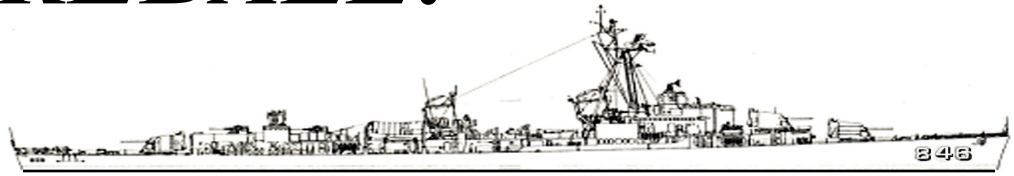


Pvt. Joseph W. Ozbourn
Tinian, Marianas Islands
28 July 1944

FIREBALL!

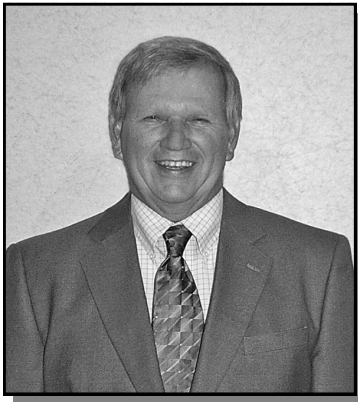
VOLUME 21, NO. 2

SPRING 2012



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



Greetings to all Shipmates, Spouses and Friends

I've been reminiscing about my time on the Ozbourn. It was a very great time in my life. I met some of the best people that a guy could hope for, from the officers to the enlisted men. We ate together, joked together, worked together and as close as the bunks were, you could say we slept together.

After our tour of duty serving our great country, we all returned to our families and back to our home towns. Many years past and I never saw or heard from most of the men that I had served with.

Then I learned about the USS OZBOURN ASSOCIATION.

Since then I have been able to reunite with some of my shipmates and meet others that served aboard the OZ.

The first reunion that Sallae and I attended was held in San Antonio, Texas. We were welcomed with open arms and felt as though we were part of the family. I guess we were!

I remember some of the members, Warren Szychach, W.D. Minter and others that came up to us and informed us that "W.D. has passed away". I had only known him for a few hours, but he was the kind of guy that you were close when you first met him. When it is my time, I hope to see him later.

Now, many of the younger members of the crew are now part of the association. I hope that when each of you attend our reunions that you also feel like part of the family. Expect hugs when you show up. We are able to attend many activities as one big happy family.

Please get involved with the association and recruit new members. Stay in touch with current members and lets have fun.

Please hug a veteran or current member of our armed forces and their families.

Hope to see all of my family at the next reunion, to be held in 2013 in beautiful San Diego, California.

God Bless us all and God Bless the USA.

Guy Posey
President
USS OZBOURN Association



2013 BIENNIAL REUNION

LIBERTY CALL, NOW LIBERTY CALL, LIBERTY FOR ALL HANDS IN SAN DIEGO, CALIFORNIA , SEPTEMBER 25-29, 2013

The 2013 Reunion Committee is pleased to announce that San Diego, California has been selected as the location for the 2013 Biennial Reunion for all hands. San Diego was selected due to its very close proximity to a vast number of military and other sites that would be of great interest of all hands such as the USS Midway Museum, The Maritime Museum, Seaport Village, Old Town and the Gaslamp District. The committee is currently in negotiations with a beautiful resort hotel located on San Diego Bay. We of course will update you in further issues of the "Fireball".

Fireball Spring 2012

Fireball, Winter 2008

EXPOSURE to AGENT ORANGE

In recent months we have received several requests for information pertaining to the USS Ozbourn being exposed to Agent Orange while serving in Vietnam. The DVA requires proof of a veteran having "Boots On The Ground" or have served in the "Brown Water Navy" (river and inner waterways) to be considered for disability due to exposure to Agent Orange. We have made some progress in establishing proof of exposure for certain dates. Shipmate Bob Alexander (65-67) had worked very hard to get the ship listed with the DVA for 1965-1966. The list entry reads: Conducted fire support missions on Saigon River, October-November 1965 and August-October 1966. To view the entire list of ships listed by the DAV as exposed to AO see: www.publichealth.va.gov/exposures/agentorange/shiplist/list.asp

I have been working with another shipmate from 1971 Wespac cruise to establish exposure. It seems that the crew is considered to have been exposed to AO when the ship tied to the pier in Da Nang Harbor because it was then possible for the crew to go ashore and have "Boots on the Ground". Also, Da Nang Harbor was and still is very contaminated with AO. We have established that the OZ tied to the pier on 11 April 1971 by obtaining a copy of the Deck Log from the National Archives. Having this and other personal information, the shipmate was granted a partial disability by the DVA. I have requested other Deck Logs to establish at least one other date which the OZ tied to the pier. Once I have this information, I will try to get these dates added to the DVA list of exposed ships.

If you feel you have a legitimate disability claim due to exposure to AO, having the ship listed with the DVA will make the claim process much easier and faster. As you can see from the above information, exposure dates must be specific. The copy of the Deck Log is the best way to prove the location of the ship to establish exposure. If you don't know the date or at least what week you feel that the ship was in a location to prove exposure, obtaining deck logs can be quite expensive. It is estimated that a month of deck logs will cost about \$70.00. An interesting web site to help establish the ships location while engaged in NGFS missions is: <http://aad.archives.gov/aad/fielded-search.jsp?dt=842&cat=WR28tf=F&bc=,sl> This is a data base of the firing missions of each ship.

Some other sites for information are:

www.publichealth.va.gov/exposures/agentorange/

www.publichealth.va.gov/exposures/agentorange/bluwaterveterans.asp

www.bluewaternavy.org

If you need any help in establishing a disability claim with the DAV pertaining to AO exposure, let me know and I will see what we can do to assist you. Also, if you have already established AO exposure while on the OZ, please let me know. This information may be of great help to another shipmate.

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

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 2012 issue is **Monday, June 11**. Articles may be rewritten for purposes of editorial style. Due to space limitations, some materials may be used in a future *Fireball* edition.



MAIL CALL

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

Richard “Dick” Barta, EM-3, (52-56), was very instrumental in notifying the association of the passing of several of our shipmates. We as a family truly appreciate Dick’s efforts.

Seeking Old Shipmates (SOS)

In an effort to reunite long lost shipmates, Dick Barta was attempting to obtain information on the whereabouts of two special friends from E-Division during his service on the OZBOURN, John Jugan and Frank Woodward.

To all of the “**Wizards of OZ**”,

I respectfully request your patience as I attempt to fill the very large shoes of Richard “Rick” Johnson who has done an outstanding job as the Editor of the “Fireball” Newsletter over a period of many years. Without Rick’s vast amount of experience, knowledge and support, I would have never even attempted such a task. We truly owe Rick a debt of gratitude for his exemplary service to the association.

I will be truly dependent on input from every shipmate as to the content of each edition of the “Fireball”. Therefore, I wish to remind all shipmates that any input would be very much appreciated.

Sincerely,
Jeff Parker, Editor

TAPS FOR SHIPMATES



“SAILORS ONCE, SHIPMATES FOREVER” GOD BLESS YOU ALL.

Jack Morgan, EM2, 52-56, N.Y City.

Art Barron, YN2, for Captain Bill Fargo, 52-56, Arnold Park, Iowa.

Eldon Woken, SK3, 52-56, Lyons, South Dakota.

George Badger, 52-56

William “Bill” Linton, MM3, 69-72

A NAVY MOTHER’S PRAYER

(Author Unknown)

Tonight I lay me down to sleep, I pray, Oh Lord, Our Sailors you keep.

Hold them all safely in your arms, Ward off those whom would do them harm.

Remind them, Oh Lord, that they’re never alone, and bring them soon, safely back home.

Give them all Strength and Courage, Oh Lord, because the jobs they do are ever so hard.

Our precious children, so Strong and so Brave, I pray, Oh Lord, their lives you will save.

Remember, Oh Lord, they are close to our heart, please shorten the time that we are apart.

Offer Fair Winds and Following Seas, and Angels to guide them while they keep us ALL free!



“THE NIGHTMARE OF NOVEMBER 23/24 ,1948

A continuing story provided by Siras “SI” Browning SKSN 1948

(Continued from “Fireball” Winter 2012 Edition)

The real tragedy concerning the deaths of Meeks and Williams is that those deaths were unwarranted. The huge portion of the Ozbourn which was smashed from the ship by the collision was an area of the ship where no personnel were assigned during General Quarters. My two friends who were lost were assigned to an area, the ammunition handling room, which remained intact after the collision. The handling room had a hatch which opened into the Chief Petty Officers compartment in the bow of the ship. A General Quarters station such as an ammunition handling room is a boring place unless the mount is being fired. It is surmised that Meeks and Williams were accustomed to leaving their General Quarters station and lounging on the couches in the CPO quarters. With long telephone leads they could still communicate with the director of the gun mount, even though they were not physically on their assigned station. Had they been where they were supposed to have been, they probably would be alive today.

OZBOURN was in a very precarious, highly dangerous state, with our hull completely open to the sea. Fortunately, the seas remained calm for the next few days.

The collision occurred about one hundred miles off the coast of China. Since the ship still had propulsion capabilities, the Navy decided to direct our ship to proceed to Tsingtao, China for emergency repairs. One of the other destroyers escorted us as we slowly proceeded to the Chinese port. Before departing the task force additional welders from other ships were put aboard OZBOURN to assist in repairs.

The morning after the collision, Ensign Tylman called me to come to his stateroom. He asked me if I would assist him in the inventory and packing of the personal effects of Meeks and Williams. It was a sad duty I didn't relish, but I felt that I couldn't refuse. We cut the locks on the two lockers and packed the items of the two dead sailors into sea bags. Sea bags containing the personal effects of both men would be sent to their families. Meeks had some pin-ups of a scantily-clad movie star, Rita Hayworth. Ensign Tylman did not pack them in Meeks' sea bag. Meeks also had a picture of himself with two other sailors, probably taken soon after boot camp. Williams just had his uniforms and personal care items in his locker to the best of my recollection. Letters belonging to both men were included in their sea bags. Ensign Tylman reviewed the letters to make sure that there was nothing in them that would reflect adversely on either of the men or their service to our country.

Two days after our tragedy, we arrived at the harbor of Tsingtao. Chinese tugs met us at the harbor entrance and maneuvered our ship to one of the piers. Our arrival created a huge stir in the local population. By the time we were moored, there had quickly gathered on the pier a couple of hundred Chinese of all ages to greet us.

Our Navy welders along with some Chinese workmen immediately started cutting away jagged areas on our ship and welding flat sheet metal plates to the areas to keep the sea at bay. The work went on around the clock.

Tsingtao , China

Tsingtao was an interesting place to visit in 1948, although our sailors were limited to the area around the pier where OZBOURN was being repaired.

I was most impressed by the mass of people teeming around the port area and in the areas on land that we could see with binoculars from the bridge of the ship. The hills seemed to be covered with masses of jumbled shanties.

One of the most unnerving aspects of our visits was the constant sound of artillery shells exploding in the distant hills. It sounded like the constant rumbling that we sometime received in Texas during a period of heavy thunderstorm activity. The explosions were virtually non-stop. One of the Chinese workers who was helping with the repairs on our ship told us that the noise was due to fighting that was going on in the hills between the forces of Chaing Ki Chek and the communists who were trying to take control of China.

Poverty in the area was terribly apparent. Just as soon as we arrived there were many groups which wanted to remove our garbage. It became such a problem that we let the local police decide who would remove it. The local man who told us about the conflict in the hills also told us that every bit of what we might consider garbage would be savored by starving people in the area. Empty tin cans seemed to be an especially sought after item.

Fireball, Spring 2012

continued from Page 4

There was no indication of the poverty in the local population that I shall never forget. On all the piers in the harbor were small children, probably ages from six years to twelve years, who had mesh wire baskets which they cast out into the water alongside the piers. These tiny wire baskets would be retrieved very slowly and the contents searched diligently for any piece of coal which might be on the bottom of the pier area. Apparently these children survived by selling coal in Tsingtao. It was sad to see youngsters spending their time in this manner when they should have been in some sort of school. Apparently, schools were not available for most of these unfortunate children. (I thought of the poverty I had experienced as I was growing into adulthood. I realized that my youth had been luxurious compared to this part of the world.)

When we finally left Tsingtao, it seemed to me that the sound of the exploding shells in the nearby hills was becoming louder.

On to Japan

It required about a week to put a "quick fix" on our bow so that our ship was not in great danger when we returned to the sea.

Chinese tugs assisted OZBOURN in leaving the harbor. We were met outside the harbor area by two of our sister destroyers (not the THEODORE E. CHANDLER!) and we proceeded to Japan (Yokosuka). The crew was told that more permanent repairs would be accomplished after arrival at a Japanese port.

SK3 Lee, who operated the ship's store, and I became very busy. The crew commenced to buy cigarettes and chocolate bars in great number. The old timers had told us that cigarettes and candy bars were highly valued items in Japan and could be used ashore like money. Even the sailors who had not smoked in their life were buying cigarettes. The crew was informed that only two packages of cigarettes would be permitted when they left the ship for liberty in Yokosuka. But, sailors are a very resourceful lot, and they knew they could probably smuggle a little more than the amount allowed. By the time we actually arrived in Yokosuka, my storerooms were nearly empty of candy and cigarettes.

The transit across the Yellow Sea and along the southern coast of Japan was slow. The weather cooperated with us, and we arrived in Yokosuka about December 7, 1948. It was sort of ironic that we were anxiously anticipating arrival in a Japanese port so soon after the war with Japan had ended.

Upon arrival in Yokosuka the ship's office had my orders prepared which would transfer me to the U.S. Naval Academy Preparatory School in Bainbridge.

The members of the crew on OZBOURN who I know best and who I considered friends wished me well as I packed my sea bag. Fortunately, I had not accumulated much "stuff" since coming on board, so packing was rather easy.

Before leaving the ship for the last time, I went to Ensign Tylman's stateroom and knocked on the door.

"Come in," I heard him respond.

I entered the stateroom. I told him that I wished to thank him one more time for recommending me for the U.S. Naval Academy Preparatory School.

"I'm certain that I made the right decision," he told me. "Just remember, Browning, that you will get positive things out of your life if you put your mind to it. I know that you will work hard and I think that you will pass the exam for the Naval Academy. I'll be watching to see you again in the Navy as an officer. Good luck, and study hard."

"I will sir!" I told him.

I never saw Ensign Tylman again after I left the OZBOURN. I shall always remember, however, what he did for me.

I went back to my compartment, said goodbye to everyone in the compartment, grabbed my sea bag and went to the quarter-deck where the Officer of the Deck logged me in as detaching from the ship.

A pickup took me to a U.S. Military Air Base (the name I do not recall) for transportation back to the states. I threw my sea bag in the back of the truck. As we left, I glanced back at the crippled destroyer that had been my home.

I never saw OZBOURN again. She will always be; however, MY ship!

Fireball, Spring 2012

Continued from Page 5

Postscript on U.S.S. OZBOURN (DD-846)

After more emergency repairs in Yokosuka, Japan in late 1948 and early 1949, the ship returned to the Long Beach Naval Shipyard for permanent repairs. During the next two years the ship was employed in training of midshipman.

When hostilities began in Korea, the ship was back in the fray. She participated in the landing of Allied forces at Inchon, Korea. During that conflict, the ship received two direct hits and several near misses by enemy gunfire (in February 1951). During that same series of operations the ship rescued a downed American pilot from an enemy mine field. After returning to San Diego, California for repairs, OZBOURN was deployed again to the Korean area and participated in operations at Wonsan. During this period the crew rescued eighteen men who had jumped the U.S.S. Boxer (CVA-21) to avoid a menacing fire. During the same operation the ship picked up three downed American pilots from one of our aircraft carriers, the U.S.S. Essex (CVA-9).

During the period from 1956 to 1964, the ship did not participate in any hostile operations.

In July, 1964 the ship sailed independently from San Diego for Pearl Harbor and joined more U.S. naval ships for another deployment to the Western Pacific. During that deployment, the fleet of American warships proceeded to the South China Sea for operations in support of the Vietnamese war. This deployment was in response to North Vietnamese patrol boat attacks against our destroyers in the Gulf of Tonkin.

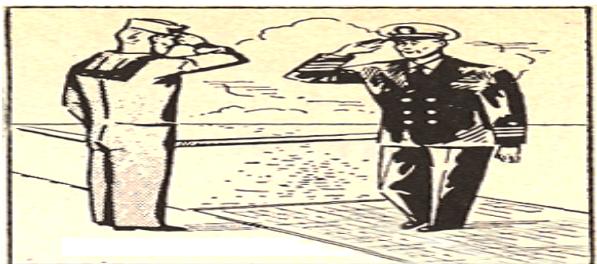
After a brief return to Long Beach, California, another deployment to the area of South Vietnam commenced in 1965. During the next two years, the ship participated in hostile operations in the South China Sea and the Gulf of Tonkin. During these deployments the ship provided tons of high explosives in close support of our troops in Vietnam, and interdicting enemy supply lines and communications routes in North Vietnam. The OZBOURN received direct hits from enemy fire in March and December of 1967, but continued her assigned mission.

The remainder of the OZBOURN's service to the U.S. Navy was spent in operations off the western coast of the United States, except for one more deployment to the Western Pacific in 1969 and 1970.

By 1975, the "Gearing class" destroyers were more than thirty years of age and had become of limited use to the United States Navy.

On June 1, 1975, U.S.S. OZBOURN (DD-846) was decommissioned and sold for scrap. This was the ignominious ending for such a brave and valiant unit of our Navy. Even though our ship is no longer with us, all the sailors and officers who served on the ship remember her with deep-seated fondness and affection.

A testimony of the interest of hundreds of young sailors who served as crewmembers of the U.S.S. OZBOURN (DD-846) can be found on the Internet by keying in "USS OZBOURN". My name is listed on that website as a member of the crew in 1948 **Editors Note:** On behalf of the entire crew, I wish to thank Siras "SI" Browning SKSN, 1948, for this outstanding



WELCOME ABOARD

Welcome aboard to the below listed shipmate. The USS Ozbourn Association officers and members hope that you will become involved in the planned activities.

Walter J. Smith, SH2, (70-72)

Gedunk Question for Winter 2012

The Gedunk Question for the Winter 2012 *Fireball* was a two part question.

First, what does the term "Heave out and trice up" refer to. Secondly, what terminology always preceded the aforementioned announcement over the IMC? Clue: Most shipmates did not look forward to either of these terms.

The crew would like to thank Ronald L Sandusky, BM-1 (62-66) Ret. for his outstanding answer. "Heave out and trice up" meant to get out of your bunk and chain it upward so shipmates had access to their lockers. The answer to the second portion of the question was of course, "Now hear this, revile, now revile, all hands heave out and trice up. Thanks Ron

USS OZBOURN SHIP'S STORE

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



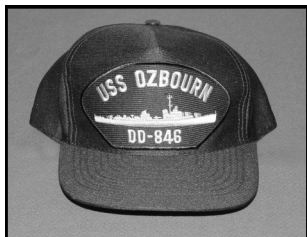
Photos and additional ordering information can be found on the Ozboourn Web site at www.ozboourn.org under the heading Ship's Store.

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

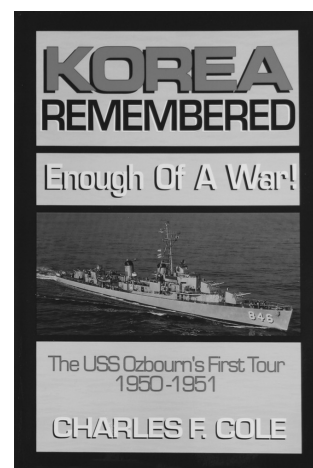
Long sleeve \$35 ea. Item# T02



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**

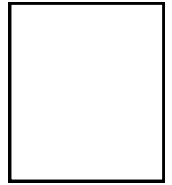
By Charles F. Cole

\$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

Jeffrey Parker
1036 Calle Venezia
San Clemente, CA 92672



Pvt. Joseph W. Ozbourn
USMC
Congressional Medal of Honor

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 11, 12 or 13. This number indicates the last year you were current with Association dues: 11 means 2011, 12 means 2012, etc. Your Association officers ask you to...

DO THE DUES TODAY!

**We're on the Web at
www.ozbourn.org**

The following information can be found on the Association's Web site: Mission statement, complete history, current and past newsletters, a list of Ozbourn shipmates, historical photographs, the ship's store for ordering Ozbourn memorabilia, how to join, and special links.

SHIP AWARDS RECEIVED BY THE USS OZBOURN

- Combat Action Ribbon
- Navy Unit Commendation
- Meritorious Service Medal
- China Service Medal
- World War II Victory Medal
- Navy Occupation Service Medal w/Asia Clasp
- National Defense Service Medal w/bronze Star
- Korean Service Medal w/5 Bronze Stars
- Armed Forces Expeditionary Medal w/2 Bronze Stars
- Vietnam Service Medal w/2 Silver Stars
- Republic of Vietnam Meritorious Unit Citation (Gallantry Cross Color with Palm)
- United Nations Service Medal