

FIRE BALL!

USS OZBOURN (DD 846)

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Editor's Remarks

The first issue of *Fireball!* has brought in over thirty replies from shipmates ranging in service dates from plank owners to crew members serving in "OZ'z" (the plank-owners called her "Dirty 'O'") last days. The interest in a reunion appears to be strong with a suggested date of May '93 as the most suitable time frame. That timing is appropriate since it requires the best part of a year to organize it. For further details, see *Reunion* below. *Fireball!* appears to be a popular choice for the newsletter name.

I have received stories, newspaper clippings, material from the commissioning, excerpts from cruise books, etc. for use in the newsletter. Following is the first one, sent in by a veteran of the war in Vietnam. I again ask shipmates to send me stories about your service in our old ship. Quite a large number sent me \$5 or more even though I had said only that I *might* ask for it later. MANY THANKS to you all. I have started to keep books but we do not yet have enough accumulated to establish a bank account without prohibitive service charges. The treasury is presently a cash box in my files.

Many of you expressed interest in forming an OZBOURN association. This will be an item of business at our first reunion and is almost essential if we are to have continuing reunions on a regular basis (e.g., every second year).

Tin Can Sailors Association

At least one responding shipmate asked me about the "TCS." Their address is P.O. Box 100, Somerset, MA 02726. and the annual dues are \$25 (tax deductible). They have informal get-togethers ("Bull Sessions") around the country and they publish a very informative quarterly newspaper. A recent issue had quite a long account of the GEARING class of which the OZ was a member.

A Story from the China Sea

My first campaign into the South China Sea as a Quatermaster, was under the command of CDR Rodney Stewart, a robust, livley CO who carried a big stick

and did not speak softly! The thought of Vietnam w frightening, but by my third visit it was clear w our duties were.

One of my dities as quartermaster was as exp helmsman during underway replen-ishments. T helm was often a difficult assignment, especia when the weather was bad. On one particular eveni we were taking on fuel and I was struggling to ke the ordered course. The helm is a delayed system th requires several seconds to respond after you ha turned the wheel. Turn the helm 5 degrees, example, and 5 seconds later the rudder turns degrees and 5 seconds after that the ship turns degrees. As I turned the helm, I realized that t heavy seas required heavier rudder to sustain c course. At one point I got no response. I increased t angle and still no response. I increased even more a finally the ship responded. OZBOURN pulled aw from the fueling ship, the hoses unseated a pumping was quickly stopped. I was relieved of i duty without discussion. The officer who had the co said nothing. He simply carried on and restarted t process. In fact, no one on the bridge said anything me. There was no reprimand, no nothing.

When I went below, however, my friends who we "deck apes" let me have it! The unseating of the hos caused by my veering off course led to a major spill on to the deck and the sides of the ship. It was mess requiring a major cleanup. Words of apolo were inadequate. For a week my friends called r every name imaginable. The effect was enormous. nineteen tear old boy did not know until then w getting the job done meant. The fear of bei reprimanded by superiors was not at issue. My pee thinking me to be a screw-up and an incompetent w pressure enough to ensure that I would perform best I could each time out there.

-- Contributed by Mathew Milas, formerly QM2

Editor's Note: The professionalism and pride in his w of the American sailor (and his counterparts in the oti services) was the most disconcerting factor to the lead of the (late) Soviet Army who were brought to the U by JCS Chairman ADM Bill Crowe in 1988.

Replying Shipmate^S*

Name	Years	Location
Akers, Charles O. (CO)	50-52	Huntington Beach, CA
Athanas, Peter	46-48	Richland Center, WI
Barber, John	51-54	Arvada, CO
Berriman, Joseph (XO)	52-?	San Diego, CA
Boff, Rudy	52-55	Pittsburgh, PA
Burrows, George	46-48	Northport, FL
Cole, Lloyd J.	47-53	Coloma, WI
Connelly, Gene	46-47	Keansburg, NJ
Dolson, Frank J.	68-69	Stockbridge, MA
Engel, William R.	72-75	Muncie, IN
Fargo, William B. (CO)	52-54	Coronado, CA
Farquhar, Richard	56-58	Canal Winchester, OH
Flowers, Charles	59-63	Riverdale, GA
Harris, Hiram G.	46-47	Gastonia, NC
Helland, James M.	46-?	Daphne, AL
Hergenreder, A. L.	70-74	LaCrosse, KS
Holloway, Harry	48-52	Alamosa, CO
Jackowski, John	60-62	Grand Rapids, MI
Kirby, Joseph	?	Lakeinthehills, IL
La Fond, Richard	46-48	Suncook, NH 03275
Lee, Bobby	46-?	Pratville, AL 36067
Logan, Paul G.	46-47	Braintree, MA
Milas, Matthew	68-72	Lincoln, RI
Ousey, Walter M. (XO)	?-52	Vallejo, CA
Palmer, H. Barr (XO)	50-52	Rancho Santa Fe, CA
Parker, Jeffrey W.	70-74	Upland, CA
Pleasants, Stephen C.	46-?	Centreville, VA
Riedel, William F., Jr.	46-47	Little Ferry, NJ
Root, Daryle	58-63	Ladson, SC
Simon, Jerome "Abe"	50-52	Sierra Vista, AZ
Sommer, Robert F.	46-48	Augusta, NJ
Whitten, Robert C.	50-52	Cupertino, CA
Williamson, Monte	67-70	Rockville, IN
Williamson, Paul (XO)	64-66	Fairport, NY

* These are the shipmates who agreed to publication of addresses

Reply to Proposed Ship's Reunion - USS OZBOURN (DD846)
 (for those shipmates who did not reply to the questionnaire in vol 1, no. 1)

Name _____ Wife's Name _____

Address _____
 Street City State, Zip

