



Fireball!

USS OZBOURN DD 846 "the Happy Ship"

Vol. 3, No. 2 April 1994

The President's Report

Your president/editor is happy to report that our association is doing well. We have \$3,910 in the bank as of 04/3/94 and are beginning to think about the next reunion. Corresponding Secretary Paul Logan is the first to offer his services for the reunion committee, but we need help from more shipmates. I will, of course, assist on the committee.

We are beginning to shift responsibilities to the new officers. Paul Hecht is taking over as treasurer, which should be completed about the time this issue of Fireball! goes into the mail. Paul Logan is working into the editorial position and will edit the next issue. Unfortunately, Henri Lindhurst had to resign as recording secretary because he misunderstood and we did not make entirely clear the duties of the office. We are still looking for a recording secretary to maintain membership files. The principal requirement is computer capability, preferably with "MS Windows."

Reunion Organizing Committee

Notice! We need to begin thinking about the next reunion — where, when, who.

Please let me know your wishes — a phone call or drop me a note. Also, we need a committee. Volunteers are welcome! No Volunteers? We'll use the old Navy approach — selected volunteers!"

To help us fix the place and date, please complete the form on the reverse side and return it to me at your earliest convenience (Navy translation -ASAP!!)

See questionnaire on page 5.

Yet More About the Lost Bow

Last year the editor received the following note from shipmate Jackson Tyree:

Dear Bob:

I'm writing you because of the article about OZBOURN losing her bow in the South China Sea. I have another footnote to add to that story. Please forgive me as to the year this happened but time has erased some of my memories of what happened. However, it was probably 1953, maybe 1954, during Captain Fargo's command. I think it was during the "Tachen Islands" evacuation and we were in the South China Sea with other ships present. When OZBOURN's sonar picked up a huge contact, we went to battle stations and circled the target for quite awhile. As I recall, the radio room was trying to contact what we thought was a submarine but we received no answer. An amphibious destroyer (APD) was in company with us and sent divers down to find out what it was. When they surfaced later, we were informed that they had found the forward section of an American destroyer with the numerals "846." OZBOURN had found her old bow! It seems funny that with the ocean out there, this event really happened. It brings to mind that old cliché "Truth is stranger than fiction." Anyone aboard at that time should remember.

News from Shipmates

Former CO Captain Bill Fargo continues to improve— his voice is back and he sounds great!

As promised in previous issues, I have been trying to locate the boat crew that picked up aviator and honorary shipmate CDR Ralph Tvede off the Korean coast in February 1951. The boat officer was LTJG John Moriarty who was from the SF Bay Area. I have called all the John Moriarty's in the telephone directories in this area with no luck so far. I have just submitted advertisements of our quest to US Naval Institute Proceedings and other places.

**USS OZBOURN (DD 846)
Association**

Officers:

President - Robert Whitten
Vice President - Curtis Anderson
Recording Secretary - vacant
Corresponding Secretary - Paul Logan
Treasurer - Paul Hecht
Fireball! Editor - Robert Whitten
Advisor - Charles Akers

Editorial Office:

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Cupertino, CA 95014
Tel. 408/252-9213

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

1946-1947 CDR Bernard A. Smith
1947-1948 CDR Norman E. Blaisdell
1949-1950 CDR Charles O. Akers
1952-1954 CDR William B. Fargo
1954-1956 CDR Howard Scott
1956-1966 ?
1966-1968 CDR John G. Denham
1968-1974 ?
1974-1975 CDR Frank Fortado

{Ed. Note: If anyone can fill in the missing names, please let me know.}

Letters from Shipmates

The editor received the following from shipmate Charlie Jarrett a year ago and somehow missed publishing it in *Fireball!*

"... your reference to the Ozboorn's being hit by shore batteries on February 8, 1951. The Mark 56 director was my battle station at the time. I was the control officer and BM2 Tosko (sp?) was the operator. It was rendered totals inoperative and had to be completely replaced when we got back to Yokosuka. It was a Russian made 75mm armor piercing shell that scored a direct hit. I still have the fragment we found in the unit and will bring it to the next reunion. The other damage I specifically remember was to the XO's cabin where among other things was a considerable portion of our "medicinal alcohol" supply was destroyed. It is my (continued on page 3, col. 1)

**TM1 A.C. O'Halloran and the Sinking of USS
MORRISON (DD-560)**

When I associate "A.C." with the sinking of MORRISON, I don't mean to imply that he torpedoed her! According to *US Navy Destroyers at War, 1941-1945* (Sea Classics Special, 1984), "A.C." was serving in USS INGRAHAM (DD-694) off Okinawa in the spring of 1945 when a suicide plane hit MORRISON's mount 55.

"... We were with USS MORRISON, a 2,100-ton class with, I believe, five single mounts. We were off Okinawa on radar picket station number one with two LSM's. At approximately 0700 we were attacked by seventy-five to eighty Jap Kamikaze planes.

MORRISON first got hit behind the bridge and went out of control. We were running around firing everything we could. We shot down seven planes in two minutes. MORRISON got hit three more times. I still remember the last hit. She got it on the fantail and it [the plane] rolled over onto the torpedo tubes. The ship blew from stem to stern and rolled over. I turned to see one of the LSM's going down with a guy still firing 20mm from the forecastle. When I turned around MORRISON was gone. We thought the torpedo warheads had exploded. We did not see any survivors in the water.

{Ed. Note: This story was brought to my attention by shipmate Mike Quinn}.

John Ulicni writes us about another adventure

While we were in China, we were anchored off shore one day. In the late afternoon some shipmates were playing with a volley ball on the fantail and it went over the side. I happened to come upon the scene and, together with another torpedoman striker offered to go after it. We had a punt tied to our port screw guard (borrowed from the DMS THOMPSON) that the dock force was using to paint our water line. We put on life jackets, got two straw brooms to paddle with and went down into the punt. Once in the punt we couldn't see the ball because of a 2 or 3 foot sea. We headed in the direction pointed out to us and soon reached the ball. By this time the punt was half full of water. We started back with the rescued ball, paddling with the brooms which now felt like they each weighed ten pounds. I asked Steinberg to bail water with his hat while I paddled, but he was beginning to panic. When we reached the 'OZ' a large crowd was gathered on the fantail to watch the movie. Captain Smith was in the crowd. By the time we got to the screw guard, our butts were in the water. In climbing up to the deck, we failed to secure the punt and it drifted away. The deck force was very annoyed since they had to launch the whaleboat to go after the punt.

A closely related story comes from Bill Riedel

We were anchored off San Clemente Island and after supper a group of the guys were passing a medicine ball back and forth which went along just fine until they started throwing it harder. Then it went overboard off the fantail. "A.C." O'Halloran and a friend grabbed a sad excuse for a row boat (the punt - ed.) and a couple of brooms for oars. Before going over the side, they told us not to say a word, so the old man would not get wind of it.

Well, this was a sight that I will never (continued on page 4, col. 2)



Some shipmates may recall that HMS Belfast worked with us off the Korean coast in 1951. The editor recalls the then-division commodore, Captain (later Vice Admiral) Bernie Roeder taking the gig over to BELFAST for cocktails with her CO. She was rated at 10,000 tons, max speed of 32.5 knots and was outfitted with 12 6 inch guns. Sponsored by the wife of the then-prime minister,

Mrs. Neville Chamberlain, she was built in Belfast and launched in 1938. She is now a museum ship in the Thames. This photo, taken from a card sent to the editor by a friend who was a former supply officer in the RN during WWII, shows the Tower Bridge in the background.

Note from Paul Hecht on OZBOURN 1993 reunion tape.

It is ready for issue at a price of \$15.00 (including postage and handling charges). He also has available for purchase the 1946/47 tape at \$12.00 each. Send your checks to:

Paul W. Hecht
P.O. Box 3534
Norfolk, VA 23701.

(continued from page 2) forget. When they took out after the ball, never looking back, they didn't realize that the tide was carrying the ball away. They were having a good time heading for the horizon!. When they were about a quarter mile away, one of them started bailing water with his hat. While bailing he got a glimpse of the ship over his shoulder. They realized how far they had gone and began to furiously row back. I looked up and there on the boat deck were the captain and most of the officers. The motor whaleboat was lowered to bring them back. "A.C" called me several months ago and asked if I recalled the incident. I told him it was the highlight of by time on board the 'OZ!'

Tailhook '91

I know many of our readers have wondered about the allegations involved in the *Tailhook Association* convention in Las Vegas in September '91. Your editor has followed the tale, including a careful reading of the official government report, some of the testimony, and news reports in the reliable and not-so-reliable press.

First, of all it is true that several women were assaulted (even one is one too many), but certainly not the 83 claimed by the government investigators. The woman Ms. (former Lieutenant) Paula Coughlin who brought the initial charges was never able to identify her attacker. if,

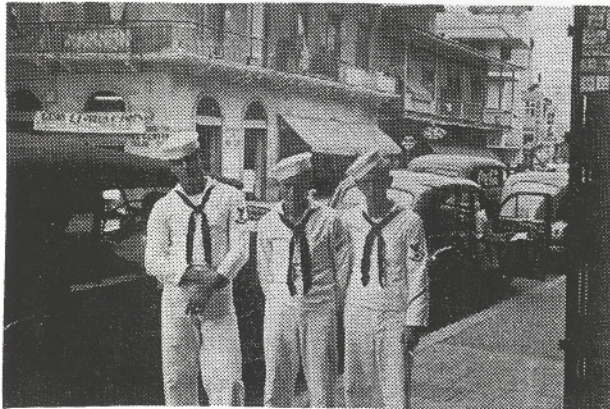
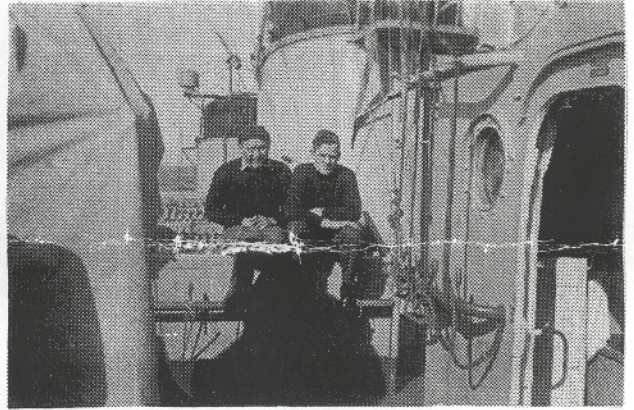
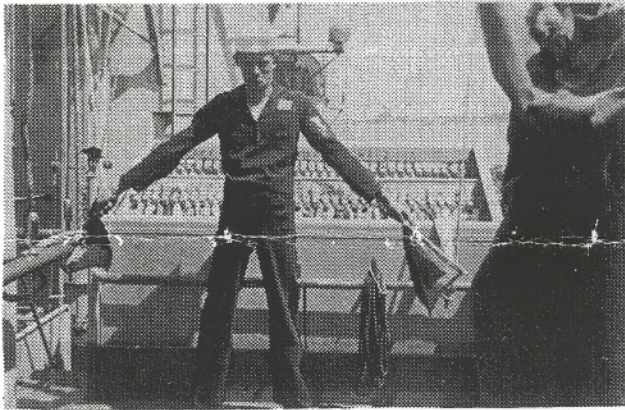
indeed he existed. To date we have only her word that she was attacked.

As for the investigations, rampant disregard for the rights of the accused, even for the law itself, was the hallmark of the DOD investigation. (It was taken away from the Navy JAG early in the game). Of course, none of this excuses the salacious conduct of the aviators at Tailhook.

I have written two reviews of the *Tailhook '91, Part 2* report, one long review for the national journal *Chronicles* and a shorter version for the political science journal *Armed Forces and Society*. Both are due out this year.

Bernie Kern's Photos

The following photos were supplied by shipmate Bernie Kern. The top two were taken on the signal bridge circa 1948-50 and the lower two in the Canal Zone about 1948-9. Unfortunately, I do not have the names of the sailors but maybe some of our readers will recognize themselves or their shipmates.. If so, please let me know. I apologize in advance for the quality of the photos. It's the best we can do with the printing facilities available.



Reunion Questionnaire

Suggested cities: _____

Suggested dates: (in fall 1995) _____

Will you help with reunion arrangements? Yes _____ No _____

Name _____

Address _____

Telephone number : _____

Comments _____

Return to R. C. Whitten, 1117 Yorkshire Drive, Cupertino, CA 95014