



Fireball!

USS OZBOURN DD 846 "the Happy Ship"

Vol. 4, No. 1

January 1995

The President's Report

FROM THE BRIDGE

The '95 reunion is on track and all planning is well advanced. The next issue of *Fireball!* will contain all necessary information on costs, activities, hotel and reunion event reservation forms, local transportation from the airport, etc. We have endeavored to keep costs within reasonable ranges and have excellent cooperation from Armed Forces Reunion and Quality Inn Lake Wright in getting the most for our money. Paul Hecht and I met the hotel manager last month when I was in the Norfolk area and the facility looks great. I'm sure the reunion will meet our expectations.

In the last issue I mentioned that I had submitted the Tvede rescue story (*Fireball!*, July 1993) to Graybeards, the quarterly publication of the Korean War Veterans Association. The story has been published, although shortened from what appeared in *Fireball!*

I will be going out to the various veterans military journals at the end of December or first of January. If we receive a response similar to that following the last reunion, the "gun"ls ought to go under!!"

Last September I received, from a former destroyer sailor in Oklahoma City, a copy of the action report of February 18th, 1951. The ship was hit by two 75 mm projectiles fired by North Korean batteries in Wonson Harbor. I have put the report, written by former CO Captain Charlie Akers, on a disk and can provide a copy to anyone wishing it (a copy of the original is also available). If a shipmate would like one, please send me a \$1 bill, specifying which which version (computer or original) you would like.

Current news accounts show that our forces are again
cont. on page 2

OZBOURN EXPERIENCES OF JOHN ULICNI (46-48)

Operating out of San Diego one day with the USS Boxer, we had news people and newsreel camera men aboard. A jet plane was to be landed on a carrier for the first time. We were in plane guard position aft her starboard quarter. I was on the helm watch. The seas were rough and they didn't know how much speed would be needed. We were at flank speed going over one wave and under the next. When the jets came out of San Diego it was the first time I heard a sonic boom. The jet landed safely, but we split three seams in our hull and the steam line to the ships whistle broke

When we got back from China we participated in an operation to sink the Battleship New York. She was towed out and set adrift. Plans flew out from NAS San Diego and bombed and strafed the New York. When the planes had finished we went alongside and had our chance at target practice with our 5" guns and then our 40mm's. Finally the officer directing the operation from a PBY flying overhead, ordered us to fire a torpedo into her.

(Continued on page 2)

1995 Reunion. Norfolk, Virginia

Quality Inn,

Lake Wright Resort and Convention Center

October 28 to November 1, 1995
Saturday to Wednesday

(Further details to be announced in next issue)

**USS OZBOURN (DD 846)
Association**

Officers:

President - Robert Whitten
Vice President - Curtis Anderson
Recording Secretary - Dennis LaCrosse
Corresponding Secretary - Paul Logan
Treasurer - Paul Hecht
Fireball! Editor - Paul G. Logan
Advisor - Charles Akers
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Fireball! published quarterly

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

1946-1947 CDR Bernard A. Smith
1947-1948 CDR Norman E. Blaisdell
1949-1950 CDR Ross E. Freeman
1950-1952 CDR Charles O. Akers
1952-1954 CDR William B. Fargo
1954-1956 CDR Howard Scott
1956-1958 CDR A.J. Toulon
1958-1960 CDR William Turner
1960-1961 LCDR D.V. Gorman
(FRAM II)
1961-1963 CDR William Lancaster
1963-1964 CDR John Berger
1964-1966 CDR Marvin D. Nelson
1966-1968 CDR John G. Denham
1968-1970 CDR Rodney L. Stewart
1970-1974 ???
1974-1975 CDR Frank Fortado

[Ed Note: *If anyone can fill in the missing names, please let me know*]

FIREBALL TRIVIA

Bob Whitten is trying to retrieve the Ozboourn's plaque from the salvage company that scrapped the Ozboourn. Bob is trying to get them to locate it for a loan or permanent transfer. Good luck Bob.

cont. from page 1 (Whitten)

becoming hollow. They are being stretched too thin - too many commitments and not enough resources for the job. As a result, people are leaving the services and equipment is not being maintained. One wonders if the first female carrier pilot to be lost (November, '94) was not a casualty of defective maintenance. According to some press releases, half the Navy's and USAFs aircraft were unserviceable at the time. Speaking personally, I am not particularly concerned about meeting all of the commitments that have been assumed by our national leaders, but I am concerned about the people, whether they be Seaman Joe Doe, Private Sam Jones or the young lady who was lost trying to land on a carrier.

- - *Bob Whitten, President*

JOHN ULICINI (cont. from page 1)

We had two war shots ready, fired one and it hit just forward of the bridge. The bow fell off and she started to sink with her stern coming out of the water. Nothing else happened for about a half hour. We were ordered to fire a second torpedo. The second one went under her raised stern and kept going. We were ordered to prepare another war shot. I was busy bringing up tools and equipment to the torpedo deck. When I turned around to get a look at her she was gone. I never got to see her go under. Nobody shouted there she goes or anything, just dead silence.

DO YOU REMEMBER ???

Bill Riedel (46-47) from Little Ferry NJ sent in some pictures and a few experiences. Capt. Smith at times appeared to be trying to impress the higher brass. When refueling at sea from a cruiser he had all hands get into dress whites. The crew aboard the cruiser were all in dungarees. One day the fuel line broke changing everyone aft of the line into brown uniforms.

Another time while taking a doctor aboard by breeches buoy the doctor was in the middle of the two ships. A large wave came by and completely covered the doctor. There was a great sigh of relief when the doctor re-appeared, soaked to the skin, but alive and kicking.

William Minter, Jr (52-55) RD2/c from Texarcana, TX writes about the shore bombardment in Wonson Harbor; sinking of a ROC DE by a Chinese PT boat off the coast of China, colliding with an ammo ship in the Sea of Japan and visits to Hong Kong. Bill is a retired Systems Rep. from IBM.

Donald Cain (53-54) RM 3/c from Los Angeles, CA writes about the night of 11/21/53 when the MSTs Charter Ship, SS Apollo, broke loose from her moorings and drifted into the Ozboourn. She damaged the starboard boat davits and tore a hole in the main deck. Anchorage was Sokcho RI Korea. We got underway, steamed all night then returned in the AM to pick up the Officers.

In October I paid a visit to Battleship Cove in Taunton, MA. Battleship Cove is operated by the USS Massachusetts Memorial Committee. At anchor in the river are the Battleship Massachusetts, the attack submarine USS Lionfish and the USS Joseph P. Kennedy (DD 850). The Kennedy is a Gearing Class Destroyer the same as the Ozbourn was. I requested ahead of time and received permission to video tape the Kennedy. It was quite an experience. My guide took me all over the ship and I was able to get some good shots. I was on the bridge, sick bay, the after engine room, the 5" gun mounts, wardroom, mess hall, you name it my guide took me or opened up the spaces.

The Kennedy had received quite a few renovations since it was first commissioned, but I recognized many spaces similar to how the Ozbourn was back in 46 & 47. It was very nostalgic going through similar spaces that I had experienced aboard the Ozbourn. I had been on the Massachusetts before but had not been at Battleship Cove since the Kennedy was tied up there.

Battleship cove is a very historical and well kept site to visit. If you are ever in the Boston Area don't miss it. We plan to have the video at our next reunion.

ENOUGH OF A WAR

Charlie Cole has written a book covering his experiences on the Ozbourn from 1950-51. The book has been accepted for publication by the Yucca Tree Press in Las Cruces, New Mexico. Bob Whitten, Charlie Akers and Barr Palmer and others have read some of the earlier versions. Charlie expects the book to be finished in mid-Spring of 1995.

At present time the book will be a plastic soft cover in the price range of \$16.00. The book details Charlie's first trip to Korea. In addition he has tried to include sea stories of other shipmates. The book is expected to be available before our next reunion. Looking forward to the many hours involved in a publication such as this. It should be a good seller to former crew members as well as other Navy Veterans.

Charlie is a PhD and Secretary/Treasurer of Integrated Ecological Management, Inc. of Worthington, Ohio.

MISSING SHIPMATES

Richard Benedetti's newsletter was returned with no forwarding address. Last address was in Natronia Heights, PA. Any Help????

ANNUAL DUES IS PAST DUE

Your association annual dues was due in July. If you have not already paid please send a check for \$10.00. This will be the last issue of the 'Fireball' to be sent to unpaid members.

**PAUL HECHT
P.O. BOX 3534
PORTSMOUTH, VA. 23701**

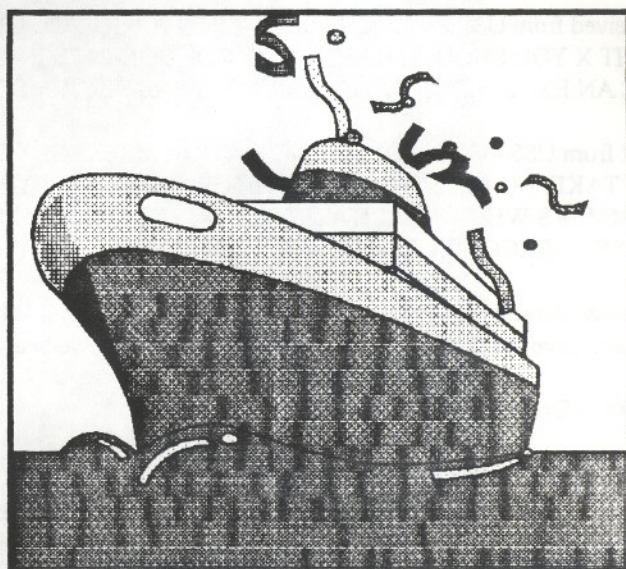
THANKS

DON'T LET THE FIREBALL! SAIL BY YOUR PORT AND NOT ANCHOR!!!

OZBOURN HATS, JACKETS, & SHIRTS

ARTISTIC CO. has informed Bob Whitten that you can purchase single Ozbourn hats. I also talked to the owner and he can supply any hat you want. They make a nice gift. Hats can be ordered with or without scrambled eggs. In addition you can order a windbreaker or golf shirt. I would suggest you call ahead for pricing info as I believe he has gone up a little. These hats are a great door opener to former sailors.

You can call or write Joe Mollica at Artistic, 10613 Lawson River Ave., Fountain Valley, CA. 92708. Tel. 714-963-6800.



MAILBOX

From George Burrows, North Port, FL, received a few pictures of his car with a Florida USS Ozbourne license plate on the front and rear. George was heading for a reunion of the USS Newman K. Perry (DD 883). The Perry was on the west coast in 47 & 48. George also sent some pictures which we will try and work in .

Jeff Parker (70-74), a Detective with the Los Angeles Police Department sent in a letter and a nice newsletter on Destroyers from his files. (see page 6) The newsletter included an article about the Ozbourne.

Received another story from Jack Tyree. Will print in later issue.

Bob Sommers, from Lafayette, NJ sent a letter and newspaper article about the Oxbourn and days in China. Saving for a latter edition.

Received a letter from Bill Spears about his Ozbourne days on Formosa Patrol.

Letter from John S. Blonsick, from Coupeville, WA. John drove by our proposed reunion site in Norfolk and said Paul Hecht did a great job in the site selection.

USS OZBOURN (DD846), PLAN OF THE DAY, TUESDAY, 12 JANUARY 1954 (excerpt)

“Received from CTG 77.2. WELL DONE ON RESCUE OF ONE OF CONES MEN UNDER GALE CONDITIONS.”

“Received from COMDESRON 6: DURING THE NIGHT OF 10 JANUARY TWO MEN WERE LOST OVERBOARD FROM CONE X YOUR PRESERVING EFFORT AND THE COURAGE OF YOUR SWIMMERS X IN THE DARKNESS AND UNDER GALE CONDITIONS RESULTED IN OZBOURN SAVING THE MANS LIFE AND WERE DESERVING OF SAVING ANOTHER X THAT THREE OF CONES PERSONNEL IMPERILED THERE LIVES GOING INTO THE WATER AFTER A SHIPMATE APPARENTLY LIFELESS IS AN ACT WHICH REQUIRES NO FURTHER WORDS X TO CONE AND OZBOURN WELL DONE X TO CONE MY SINCEREST SYMPATHY ON THE LOSS OF A FINE SHIPMATE.”

“Received from USS CONE: ALL HANDS IN CONE EXPRESS THEIR HEARTFELT THANKS FOR THE MAGNIFICENT PERFORMANCE OF OZBOURN ESPECIALLY THE SWIMMERS UNDER THE WORST POSSIBLE CONDITIONS x CONCUR THAT ALL POSSIBLE WAS DONE x WELL DONE.”

“Received from USS FRANK KNOX: CAPT. FARGO YOU OBVIOUSLY SPENT A LONG AND TRAGIC NIGHT X YOU SHOULD HAVE SOME CONDOLENCE IN YOUR SUCCESSFUL RESCUE X SOUNDED LIKE AN EXCELLENT JOB UNDER ADVERSE CIRCUMSTANCES X”

“Sent from USS OZBOURN TO KNOX: YOUR MESSAGE GREATLY APPRECIATED X UNFORTUNATELY CAN TAKE NO PERSONAL CREDIT FOR GOOD JOB BY MY DECK FORCE PARTICULARLY SWIMMERS WHO UNHESITATINGLY DOVE INTO HIGH SEAS WITH NO THOUGHT OF OWN SAFETY X MISSED RECOVERY OF OTHER MAN BY A FEW TRAGIC INCHES X FARGO SENDS.”

“Of particular mention is the heroic and unselfish efforts made by (Robert) Parrack, SN and Evans, RM3/c, in the efforts to save the men in the water. Both of these men are being recommended for awards.”

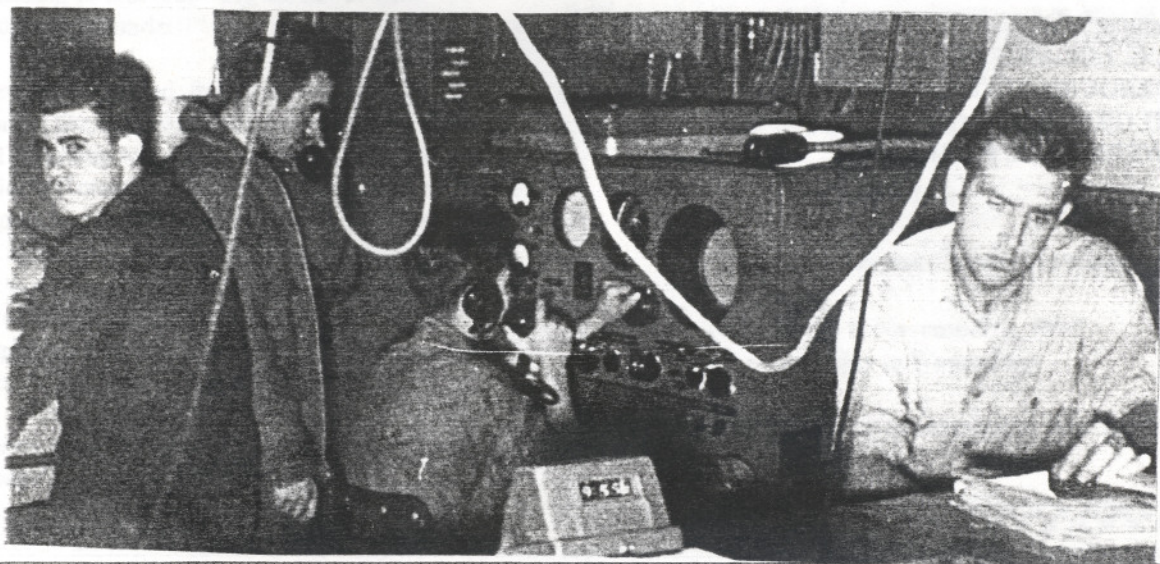
Thanks to Don Cain (53-54) ,for above info.



ENS. SNURE AND PETE ATHANAS



ENS. CHERRY AND GOMES ON LEFT



EXCERPT FROM ARTICLE SENT IN BY JEFF PARKER

December 1966 plus several months: USS Ozbourn (DD 846) suffered hits from enemy shore batteries while on a Sea Dragon patrol, without the loss of life. After a brief repair period at Subic, Ozbourn returned to the Tonkin Gulf with the guided-missile cruiser USS Providence (CLG-6), flagship VAdm. John J. Hyland, commander of the Seventh Fleet. The ships steamed into the same area where Ozbourn had been shelled several months before. The Ozbourn lay close to the shore, using the sun as a glaring cover, while the Providence moved within range of enemy shore guns. The North Vietnamese batteries opened fire on the slowly moving cruiser, while the hidden destroyer carefully plotted each gun flash on a map of that area. Then the Ozbourn opened fire and the gun emplacements, one by one, exploded in fireballs which could be seen miles seaward.

★ **WANTED** ★

★ Articles, letters, pictures about your Ozbourn days. We accept phone calls, E-Mail, ★
★ V-Mail or any other type of communication you choose. Get in contact..... ★
★ Thanks to former shipmates who have responded. ★
★ ★
★ Compuserve Address: 75107,2754 (Paul G.Logan) ★
★ ★
★ ★
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**PAUL G. LOGAN, EDITOR
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