our four lines of merchandise are hats, t-shirts, polo shirts and sweatshirts. All come with our Hubbard logo shown here:



Regular prices are: hats \$16, t-shirts \$16 to \$18, polo shirts (men & women sizes available) \$25 to \$28 and sweatshirts \$30 to \$32. Sweatshirts with hood are \$35 to \$37. Shipping is \$4 to \$10 depending on size of order. Call or email to discuss specifics. Some merchandise may be available at the reunion but we always sell out whatever we manage to carry to the reunion. Better to order now and have it with you when you get to Virginia Beach.

On the hoodies and sweatshirts that are made to order we are now including adding your name on the hood, sleeve or front. We are also throwing in a free license plate holder with all shirt and sweatshirt orders over \$50.

### Ship's Store Financial Report

Balance reported July 2011 in newsletter	\$538.53
Sales	\$2020.50
Shipping expenses	\$-175.99
Office & supplies	\$-58.25
Merchandise purchase	\$-1177.79
Profits to General Fund	\$-297.00
Balance 2/19/13	\$850.00

## Association Financial Report

### A. Year 2011

Balance 2/13/11 newsletter	\$5075.57
Donations	\$1705.00
Branson receipts	\$429.78
Shipstore profits	\$297.00
Office	\$-94.72
Printing (2X)	\$-733.73
Postage	\$-330.00
Archive purchases	\$-750.00
P. O. Box	\$-48.00
Website/computer	\$-406.90
Balance end of 2011	\$5144.00

### B. Year 2012

Donations	\$490.00
Seattle receipts	\$631.00
Office	\$-76.55
Printing (2x)	\$-584.26
Postage	\$-554.50
Archive purchases	\$-500.00
P. O. Box (2 yrs)	\$-120.00
Computer search program annual fee	\$-69.00
Balance 1/24/13	\$4360.69

Notes: (1) Does not include \$516 in Virginia Beach reunion receipts and expenses, (2) Stamps for this newsletter were purchased in 2012 before the prices went up. \$616.55 in stamps on hand 12/31.

### Newsletter Printing & Mailing Costs

In theory every shipmate with a computer should be able to go to the website and either read the newsletter there or download it to read later. That is the theory. For the last newsletter I assumed that the success rate would be 90% but it was definitely far less. I made repeated e-mails to individuals asking whether they had gotten it. I ended up having to mail to 166 from whom I had no response. One was actually deceased though his email was still active. One wrote back that he never checked email anymore. The original newsletter posted had a confirmation code that the recipient was supposed to respond with. Of those that did respond, few used the confirmation code.



I still like the confirmation code idea. The only way you know the word is if you read it in the newsletter and so that is proof positive that you got the newsletter. In the internet version of this newsletter it is in red on page 1 and clearly labeled. In the printed version being mailed out there is no confirmation code to worry about. as that mailing list consists mainly of those who indicate they do not have computers or email. Secondly, rather than having to send repeated emails again to find out who got it, this time I am sending out postcards. They say that if you cannot get it on the website to let me know and I will send you a printed copy. The website version is better because it is in color. You had to see the color picture of Whitey Stout last issue to appreciate the difference it makes. Our present intent is to have the last two newsletters both posted simultaneously on the website. So, you can still go back and look at Whitey in color. Whitey, by the way, is one of those who never looks at his email so I don't know if he even saw his picture in color.

**Memories . . .**Send in a recollection of your time on the Hubbard, or an update on what you've been doing. We will print all for which we have room, editing as necessary. Because we do not have a space limit on the website version I included some additional items that were not in the printed version in the last website version. These were: SK3 Rory Hayes (68-69) on driving Admiral Zumwalt, LTjg Bill Marshall (58-59) on XO shiphandling, LTjg Ron Blue (58-59) on shipboard religious services, LT Rob Kunkle (60-63) on GMG1 Ralph Batson, SM3 Les Oberlin (61-63) on ship visit to Everett, SK3 J. T. Hill (50-54) on ship repairs in Hawaii, ETN2 Mike Caruccio (62-66) on near-collision with Kitty Hawk, YN1 Bob Scigliano (44-46) on Capt. Purdy's death and LT Andy Kremm (51-52) on the China Service medal.

**RM3 Fred Albridge (59-61)** So sad to hear of Blaine Huntsman passing. He was our comm officer and then took over Ops when Dick Trimble left. A good officer and always a great sense of humor. He was the source of many a prank, including putting the seagull in the stateroom of the XO. Also hid Mr. Carpenter's white dress shoes down in the bottom of his under bunk locker and when we pulled into Pearl with All Hands in dress whites the XO had to come to the bridge in khakis because he couldn't find his white shoes. I have movies of that day. I look back over the movies and gosh we were all so young then.

**MM2 Larry Shull (51-54)** My home from November 1951 until March 1954 was DD-748 after engine room. For most of my tour I was on water gang, so watch station was forward. Lead PO was either Garton or Harrison, Paul Roberts on throttle, Louie Radosevich or Charles Jenkins lower level. We were on watch on the way home, halfway between Midway and Pearl Harbor when we were hit broadside by a tsunami. Not sure how far we rolled but we didn't think we would ever straighten up. Chief Garton was sitting on the ladder enjoying the breeze down his shirt when he was totally engulfed by water from the vent. Tool boxes were flying off the bulkhead on starboard side, deck plate rivets were zinging like bullets. Roberts and I were hanging on the throttles for dear life. We figured the low level guy was gone cause the vent there ran full force right on him. Seemed like the ship would never recover - seemed like an eternity - but it did and we sailed blissfully into Pearl a few days later. Hubbard was second in line, about 200 yards back. Not sure who was third or fourth but only the two ships in center were hit.

**War Diary 15 October 1945** (Fusan Korea) Moored as before. 1430 a heavy explosion in the naval base resulting from the accidental detonation of several mines and depth charges rocked the ship and surrounding area. Japanese working parties, in loading ammunition for disposal at sea, allowed black powder to spill, catch fire and burn for about 20 minutes in the vicinity of many mines. When sufficient heat had been absorbed the mines exploded setting off several others in the vicinity, about 60 tons in all. The blast, fire and falling debris caused severe damage in the immediate area about 3/4 mile from where the ship was moored. About 60 Japs were killed and an equal number of wounded. There were no Allied or civilian casualties.

**FTCM Steve Gann (FTG3, 54-57)** has written a book *Four Months, Three Weeks, Two Days*. Contact him at [opposed2it@cox.net](mailto:opposed2it@cox.net) for details.

**LTjg Blaine Huntsman (58-61)** was writing his recollections of his Hubbard years at the time of his death. In this excerpt he refers to an unidentified cigar-chomping chief named "Stubbs" and the CO, Cdr. Calvert B. Gill. . . ."The end of an era," Stubbs had said longingly, admiringly, during our first meeting when he told me

the old man would be leaving the Hubbard. "Pretty soon, the war guys will all be gone and only pussies will be running the Navy," he had said. By war guys, he was referring to officers from WWII. . . . The captain seemed too old, too beaten up, to be overseeing a destroyer. When I saw him walk, I thought of Captain Ahab from *Moby Dick* because the bottom part of his right leg swung stiffly outward as if it was wood, hinged at the knee. Still, like a spider or a monkey, he scurried up and down the ship's ladders, using the strength from his arms. Leathery wrinkles lined his tanned face in a way that seemed to complement the rows of combat ribbons flooding the chest of his dress khaki jacket. Scuttlebutt had it that he had been wounded, nearly fatally, healed enough that his wish for another combat assignment was granted, and then wounded again. His heroism caused Navy doctors to overlook old wounds so his wish for his own command could materialize. He was only forty-two, though to me he seemed as old and wise as Herodotus.

**BT1 Gordon B. Heal (50-51)** I have always wondered if we got that sub off Korea. I know we got rid of all of our depth charges but coming out of the fireroom we did not get much info. Also, on the foray up to Vladivostock I did not know we hit a Russian base in Korea. I know we did some fancy maneuvering in there. I remember we got a stop bell, a reverse, then a flank ahead. Getting the superheater lit off again was an exciting experience.

**STG2 Rob Cavanagh (66-69)** I saved a magazine called *Sea Classics, Special Destroyer Issue* published January 1969 with a story titled *Mother Hubbard DD 748*. Lots of pictures, including Maddox, Preston and Perkins. The article starts out: ". . .to her crew she's the Mother Hubbard, but to the Navy she's a six-barreled gunship that is the backbone of the fleet." It's a story about sea trials and our gun shooting capability practice off San Clemente Island 1968 before our cruise to Nam under the command of Captain Roy McCoy. USS Hubbard was my home for all my four year enlisted time. STG2 Ken Baxter and I were the only ones left in ASW Division when the ship met her demise. The last days were strange with only Ken and me in a small compartment the size of a camp trailer that used to hold as many as 15 sonar and torpedomen. I took this *Sea Command* magazine with me as I left Hubbard in October 1969. Plus my helmet and a great foul weather jacket I was issued when we were sent to Korea. That's it. The mighty Hubbard was impotent after the cruise of 1969. Not good, as the propulsion system was not dependable even for weekend cruises with the Naval Reserves any more. Yes, Hubbard did do some weekend cruises. Maybe four or five with a skeleton crew of Hubbard sailors. Then came a time when we could not get underway. Reservists were disappointed tied up to the pier their whole weekend of Naval training. Sad ending to a once very powerful ship. The USS Hubbard was able to shoot down attacking kamikazes in WWII at Okinawa and was fastest gun in WestPac Vietnam. I do miss her. Dammit, she got old and died, just like a family member. I miss her. [Ed. note: Rob sent me six pages of Xerox, mostly pictures, of the article. Contact him if you would like a copy.]

**Zachary Weber** (email to SH3 Al Eisenbraun, 63-67) My grandfather John Julian Weber was a plankowner. When doing some research into my family history, I came across a letter dated 23 May 1946 asking my grandfather for stories, photos etc. for a history book of the ship. . . I have attached a copy of the letter I found. . . [The letter indicated the intention of the Newsfoto Publishing Company of San Angelo, Texas to publish a Hubbard's Ship History Book for \$5. The letter was from The Ship's History Book Committee: R. Turgeon, Ensign, USNR; Raymond E. Kusler, SM1c, USN; Milton I. Shaw, GMG3c, USN; and, James E. Myers, S2c, USNR. The letter was approved and signed by Cdr. David S. Brown, USN, Commanding. So far as we know, nothing was ever published but if you have any information send it to us at the Herald.]

**LT Rob Kunkle (60-63)** Underway off the China coast we were constantly bombarded by Chinese Communist attempts at radio frequency jamming. The bridge's primary and secondary tactical nets, monitored in Combat Information Center (CIC), as well as the primary and secondary CIC nets had a constant background of Chinese ying yang, sing song talk. All four tactical radio nets were constantly monitored and all radio messages were recorded in a log by the radarmen on duty. Late one afternoon LCDR Carpenter, the XO, burst into the darkened CIC and stood there blinking as his eyes adjusted to the scene. Just at that time the radio net interference was particularly loud, very annoying Chinese ying yang blotting out most everything else. RD2 Robert Reaber quickly grabbed a logbook and started writing (fake) Chinese characters down the page, up to the top and then down another column, working really hard and really concentrating on the sounds coming over the loudspeakers. Mr. Carpenter looked at RD2 Reaber appreciatively, patted him on the back, said, "Good job, Reaber!" and left CIC.

**DK3 Russell Gray (52-53)** USS Edsall (DD-219) vanished south of Java March 1, 1942. What I know about it I know from my good friend Charles Clark who was my disbursing officer on board Hubbard as a LTjg. His grandfather had been CO of Edsall much earlier and during a tour on China Station had a 40" model carved on the ship, which Chuck still has.

**LT Jim Carmody (LTjg 67-69)** I remember once we sailed completely around an island in the Paracels. Heavy jungle but I saw a couple of guys with pith helmets - clearly North Vietnamese Army. Also I remember taking the motor whaleboat out to a submarine in heavy seas to get a sailor who had appendicitis. The subs did not like the shallow water of the Tonkin Gulf and we were to transfer the guy to a carrier, which we later did by helo. In the last cruise the ship sent a party lead by XO Roger Firey out to investigate a junk stranded on a reef. No one was aboard the junk.

**SN Phil Updike (1954)** I reported aboard January 5, 1954 while the ship was in port Yokosuka. I was to be placed in the ship's office but that did not happen. I was assigned to the Second Division deck crew. Ensign Bailey was Division Officer. We left a few days later and went to Midway, Pearl and then on to Long Beach. I put in for transfer to ET school every day until we arrived in Long Beach, with negative result. The XO went on leave and the engineering officer took over as acting XO. He was a close friend of the EMO and approved my request and the Captain signed off. I got orders shortly thereafter to report to ET school at Treasure Island. Report date was 15 March. So, I was not on board very long. The BM2 was ticked off as he said I would not get ET school. When he found out I had orders he put me on the mess deck. We were by that time at Mare Island in drydock. The Galley was out on the dock and the mess hall was on ship below the main deck and so I carried a lot of steam table inserts down the ladder to feed the crew. Ensign Bailey asked me if I could pass the test for Seaman. You bet I can, I replied. I did and made SN before leaving. Really was a help to be a fleet seaman going to school. Those Seaman Apprentices thought I was an old Salt. I was put in charge of a new class so I had it good while at Treasure Island.

**WO1 Harry J. Dillon (DCFN 59-61)** In the 1960 WestPac cruise we refueled from the USS Ernest G. Small between Pearl Harbor and Midway. We rode out a typhoon at the pier in Guam because the SRF was retubing the boilers in the forward engine room. A BT2 had fallen asleep on check watch and ran the boilers out of water. He was busted to BT3. It was in Guam that Capt. Reilly bought a jeep for the ship from the government surplus sales lot, later donating it to the Navy Exchange in Subic. When we got back to the U.S. the main mast was removed and the tripod mast installed. We lived aboard ship during the overhaul and it was miserable.

**LT James H. Graham (HM1 60-61)** We were refueled from USS McKean on the way from Midway to Guam. First time 1 2200 can had ever done refueling from a 2250. Had a good ride to Guam. At Guam Capt. Reilly "appropriated" a surplus Air Force blue jeep, got it painted Navy gray with a phony Navy #. I think we lost it in a bad storm later in the cruise. Sometime after the 4<sup>th</sup> of July we went to Subic Bay for yard availability and were cold iron when a typhoon hit. We were moored to a quay. After Subic we did a stint in the Formosa Straits operating out of Kaohsiung. The usual nasty weather there. I saw LCDR Carpenter in Philadelphia at 4<sup>th</sup> Naval District HQ in 1965. I was an HMC by then. I saw LCDR Woody, the engineering officer on Hubbard, in 1970 when I went on board USS Tioga County (LST-1156). He was C.O. We recognized each other immediately. At the time I was with the 3<sup>rd</sup> Med Batt, 3<sup>rd</sup> MarDiv, FMFPAC as a LT. Saw LCDR Richards, ops officer on Hubbard in the "O" Club Annex in Philadelphia in 1972.

**NCCS(SW) Dale Embree (YN1, 1969)** I would like to say that if I would have known I was gonna have to use this body so long I might have taken better care of my self in my youth. Instead of diving for balls when I was on the Hubbard softball team. I will never forget the first game I played shortly after reporting aboard in 1969. I had lined and grounded out to 3<sup>rd</sup> three times after taking 2 strikes each time. The Coach called me aside, as we were in the bottom of the 9<sup>th</sup> one run behind and had two outs and two men on base. He said the pitcher always places the first pitch right down the middle of the plate and you've taken it every time. Swing at the first pitch! I did. We won the game. That was my fondest memory of my Hubbard time, one I have relived in my head many times.