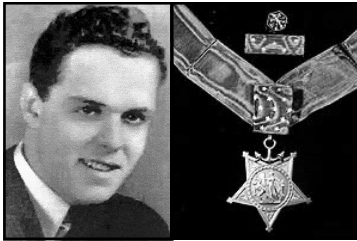
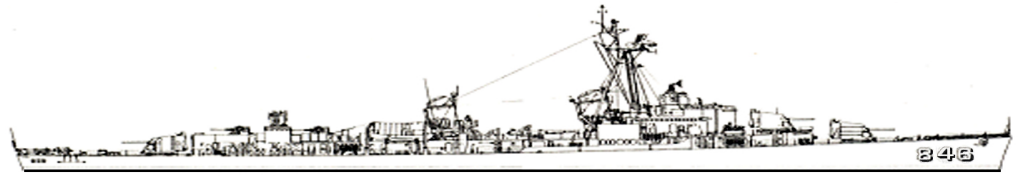


FIREBALL!

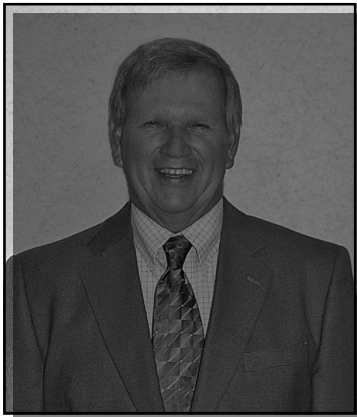


Pvt. Joseph W. Ozbourn
Tinian, Marianas Islands
28 July 1944



The official newsletter of the USS Ozbourn (DD 846) Association
Dedicated to perpetuating the memory of a gallant Marine and the history of a fine ship
Visit our website at www.ozbourn.org

FROM THE BRIDGE



Since I discovered the USS Ozbourn Association, I have been very excited about being an active member. It's been rewarding to renew friendships with shipmates with which I served and others I never knew who also served aboard the Oz.

I wish that I could put into words how much this group of men means to Sallae and me. After our last reunion in St. Louis, Bill Thomas and I had the pleasure to reunite

What a surprise and joy it was to meet another former shipmate. We gave him information about the Ozbourn Association and got him signed up as a new member.

What a small world it is. I recommend that if you haven't done so already, buy Ozbourn hats and jackets from our ship's store and wear them. You never know when you might run into a former Ozbourn shipmate.

During our next reunion scheduled for 2011, we need to elect new Ozbourn Association officers. These positions include: President, vice president, treasurer, corresponding secretary (*Fireball* newsletter editor) and recording secretary. The editor's position takes a lot of writing skills, time and dedication. The treasurer's job and the recording secretary's job also takes much dedication and time. The president's job is pretty easy while the vice president's job is a little harder. I will suggest to the nominating committee that Ken Keene keep his position as recording secretary. Please contact any of the current officers if you are willing to serve in any of these positions.

Pray for our government and our troops serving world-wide. Also, give someone a hug.

Guy Posey, President

Please step up and help keep the USS Ozbourn Association alive and functioning for many years to come by running for an Association office.

We had a great time visiting with Chief Roberts. After all of these years, Chief Roberts hadn't changed much.

We had the opportunity to visit another shipmate while in New Orleans. Jack Bartet was recovering in a hospital when we paid him a visit. Jack didn't know that Chief Roberts was going to be with us and Jack was really surprised by the visit. It was also a lot of fun touring New Orleans.

On the trip home, we had a chance to visit the USS Kidd (DDG 993), in Baton Rouge, LA. The ship's volunteers let us visit the engine room which was not part of the regular tour. After we had toured most of the ship, Bill and I had lost track of Chief Roberts. We finally headed for the chief's quarters and found him in his normal position, lying down trying to take a nap. We visited for some time and planned our next war games.

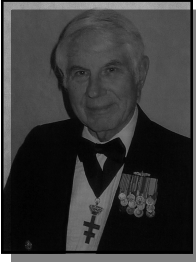
As we were finishing our tour, a couple was walking towards us and they noticed our USS Ozbourn ball caps that we were wearing. The man said that he also served aboard the Oz. His name is Bob Everitt from Washington state.

COLD WAR CERTIFICATE

Although the US Army is administering the Cold War Certificate program, the certificate is available to all Cold War veterans. To request the Cold War Certificate, you do not have to use the downloadable form from the Internet. A letter that clearly indicates the service member's name, address, Social Security Number or Military Service Number is perfectly acceptable. The letter must be accompanied by proof of service, which can be "any official government or military document that contains the recipient's name, Social Security Number, Military Service Number or Foreign Service Number, and a date showing at least one day of service during the Cold War era (September 2, 1945-December 26, 1991). Examples include DD Form 214, a Leave and Earnings Statement, and the Standard Form 50." The letter and proof of service should be sent to: **Commander, U.S. Army Human Resources Command, Cold War Recognition Program, Hoffman II, Room 3N45, ATTN: AHRC-CWRS, 200 Stovall Street, Alexandria, VA 22332-0473.**

Origin of the USS Ozbourn Association

By First Association President Bob Whitten



Bob Whitten



Charlie Akers

I need to go back to the start of my time aboard the Ozbourn in order to tell the story about the start of the USS Ozbourn Association.

I served aboard the 'Oz' between 1950 and 1952. I departed the ship in July 1952 while she was in Yokosuka, Japan when Commander Bill Fargo was the C.O. I saw the Ozbourn one other time during my career when a reserve training ship in which I was embarked moored at a pier at the destroyer base. A destroyer with a big '846' was tied up nearby (this was before the ship was FRAMed). While I did not see our old ship at that time, I did meet captains Charlie Akers and Bill Fargo, the former when I was on training duty in San Diego in 1960 and Capt. Akers when he was attending Prospective Commanding Officers School.

Capt. Akers informed me that he was assigned to command a fleet oiler that had been 'screwed up' by an Airedale and he was being sent to straighten things out. I ran across Capt. Fargo when I was again on training duty in San Diego in 1968. At the time, Capt. Fargo was C.O. of the Fleet Training Center (and also commodore of the Navy Yacht Club in Coronado). When I told him I was a sail boater, he arranged for me to take out a boat which, as it turned out, I had to sail in the bay alone — not easy with a 17-footer! But it was fun. I was reminded in both cases of the high opinion and indebtedness that I had to both of these fine officers.

In early 1991 while paging through the service publication *Shift Colors*, or maybe it was a veteran's magazine, I spotted the announcement of a reunion for the destroyer USS Hobby which I knew Capt. Akers had commanded toward the end of WW II. Wanting to get in touch with him, I sent a letter off to the contact point of the USS Hobby Association.

A month later, the phone rang and who was on the other end? — none other than Capt. Charlie Akers. After catching up on our experiences for a few minutes, he invited my wife Sally and me to visit him and his wife Becky in Huntington Beach, CA. As it turned out, we had to be in Southern California for a Navy League Convention because I was a national director at the time. As a result, we convened for dinner at the Akers' home along with Barr and Marge Palmer (Barr was a former X.O.).

In the course of having a cocktail or two, Capt. Akers suggested that we plan a reunion of the Ozbourn shipmates. Since I was the junior officer, guess who was selected to volunteer for the job?

Sally and I agreed to plan a reunion provided that Capt. Charlie Akers would help with advice since neither Sally nor I had any idea of how to go about organizing one. The first step was to find shipmates. To that end, I contacted the Tin Can Sailors Association. TCS Association graciously provided me with 17 names and addresses of former Ozbourn shipmates. Publication notices were posted in various veterans' magazines and *Shift Colors* soon led to phone calls, typically from Jack Blonsick and I believe Pete Cole.

The next step was the production of a newsletter, which I called *Fireball* because it was our ship's pre-FRAM call sign and because I believed it to represent the 'Oz.' The Internet was just getting started at the time so our communications had to be by mail and telephone.

After consulting with Capt. Akers, Sally and I decided on Reno, NV in May 1993 at the Sands Hotel for our first reunion site. We could well have called the effort 'operation shoe string' since we had no money for start up. Fortunately, several of our shipmates led by Capt. Akers chipped in enough money to get our first issues of the *Fireball* produced and mailed and to stock our hospitality room at the Sands Hotel.

I do not recall the exact attendance but I think it was about 100 shipmates and wives. Capt. Akers had contacted Bill Fargo and so we and Tut were in attendance.

Others whom I remember as attending the first reunion were Barr Palmer, John Hadley, Pete Cole, Jack Blonsick, James Heland, Paul Logan, Paul Hecht, Don Dickerhoff, Curt Anderson, and I think Tom Perkins.

Toward the end of the reunion we held an organizing meeting because enough interest had been expressed to hold future reunions.

Officers of the Association

President

Guy Posey (69-71)
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Email: ppapaguy@aol.com

Vice President

Rudy Boff (52-55)
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Email: hwz@comcast.net

Past Presidents

Years served aboard ship/Assoc. Pres.
Robert Whitten, Jr. (50-52)/(93-99)
Cupertino, CA
W.D. Minter (52-55)/(99-03)
Texarkana, TX
Rudy Boff (52-55)/(03-07)
Pittsburgh, PA

I was elected as the USS Ozbourn Association's first president. The rest of the first slate of association officers included: Curt Anderson vice president, Paul Logan corresponding secretary, Henri Lindhurst recording secretary, and Paul Hecht treasurer.

As I recall, we decided on the east coast for the next reunion which turned out be Norfolk, VA. As the old saying goes, "the rest is history!"



MAIL CALL

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

Hi Rick:

I recently had the privilege of meeting Russel Frink. This is unique because he was a Machinist Mate on the USS Fletcher during WW II. He put the Fletcher into commission and then fought aboard her all during the war. He fought in all of the engagements from November 1942, through the battles in the Solomon Islands including slugging it out with a Japanese battleship. He remembers in detail all the skills necessary to keep the forward engine room on the Fletcher steaming under very difficult conditions with very little yard or tender support.

One day he asked me what ship I served on which I replied the USS Ozbourn. He exclaimed that he had put the Ozbourn in commission. He joined her in Boston. The ship then sailed to Gitmo, Cuba for training. Frink was aboard the ship when it sailed through the Panama Canal to San Diego where he was discharged from the Navy after serving six years of a very eventful enlistment. I am hoping we will attend the next reunion together. He is very interested in the association. It's a small world.

Mike Cooper — MMFN (71-74)

Hi Rick:

I served as operations officer aboard the Ozbourn from mid-August 1966 to mid-February 1967. The highlights while aboard the Ozbourn included having my wife Rosemarie in Japan and the long lasting friendships with LT Philip Smith and Marybeth, as well lieutenants Reed Jones, Alan Swinger and Bill Hogan.

Port visits to Sasebo, Japan, Subic Bay, Philippines, Okinawa, Singapore, and a two-week stay in Hong Kong were also memorable.

The six months spent in the combat zone as well as duty as a Gemini Space Shot Recovery ship for NASA were important reasons for this deployment.

The 2009 reunion in St. Louis, MO was a great chance to renew friendships and make new ones with USS Ozbourn shipmates.

Charles Stark — LT (66-67)

Hi All:

I have received a book entitled *Steam & Gas Turbines* by Skrotzki & Vopat. It was sent to me as our association historian by Jerrold Franklin. He lives in Sacramento, CA and found us online. Inside the cover is stamped Property of the U.S. Navy—Professional Book. Stamped on the first page is—USS Ozbourn (DD 846). It was first published in 1950. I will bring it to the next reunion.

Warren Zschach — RD 2 (52-55)

AS REPORTED IN THE STARS AND STRIPES NEWSPAPER

I ran across these (articles) recently. One is from September and the other I believe from March 67. Michael S. Krause LT (67-68)

Red Shore Guns Lob 600 Rounds for 1 Hit

S&S Vietnam Bureau

SAIGON — Communist shore batteries Friday unleashed their most savage assault of the war on U.S. ships, firing 600 rounds at two U.S. ships during a 1-½-hour duel 13 miles southeast of Thanh Hoa.

—One round hit the cruiser St. Paul, tearing a 2 by 4-foot hole in the starboard bow two feet above the waterline. The cruiser's decks were littered with

6 Pacific Stars & Stripes Tuesday, Sept. 5, 1967

shrapnel, but there were no reported casualties.

The Navy said the round was the only one to hit the ship out of a reported 500 rounds fired at the St. Paul.

The cruiser was joined in the duel by the destroyers Osbourn and Berkeley. About 100 rounds were fired at the Osbourn but none hit the ship.

The ships reported destroying one Communist gun position and setting numerous fires.

The Navy said the St. Paul was still operational and remains on station.

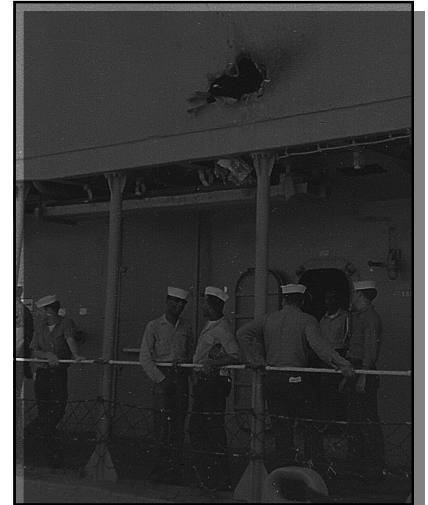
Hit Kills 2 on U.S. Ship

SAIGON (AP) — The U.S. Navy destroyer Osbourn received a direct hit from a communist shore battery Monday while patrolling off the coast of North Vietnam. Two crewmen were killed and three were wounded, a Navy spokesman reported.

The shell penetrated the main deck and exploded in a compartment.

Last March 25 the Osbourn was hit while operating just south of the Demilitarized Zone. The ship suffered minor damage in the earlier shelling, but no casualties.

DAMAGE TO THE USS OZBOURN, MARCH 1967 OFF THE COAST OF VIETNAM



Commentary by Reed Jones (LT 65-67) photos by Mike Krause (LT 67-68)

Several shipmates (who were on the ship prior to the Oz receiving battle damage) were unaware of the perils of the Ozbourne during Vietnam. In that regard for those who were not there, I have attached some photos of the battle damage from the first encounter in March 1967 (taken by Mike Krause alongside the pier). The round that hit the ASROC magazine set off a RTDC. Very exciting! Actual battle observations from Vince Nahr and Mike Krause follow.

Observations from Vince Nahr —

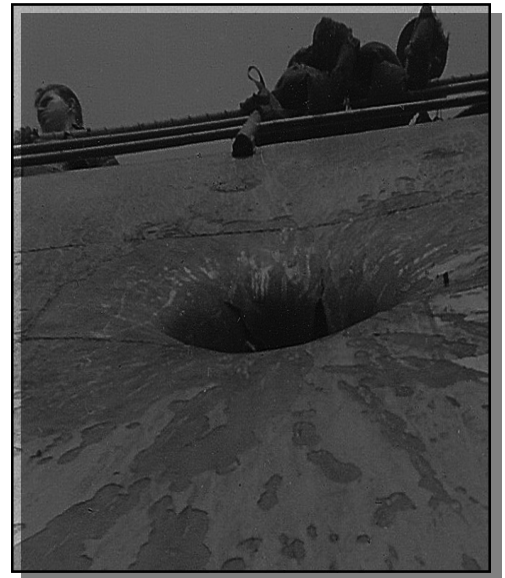
Forty-three years ago on March 25, the Ozzie Maru was hit in the ASROC magazine and the fire control radar room by North Vietnamese gunners off the DMZ. I have several vivid memories of that morning. I was on the bridge as the duty navigator and Al Swinger was the OOD. I still think he saved our bacon by his instantaneous action. He had “all engines ahead flank,” the crew going to GQ and the ship pointed due east away from the coast before I even had a clue what was happening. Captain Denham wrote an excellent narrative of that day’s events in the July 1998 issue of the *Fireball*.

Observations from Mike Krause (LT 67-68)

I recall the incident very well. All the department heads were sitting in the Captain’s Sea Cabin for a staff meeting. The first round hit the MK 37 radar room, and I recall someone saying, “What the f*** was that?” It was exactly at 0800. Someone else said, they are testing the .50 caliber on the bridge wings. I believe I said, “That’s not a .50!”

The night before, we arrived at the NGFS fire support area and were assigned a triangular zone in which to anchor. I was up on the forecastle when we dropped the anchor as was the captain. After seeing the lights on the beach about 1,200 yards from the ship, I said, “Captain, that’s NVN over there, and I don’t think we should anchor. He agreed and we got underway. We cruised all night from 2400 until 0800 when they opened fire along the leg of the triangle that essentially paralleled the beach.

We cruised at three knots for the best NGFS solution all night and turned every half hour on the hour and the half hour. The next morning there was a low-hanging fog off the beach and I’m sure the North Vietnamese watched our A/C warning lights all night and set up their aiming points at the northern turning point. We were not sitting targets as we would have been had we been anchored, however, we were the next best thing to it!



The more vivid memory I have was going to my state-room below the magazine in the dark with smoke everywhere and water dripping all around me trying to open my safe using a flashlight to get the magazine keys thinking all the time, “I am going to be vaporized in a few seconds!”

By the time I got back to the 01 level, the DC crew had hacked open the hatch and were hosing water into the magazine. Also, the blow out port on one of the RTDC’s rocket exhaust sheared the hinge pin and the blow out cover—essentially a man-hole cover, hit the 01 level port side by the launcher and flew like a Frisbee landing up on the signal bridge.

The only casualty was the ASROC sentry who fell down the port side ladder trying to get away from the blast. The seaman drawing paint from the paint locker directly below the MK 37 radar room also experienced a little excitement. Some of the first shrapnel hit the port bow and interrupted the Chief’s morning coffee. I still have the flag we were flying that day.

I have not seen JGD’s version in the *Fireball* but would like to get a copy. I am sure JGD embellished it much more than my fading, but still vivid recollections.



These are official photographs. Marked on the back is: **Collision between USS Midway (CVA-41) and USS Ozbourn (DD-846) on November 30, 1960.**

I was reading a newsletter on your (Web) site that mentioned this collision, but there was a dispute on the date. I think these photos and the date on the back puts an end to the debate. Enjoy!

Gary Schreffler — USS Midway, (CV-41) 1984-1992

Editor's note: The mention of the collision with the Midway does not appear on the Ozbourn's official Web site. There is a mention of a collision with the Midway in the following *Fireball* newsletters: summer 2005 page 6 and winter 2006 page 3.

GEDUNK CALL ANSWER FROM WINTER 2010

Gedunk Question from Winter 2010

The Gedunk Question from the winter 2010 issue of the *Fireball* was, what does the term, "**The last nine yards,**" mean (sometimes called the whole nine yards)? The origin of the term may lie in many unconfirmed definitions, however, for the purpose of this Gedunk Question, keep it militarily oriented and do not use sports or sartorial terms. **Hint:** the gunners mates probably know the answer.

Shipmate response

Hi Richard:

I think this is a trick question posed by our wily editor but here goes anyway.

Working within the limits imposed, my answer would have to be that the term refers to a pilot expending all the rounds in the nine-yard machine gun belt of a fighter aircraft.

However, most sources agree it is just another phrase that defies explanation and cannot be accurately documented as to origin or time frame and remains a mystery of modern etymology.

Your shipmate,

Tom Perkins (50-53)

Answer

Probably the most militarily centered answer to the question, what does the term, "**The last nine yards, sometimes called the whole nine yards**" mean, can be found in the air services. The whole nine yards seems to have its origins in WW II aircraft fights and the aircraft's .50 caliber machine gun ammunition belts. The .50 caliber machine gun mounted on both heavy bombers and fighter aircraft had 27-foot ammunition belts. It became a common phrase to say that a pilot or gunner gave them the whole nine yards when they had run out of ammunition.

GEDUNK CALL QUESTION FOR SPRING 2010

The **Gedunk Call** question for this issue of the *Fireball* is, "**What was the call sign for the Ozbourn immediately after its FRAM conversion in 1961.**" The call sign for the Ozbourn's pre-FRAM was listed in Bob Witten's article on page 2, "The next step was the production of a newsletter, which I called *Fireball* because it was our ship's pre-FRAM call sign and because I believed it to represent the 'Oz.'"

If you think you know the answer to this issue's **Gedunk Call** question, mail your response to:

Rick Johnson
5899 North Bronco Lane
Prescott Valley, AZ 86314

Or e-mail to:

Rick Johnson— johnsonsimivalley@yahoo.com

WELCOME ABOARD



Welcome aboard to the below listed new shipmates. The USS Ozbourn Association officers and members hope that you will become involved in the biennial reunions which are held on odd-numbered years. There are several opportunities in which shipmates can serve in a leadership role as an association officer.

RONALD ANTOINE

HT3 — (71-74)

WILLIAM FARRAR

GMSN — (61-64)

RICHARD LANGE

LT — (65-67)

MARK MAIER

EM3 — (73-75)

TAPS FOR SHIPMATES

“May the Lord fill our sails with fair wind,
Support our hulls in inviting seas,
Guide our hands upon the tiller toward pleasant places,
And bring us home, O Lord, to a safe and loving harbor.”



JOHN R. BARBER

GM2 — (51-54)

Left us on December 21, 2009

PAUL EAKEN

ERT3 — (54-56)

Left us on January 17, 2010

FRED SOUZA

MM1 — (46-47)

Left us on March 28, 2009

VIRGIL TOSTO

BT2 — (46-52)

Left us on October 22, 2008

Editor’s note: Your USS Ozbourn Association Officers need your help in identifying a shipmate who passed away in 1989. Recording Secretary Ken Keene received the following e-mail from the family of Michael Wegas.

My father (Michael Wegas) passed away in 1989 but I was going through some of his stuff at my Mom’s and came across a USS Ozbourn Cruise Book. It says it’s from the 1952-1953 cruise but I don’t see my Dad’s name in it. He served on two ships that I am aware of the, USS Prairie and the Ozbourn. At least this is what my Mom and us kids remember him telling us. I don’t know much beyond that. I think my dad was a cook, but not sure.

I am looking for some help putting together some of the pieces of my Dad’s Naval career.

We use to have photos of the two ships but they are long since gone as well as some other memorabilia. Thanks for any help you can lend. Mike Wegas (son) — cawily@verizon.net

USS OZBOURN (DD 846) ASSOCIATION MEMBERSHIP FORM

This form is intended as a reminder for payment of dues and to update your personal information in our data base.

Association dues are \$10 per year and the membership period runs from 1 January through 31 December each year. Your dues’ status is indicated by a two digit number or letter combination on the mailing label found on the outside cover of the *Fireball* newsletter. For example: “10” indicates a regular member is paid-up through 2010, “11” means a regular member is paid-up through 2011, and so on. The letter “n” indicates a new member with membership in process. The letter “c” indicates a complimentary copy or honorary member. Please complete this form when renewing your annual dues.

NAME: _____

ADDRESS: _____

TELEPHONE NUMBER: _____ **E-MAIL:** _____

YEARS SERVED ON THE SHIP (i.e. 50-51) _____ **HIGHEST RANK/RATE HELD** _____

AMOUNT PAID — \$ _____ **Make checks payable to the USS Ozbourn Association**

Complete this form and mail it along with annual dues payment to: Warren Zschach
1311 Ponderosa Drive
Petaluma, CA 94954-0469

USS OZBOURN SHIP'S STORE

Open 24 Hours, 7 Days a Week — Rudy Boff, Proprietor



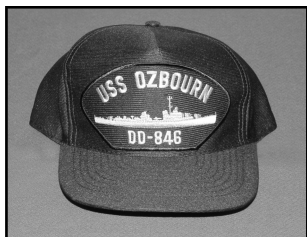
Photos and additional ordering information can be found on the Ozboourn Web site at www.ozboourn.org under the heading Ship's Store.

Orders may be placed with:

Rudy Boff — 1036 Connor Road
Pittsburgh, PA
15234-1033

Tel: (412) 833-0572

New email: boffrudy@verizon.net



CAP cotton twill Navy blue, brilliant gold letters & destroyer silhouette. 1 size fits all.

Item # C01, \$14 ea.

Embroidery on back:

Korea, #C01K \$15 ea.

Vietnam, #C01V \$15 ea.



Windbreaker mesh lined with full front zipper. Navy blue jacket with ship profile in silver thread and lettering in gold thread. \$60 ea.

Item# J01



Logo detail



PATCH fabric, \$6 ea.

Original design, Item #P01

Revised design, Item #P02



Can holder made of foam. Navy blue body with white base. USS Ozboourn logo in white. \$3.00 ea. or two for \$5.00. Item# K01



FRAME, license plate

Item# F01 \$5 ea.

SPECIAL ORDER ITEMS

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

Micro-fiber Jacket, fleece lined-water repellent \$90

Twill Jacket, fully lined with full front zip \$80

Jerzees Super Sweatshirt, assorted colors \$40

Golf shirts \$30

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



T-shirt short sleeve Navy & white with embroidered logo left side. \$20 ea. Item# T01

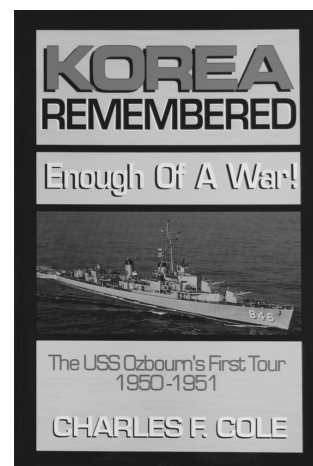
Long sleeve \$35 ea. Item# T02



Logo detail

The book *Korea Remembered: Enough of a War!, the USS Ozboourn's First Tour, 1950-1951*, is a first-hand account by shipmate Charles F. Cole, as the war "sandwiched between WW II and the War in Vietnam."

Cole's historic account was first published in 1995, just in time for the dedication of the Korean War Memorial, which is near the Vietnam Wall in Washington, D.C.



**"Korea Remembered: Enough of a War!,
The USS Ozboourn's First Tour, 1950-1951**

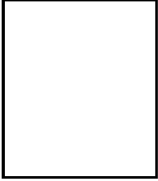
By Charles F. Cole

\$15.00 plus \$3.00 for shipping & handling

SHIPPING AND HANDLING

<u>COST OF ITEM</u>	<u>COST OF POSTAGE</u>
\$0.01-15.00	\$3.00
15.01-25.00	4.00
25.01-35.00	5.00
35.01-45.00	7.00
45.01-55.00	8.00
55.01-65.00	10.00
65.01 or more	11.00

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



High Honors — The flag flies at half-staff in front of Arlington House in Virginia. Once the home of General Robert E. Lee, his former plantation is now the site of Arlington National Cemetery. The flag is flown at half-staff whenever there is a funeral. The flag is lowered almost all day long because there is an average of 20 funerals a day.

FIREBALL! The official newsletter of the USS Ozbourn Association

DUES ALERT!

Are you overdue on your dues? Only dues-paying members receive the *Fireball* newsletter. Look at the mailing label on your most recent newsletter and find a number such as 10, 11 or 12. This number indicates the last year you were current with Association dues: 10 means 2010, 11 means 2011, etc. Your Association officers ask you to...

DO THE DUES TODAY!

PUBLICATION DEADLINE

If you have a letter, story or photo you would like to share with other Ozbourn shipmates, the deadline for submitting contributions for the summer 2010 issue is **Monday, June 14**. Articles may be rewritten for purposes of editorial style. Due to space limitations, some materials may be used in a future *Fireball* edition.

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