FIRE BALL!

USS OZBOURN (DD 846)

Editor's Remarks

Many more replies from shipmates have come in since the last issue of Fireball! We now have almost eighty on the list. Our contract with The Sands Regency in Reno for May 2nd to 5th, 1993 is on track and I have begun to set up activities, specifically a tour of Lake Tahoe, Virginia City and Carson City (Nevada capital), Harrah's Automobile Collection and the banquet. Cost estimates of each appear later in this issue -- with the warning that they may vary slightly. I will publish the firm costs in the January issue As I mentioned in the last issue, Ihave received stories, newspaper clippings, material from the commissioning, excerpts from cruise books, etc. for use in the newsletter. Please send me more if you have such. This issue contains some news stories about the loss of the bow in a collislon with *USS T.E. CHANDLER (DD 717)* during night maneuvers in the China Sea on 23 November 1948. Al Koch ('47-'51) of Lackawanna, NY was kind enough to send me copies of some news clips from those days. Other stories from George Burrows, CAPT Bill Fargo, Jim Helland, Al Kapocius, Denis La Crosse, Bobby Lee, Daryle Root, Jack Tyree, and yours truly will appear in future issues. Several shipmates have asked me "What is the Navy League?" the organization that I have been advertising in previous issues. It is a *civilian* organization whose purpose is to educate the public in the importance of sea power to the national defense and the economic well-being of the nation. A membership form appears toward the end of this issue.

Reunion

As stated in the July '92 issue, first reunion for shipmates from USS OZBOURN (DD846), also known as *Fireball*, *Spread Eagle*, and the *Dirty 'O,'* is scheduled for May 2nd (a Sunday afternoon/evening) for arrival at *The Sands Regency Casino/Hotel* in Reno, Nevada. Departure is May 5th (Wednesday). The cost is $36 per night single or double plus 8% room tax (plus whatever you wish to put into the "one-armed bandits"). This room rate is a real buy since rates usually run at leat $50; a reservation form is enclosed with this issue for your general information. Your editor/self-appointed chairman has reserved 30 rooms. The program, which includes a business meeting appears later in this newsletter. The business meeting is essential is we are to have future reunions. For those shipmates who have not yet sent me $5 (some shipmates have sent more) please do so. Because we do not yet have enough funds to warrant a bank account, please write your checks to me. I will provide a full accounting of all funds at the reunion. In order to get an idea of how many we may expect as on summer 1992, <u>please respond</u> on the attached pre-registration form if you are planning to attend. A response of "yes" does not commit you to attending, but I do need to get a a count. If you have already indicated intention to attened our reunion, it is not necessary to reply again unless you have changed your mind.

Loss of the Bow

The following account was graciously provided by shipmate Al Koch in the form of clippings taken from an newspaper whose name he did not specify.

Ship Gets New Nose
WELD BOW TO SMASHED DESTROYER

The Navy pieced togther a mammoth cold steel jigsaw puzzle Friday morning when a new 75-ton bow was joined to the battered hull of the destroyer OZBOURN. Two giant 50-ton cranes in the Terminal Island shipyards lifted the hueg 65-foot long bow and fitted it exactly to the gaping hole.

The OZBOURN sat high in drydock. Steel-helmeted workers tugged at ropes, yelled at crane operators, hammered on heavy ship's iron . . . then welded the joint with acetylene torches. And the big ship, put out of commission last Nov. 27 by a night-time collision off the China coast, was almost ready to sail again. She'd been flying at 27 knots through dark China seas in full battle array with her siste ships when it happened, witnesses said. She hit another destroyer, the USS T.E.

CHANDLER, amidships. The entire bow of the OZBOURN broke off just forward of watertight bulkheads.

Two men went down with the sheared-off bow. The ship coasted to a stop and lay wallowing in the seas while a search was made. The men were never found.

The skipper, Comd. N.E. Blaisdell, backed the OZBOURN 100 miles into Tsingtao for temporary repairs, then brought her to Longbeach Feb. 4 for permanent rigging. Aboput 75 yards away from the OZBOURN, as it was being repaired in its big bathtub Friday, was T.E. CHANDLER, the destroyer it crashed into last November. It was slated to undergo only slight repairs, authorities said.

Bos'n Recalls Crash Which Broke Off Destroyer Nose

"We were playin' war. Everybody was at battle stations. No lights showed." Chief Bos'n's Mate John M. Callahan, on watch Friday while workmen repaired his ship, told of the OZBOURN's tragic collision.

"I was back at Repair No. 1 [?] in the stern. I could see the other ship looming up close in the mist. Too close. We hit with a crash and a jolt. Hot pipes made the water boil and clouds of steam hid the bow. In about 15 minutes, the shered-off hunk sank. Stevens and Meeks went with it."

Callahan's lips quirked ironically, "Our quarters were up there. Would've been 30 chiefs go down if we weren't at quarters." I remember a boot stepped out of a forward passageway," he went on. "Fell 30 feet to the water. He yelled as he went by. Another ship got him. But they searched all night and the next day for Meeks and Stevens. Even sent divers down, but it was too deep. Never found them."

A footnote to the story: Denis La Crosse tells me that the yard did not place the bow quite true; The bull nose was displaced about a degree to one side, making steering slightly difficult. May some of the readers may recall that feature. I do not, although I did sometimes steer back in Korean War days.

As for the disposition of the old OZ, she was sold to the breakers in '76 (I think). She had a split in the hull which firmly resisted repair. Some of her sisters are still in service in foreign navies.

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Reply to Proposed Ship's Reunion - USS OZBOURN (DD846)
(for those shipmates who <u>DID NOT </u>reply to the questionnaires in vol 1, nos. 1,2 or 3)

Name_____   Wife's Name _____

Address _____   _____   _____ Telephone: _____
        Street   City   State, Zip

Period served in OZBOURN (Mo./Y)_____ Billets(s) _____

Help in the planning/execution of the reunion? __ If so, in what capacity? _____

Should we form an Association?   Yes   No

May we list your address, telephone no. and years of service on board OZBOURN in future newsletters?   Yes   No

Names/Addresses of shipmates not on the list: _____
_____
_____
Comments: _____
_____
_____
Please clip and return to Bob Whitten at your earliest convenience. Do <u>NOT</u> return if you have previously replied.

Replying Shipmates*

Name	Years	Location
Akers, Charles O. (CO)	50-52	Huntington Beach, CA
Athanas, Peter	46-48	Richland Center, WI
Badger, George	55-56	Alameda, CA
Barber, John	51-54	Arvada, CO
Berriman, Joseph (XO)	52-53	San Diego, CA
Brian, James W.	46-48	Antioch, CA
Burrows, George	46-48	Northport, FL
Cole, Lloyd J.	47-53	Coloma, WI
Connelly, Gene	46-47	Keansburg, NJ
Conwell, Fred R.	48-51	Fremont, CA
Courtney, Royce F.	56-57	Columbia, SC
Cressey, Wesley O.	58-62	Portland, ME
Denham, John G. (CO)	66-68	Walnut Creek, CA
Dolson, Frank J.	68-69	Stockbridge, MA
Fargo, William B. (CO)	52-54	Coronado, CA
Farquhar, Richard	56-58	Canal Winchester, OH
Flowers, Charles	59-63	Riverdale, GA
Hadley, John U.	50-51	Seattle, WA
Hanson, Jimmie O.	52-54	Bellingham, WA
Harris, Hiram G.	46-47	Gastonia, NC
Helland, James M.	46-46	Daphne, AL
Henderson, Keith A.	48-50	Trout Creek, MT
Holloway, Harry	48-52	Alamosa, CO
Ihme, Philip	46-48	Moncure, NC
Jackowski, John	60-62	Grand Rapids, MI
Jones, David L.,	67-68	Bremerton, WA
Kamrath, William	64-68	Sublimity, OR
Kapocius, Algis	69-60	Greendale, WI
Kirby, Joseph	65-70	Lakeinthehills, IL
Koch, Alfred J.	47-51	Cheektawaga, NY
La Crosse, Dennis	63-70	Hansville, WA
La Fond, Richard	46-48	Suncook, NH 03275
Lee, Bobby	46-?	Pratville, AL 36067
Lofgren, Theodore T.	52-54	Poulsbo, WA
Logan, Paul G.	46-47	Braintree, MA
Milas, Matthew	68-72	Lincoln, RI
Nixon, Paul E.	50-52	Torrance, CA
O'Halloran, A.C.	46-47	Ehrenberg, AZ
Ousey, Walter M. (XO)	50-51	Vallejo, CA
Palmer, H. Barr (XO)	50-52	Rancho Santa Fe, CA
Parker, Jeffrey W.	70-74	Upland, CA
Peich, Lester	52-?	San Diego
Pellizon, Frank	57-59	Bonita, CA
Perkins, Thomas M.	50-53	Port Orchard, WA
Pleasants, Stephen C.	46-48	Centreville, VA
Rigby, Bert	69-72	Conrad, MT
Sedlacek, David	70-73	Columbus, NE
Sheldon, Warren R.	46-48	Akron, OH
Simon, Jerome "Abe"	50-52	Sierra Vista, AZ
Spittle, Frank	48-50	Laguna Hills, CA
Sturm, Herbert W.	60-64	Santa Paula, CA
Sundquist, Allen	72-75	Douglas, WY
Swigard, Philip	64-66	Kingston, WA

Tyree, Jackson R.	52-55	Evansville, CA	
Whitten, Robert C.	50-52	Cupertino, CA	
Williamson, Monte	67-70	Rockville, IN	
Williamson, Paul (XO)	64-66	Fairport, NY	
Wood, Jim	71-73	Aurora, IL	

* These are the shipmates who agreed to publication of addresses

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The following registration form is a draft for your planning purposes only. The actual costs may vary slightly. The final version will be published in the January '93 newsletter.

USS OZBOURN (DD 846) ReunionRegistration

DEADLINE FOR RETURN OF REGISTRATION FORM AND CHECK IS APRIL 15, 1993. Make check payable to _____ and mail to USS OZBOURN Reunion, 1117 Yorkshire Drive, Cupertino, CA 95014. Registration must include hospitality room fee.

NAME(s): _____

_____

NUMBER IN PARTY _____ DATE OF ARRIVAL _____ APPROX. TIME _____

DATE	OZBOURN REUNION ACTIVITY	COST	NUMBER	TOTAL
Sun 2nd	Registration: Hospitality Room	$15		
Mon 3rd	Tour of Lake Tahoe, Virginia City, Carson City, lunch included	$30		
Tues 4th	AM USS OZBOURN Reunion business meeting	--		
	PM Harrah's Automobile Show	$6.00		
	EVE Banquet	$25		
Wed 5th	Farewell breakfast	$12		
Total		$88		

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<u>**Note to all recipients**</u> -- I will **NOT** send future issues to shipmates who have not responded on a form like that on page 2 above. If you have not done so, please take a moment to complete it and send it back to me ASAP!!