



FIREBALL!

USS OZBOURN DD 846 "the Happy Ship"

Vol. 9 No. 3 July, 2000

FROM THE BRIDGE

Former Ozbourn Captain John Denham has volunteered to act as project coordinator for an effort to have another US Navy ship named USS Ozbourn. In John's own words, "I have always considered that after WWII, no other DD performed so well in so many different operations as OZ, and yet they let the name drop. There should be another OZBOURN. There are still that kind of people, there should be that kind of ship. " I agree wholeheartedly. More on this later. This past April, while on a short trip to see the wildflowers of Texas, Pat and I spent a couple of days in the little town of Fredericksburg Texas. Down the street from our motel a few blocks was the Admiral Nimitz Museum and Historical Center. Having heard that the museum was an interesting place to visit we went there early one morning expecting to spend an hour or two and then get on with our sight seeing. Shortly before 5 PM, a few minutes before closing time, we finally made our way out the exit. It was a day well spent. In addition to the Nimitz exhibit, which traced his life and brilliant career, there was a wall of honor, which contained hundreds of plaques honoring World War II military units, ships and servicemen. Admiral Nimitz specified when he allowed the museum to be named in his honor that it had to be for all that had served with him in WW II. Another highlight for me was the newly opened George Bush Gallery of the Pacific War, a 22,000 square foot exhibit. Here the war against Japan is chronicled with weapons, artifacts, pictures and documents from the attack on Pearl Harbor in December 1941 to the signing of the surrender document in July 1945. One can relive the bloody land battles like Guadalcanal and Iwo Jima and follow the systematic destruction of the Imperial Japanese Navy, the world's largest at that time, by the US Pacific Fleet. No former sailor can walk away without feeling a sense of pride in the United States Navy.

If your travels ever carry you to the Austin or San Antonio areas, Take a day and visit Fredericksburg, Texas and the Nimitz Museum. I know that you will find it to be well worth your time.

THE LAST FIREBALL!

Hold on! Don't get upset! Its not **your** last *Fireball!*, its just **my** last *Fireball!* as Editor. I have enjoyed immensely these past six years bringing you information about your ship, shipmates, reunions and other information supplied by you. With your help the *Fireball!* has grown to an eight page spread full of interesting news, accomplishments and memories of the past. It has brought us news of the wonderful reunions we have had and the comradeships we have renewed and gained.

Our Association has come a long way since our first communication with Past President Bob Whitten who started our Association with three shipmates. We have now grown to over 500. We have had some great reunions with enjoyable activities. We have had a chance to renew acquaintances with old shipmates and meet new ones. I have had the pleasure of being associated with many Association Officers who have given their utmost to bring our Association to the success and high standards it enjoys today.

Thanks to WD Minter our internet web page gives our Association the honor and distinction it so justly deserves.

Starting with the October Issue of the Fireball! Editor Tom Perkins will be in charge. We have worked closely to make it a smooth transition. Tom will bring new ideas and a new style to the Fireball! and this is how it will continue to grow into a better more interesting publication. I know you will continue supporting the Fireball! by sending Tom stories of your days aboard the Ozbourn and other articles of interest to shipmates.

I may be stepping down as Editor but its difficult not to be involved in some way with such a great organization that we have. So you'll be hearing from me. Thanks for your tremendous support these past years.

Paul G. Logan

MAIL BAG

Steve North (71-73) email us looking for Michael McPeak's email address. Spotted mike on our web page. We were happy to accommodate Steve.

Bill Jones (51-52) sent in the address of a web site he felt would be of interest to shipmates. Give it a try at:

<http://www.tcsaz.com/koreanwar/pages/sm.html>

Jack Blonsick (50-51) wrote to tell us of his attendance at an Aviation Symposium in Pensacola. Admiral Tom Fargo was in attendance, but Jack did not run into him.

The Blonsick's are considering moving back to Florida.

Hank Grese (51-52) is looking to make contact with former Ozbourn Engineering Officer, A.A. Remmen. Anyone have any info for Hank?

Paul Hecht (46-47) was aboard a destroyer that escorted the USS Massachusetts to the South Pacific. Paul was also working at a TV station in Portsmouth, VA and from his window he could see the Massachusetts across the Elizabeth River in Berkley. He remembers the day the tugs pulled her out for the trip to Fall River and is looking forward to seeing her again.

Donald Madam (49-51) sent us his new email address: madam@lakeviewnet.com

Dick Clark, Search Committee Member, was able to locate former shipmate Lyle Casey, from St. Paul, KS. Good work Dick!

Pat Bohenko (68-70) suggest shipmates visit: www.waterfire.com as a possible site to visit for shipmates taking an extended vacation in Massachusetts at reunion time.

Ray Johnson (56-58) wrote us that he thought a fine site was chosen for the 2001 reunion. He wrote, " It looks like a marvelous choice with some real "Navy" history associated with it. Ray was looking for an email list of members. This is a project your present editor hopes to spend more time with after Tom Perkins takes over.

Henry Burge (54-57) sent us his new address and the address of three new undiscovered shipmates. Thanks Henry.

Barr Palmer (51-52) sent his new email address: HBPalmer@home.com

Jim Helland (46) is still busy on the computer with plenty of good stories and jokes. Jim is looking forward to reunion 2001. He enjoyed his stay in Boston aboard the Ozbourn and is looking forward to visiting New England and Canada.

Byron L. Kettler (49) wrote to tell us he was sorry he missed the Vegas Reunion. He didn't read his Legion magazine in time.

John Denham (66-68) former skipper, is tracking down information on a patch used by the Ozbourn. It was in place when he went aboard in 66. John was wondering if anyone has written up the Ozbourn and the PUEBLO operation. He feels that the Ozbourn performed better than any other DD after WWII and feels there should be another OZBOURN.

Richard E. Satchell (54-58) ran into former skipper Charlie Akers (50-52) at the Huntington Harbor Yacht Club, on opening day, in Huntington, CA where Charlie is a member. "Opening Day" is an event where they start their Yachting season, and have plenty of food and drink.

Charlie is doing great and Richard had a great time visiting with him and Becky. Richard is a Past Director for The International Order of the Blue Gavel, an organization of past yacht Club Commodores.

NEW MILITARY WEB PAGE

www.military.com is a web page that will help you to keep in touch and connected for life.

They have started by building 20,000 homepages from units, ships and squadrons. Each homepage is a single point of contact for everyone ever affiliated with the unit. You can connect with people you know, meet people who served in different eras, post announcements and photographs, share stories, plan reunions, and contribute to the living history of your unit.

Military.com is building an alumni association for US Military and invites you to be a charter member. Join them in creating the on-line home for the millions of Americans with ties to the military.

"OLD GLORY"

The following letter was published in the April issue of the American Legion magazine entitled "Massachusetts Legionnaire" and is quoted in full. "As a veteran of World War II, I am very disappointed as so few homes fly the American flag. Some fly all kinds of foolish flags that don't have much meaning and don't fly 'Old Glory'. I wish to remind everyone that it is an honor to live in a country like America and we should be willing to fly 'Old Glory' especially if we are going to fly some other type of flag".

Salvatore Cascio, Member Post 45

Alas, how true Mr. Cascio's comments are. It has become fashionable for some of our countrymen citing "right of free expression", among other things, to desecrate the flag that is the visual symbol of so much that we hold dear.

Lets take a moment and reflect on the origins of some of the terms and ceremonious activity associated with showing respect for the flag. In his letter, Mr. Cascio used the phrase "Old Glory" when referring to the American flag.

The origin of this term can be traced to the year 1831. It seems that a certain Captain William Driver of Salem, Massachusetts was presented with a flag, by a committee of ladies, in recognition of special act of kindness rendered by him. He immediately dubbed the flag "Old Glory" and hoisted it on his ship, the brig Charles Daggett.

Later, during the Civil War, at the time of the occupation of Nashville, TN by Federal troops on 25 February 1862, a U.S. flag was first hoisted by the Sixth Ohio Volunteer Regiment but was hauled down a few minutes later and Driver's original "Old Glory" was hoisted in its place. Captain Driver, by this time retired from the sea, was living in Nashville and had diligently preserved his flag during the tumultuous times of secession. He now had the distinction of hoisting it with his own hands over the statehouse. Thus, Nashville became the only city over which the original "Old Glory" was ever flown.

All of us who served in Ozbourn had the opportunity to observe the daily ritual of the ceremonious raising and lowering of the colors at which time all hands in the vicinity came to attention and rendered the proper salute. This custom can be traced to the direct intervention of Admiral James E. Jouett, USN, then the commander of the North Atlantic Squadron in the year 1884. Noting the general lack of interest and

indifferent attitude by the ships crews in his squadron, he took particular interest in ensuring that the proper respect and attention was observed during all evolutions concerning the handling of the colors on board his ships. As a result of his interest, the Admirals wishes, in time, became a naval regulation and is observed throughout the service to this day.

It would seem that all of us could take a few moments to reflect on the spirit and patriotism of Mr. Cascio and Captain Driver and Admiral Jouett as well. Obviously it is impractical for some to raise the colors on a daily basis but a display of "Old Glory" on national holidays would indicate to our neighbors and young people in particular, our love and respect for the flag under which we all served.

Thanks to Tom Perkins (50-52)

FROM THE MAY VFW MAGAZINE

On March 21, 2000, the Secretary of the Navy officially authorized the award of the Combat Action Ribbon (CAR) to all eligible Navy and marine Corps veterans of World War II (Dec. 7, 1941 - April 14, 1946) and the Korean War (June 27, 1950 - July 27, 1954). Eligibility is based on participation in ground or surface combat "and the veteran cannot already have been recognized for the same participation."

Provide: 1) Standard form 180; 2) Copy of your discharge form; and 3) or cover letter containing full name, social security number, service number, period of eligibility, unit assigned at time, mailing address. Include a copy of Navy personnel form 553 or DD Form 214 or DD 215. They may also provide substantiating documentation such as: copies of combat awards, evaluations, muster sheets, or orders showing assignment to the unit for the period requested. Person lacking required documentation are advised to submit a request for personal record information to the St. Louis Records Center. A special section will handle those requests. No other awards may be requested in conjunction with the CAR. Send required paperwork to: Navy Awards Branch, Chief of Naval Operations (NO9B33), 2000 Navy Pentagon, Washington, DC 20350-2000

Thanks to Tom Perkins (50-53)
and Arthur Estes (53-54)

RATTLESNAKE TWO SIX

It was just another day, in the spring of 1967, off the coast of Vietnam. We were on station for any shore bombardment assignment that might come up, when over the radio came this call "Navy ship off the coast, this is Rattlesnake Two Six, over." The relay went out "Rattlesnake Two Six, this is Spread Eagle, over."

"Spread Eagle, Rattlesnake Two Six, request permission to land on your helo deck.

Off to the starboard side, about two thousand yards was an army Huey approaching the OZ. In the radio conversations that followed, Rattlesnake Two Six was told to stand off until our deck was clear and the fire control team was on station. Not having landed on a Navy ship before we explained that "Foxtrot" pennant would be at the dip until we were ready to take them aboard. When the "Foxtrot" pennant was raised, and we were "flying foxtrot", Rattlesnake Two Six was cleared to land.

As the Huey was landing Cmdr. Denham and the crew were excited about the prospect of shooting a shore bombardment mission for 1ST AIR CAV. (Rattlesnake Two Six was a unit of the 1ST AIR CAV) After what proved to be a very tight squeeze, Rattlesnake Two Six made it onto the "Dash" deck. There was only three feet between the rotor blade and the "Dash" hanger. To all our surprise, the crew of Rattlesnake Two Six just wanted to buy cigarettes from our ship's store, and have a hot meal from the galley. After they ate, and bought their cigarettes, they took off into the sunset never to be seen again.

Thanks to John A. Montoya (64-67)

ANOTHER OZBOURN

John Denham (66-68) former skipper, has agreed to start the ground work for naming another ship the USS Ozbourn. The first step would be to get in touch with the Armed Services Committees of the house and Senate and present a proposal with our reasons. A principal has been established for this action with O'Brien et al. John feels the Association membership and the U.S.M.C. would support this proposal. Any member that would like to assist John or pass along some ideas or suggestions please contact him at: JDenham203@aol.com or contact the Fireball! for his address or phone number. President WD Minter had appointed John Denham Project Coordinator for this endeavor.

WANTED OZBOURN SHIPMATES FROM 60-63

Kent Curl (60-63) is working on a search list of persons whom were aboard the Ozbourn during his time. He said it was a trip down memory lane and that he was inspired in his efforts because of the recollections. It occurred to him that many former OZ sailors that acquired computers might be interested in seeking out buddies via the internet as an "on their own" project. This would not replace the formal research by the committee; but would provide an extension to the quest for new members. Anyone interested in this project can contact Kent Curl at: delcross@gnet.com or get in touch with the Fireball! for John's address and

DISCIPLINARY ACTION

A C141 was preparing for departure from Thule, Greenland and they were waiting for the truck to arrive to pump out the aircraft's sewage holding tank. The Aircraft Commander berated the Airman for his lack of speed and promised punishment, the Airman responded:

"Sir, I have no stripes, it is 20 below, I am stationed in Thule, Greenland, and I am pumping shit out of airplanes. Just what are you planning to do to punish me.

Thanks to Jack Blonsick (50-51)

TONKIN GULF ENCOUNTER 1968

If any crew member recalls a personnel transfer in the Tonkin Gulf with the submarine USS Menhaden (SS 377) in 1968, please forward the details to the Editor of the Fireball! for possible story development.

SEARCH COMMITTEE REPORT

New Shipmates discovered since our last report in April. 2000.

Name	City	Served	Rate
Allen, Michael A	Los Angeles, CA	66-67	STG3
Belz, Roland J	Holly, MI	69-70	EN2
Crawfis, Warren R	Fort Wayne, IN	57-59	FT3
Gelatt, David E	Evans, Co	72-75	GMG1
Gloeckler, Keith D	Bakersfield, CA	73-75	BM3
Hagen, Loyd	Hood River, OR		
Kettler, Byron L	Troy, IL		
Hunt, Franklin	Kansas City, KS		
Isca, Victor J	Round Lake, NY	67-70	RD2
Johnson, William A	Pinole, CA		
Maycock, William D	Paradise, CA		SN
Sanders, Donald J	Sierra Vista, AZ	53-55	RMSN
Sherlock, Jr., Thomas M	Bedford, VA	566-67	Ltjg
Simon, Abe	Parump, NV	50-52	
Stanford, Joe	Eugene, OR		
Thompson, Lyle S	Jackson, MS	57-59	SN
Vandagriff, Bruce G.	Corona, CA	67-70	
Vantine, Sr. David A	Front Royal, VA	46-48	FN
Waldroup, Bert	W. Monroe, LA	50-53	FT2
White, Aubry S	Alexandria, LA	49-52	EM2

WANTED OZBOURN HISTORY 68-75

We are in short supply of Ozboourn's history from 68-75. We need information on any incidents, history, pictures and sea stories of this era.

The Ozboourn's history is told by the sailors that have served on her and we need your help. Please forward any information to the Fireball! Editor. Just give us an outline or details. This information can also be added to our web page.

SEARCH COMMITTEE

Pat Patterson reports that Kent Curl (60-63) has taken on the entire 1960 muster list as a project and has finished mailing out post cards to that list. Kent is inviting shipmates on the internet to see if they can find buddies that are not presently members. Kent can be reached at: Pat has a personal web page that provides links to better known "phone-book" search engines. You can reach it at: <http://www.ipa.net/~pogo/phone.html>

REUNION 2001 MOVING AHEAD

Plans for our October 2001 reunion in Seekonk, MA are moving ahead with contract signings in the works for the Ramada Inn Hotel, Banquet Dinner and Entertainment, Memorial Service and dinner aboard the USS Massachusetts, and lunch on our trip from the Boston Naval Shipyard.

Most of the Reunion Committee members have been appointed and include:

- Paul Hecht: Chief Coordinator & Treasurer
- Paul G. Logan: Contractor
- Calvin (Pat) Patterson: Photographer
- WD Minter: Ticket Preparer & Publicity
- Bob Whitten: Memorial Services Director
- W.L. Bill Jones: Banquet Programs
- Hospitality Suite:
- Registrar:

Pat also reports that Jim Michaels has completed over 100 cards from the 57/58 lists. The Committee has finished 57 and most of 58 lists. When they finish the 1959 list the search for former crew members from the commissioning crew through 1960 will be completed. Pat has the archive microfilm with the muster lists from 1961 through 1970 which will be the next search project.x

BOSTON NAVAL SHIPYARD A 2001 REUNION ADVENTURE

The Boston Naval Shipyard, **one of the highlights of the USS Ozbourn Reunion 2001**, is located in the Charlestown section of Boston. The USS Ozbourn was Commissioned at the Boston Naval Shipyard on March 5, 1946 at pier one. Pier 1 is now the permanent berthing location for the USS Cassin Young, a Fletcher -class WWII destroyer.

The Charlestown Yard was one of the country's first six yards. It was active from its founding in 1800 until its closing in 1974. During its busiest period in WWII the Charlestown Navy Yard (also called the Boston Navy Yard and the Boston Naval Shipyard) encompassed 130 acres.

During WWII 42,000 men and 8,000 women streamed through Gate 1 of the Yard at the start of each work day. Today more than a million visitors pass through the same spot each year to learn about the history of that era and earlier times.

Today, 30 acres are part of Boston's National Historical Park while the remaining property - offices, condos, apartments and restaurants - is privately owned. These 30 acres include: the USS Constitution, the oldest commissioned warship afloat in the world, The USS Cassin Young, the USS Constitution Museum, the Commandant's house, the Commandant's carriage house, the Ropewalk and the paint shop. The dry docks are still there for inspection.

America was a young country in 1800 and its commercial vessels were not safe on the waters because of the threats of Barbary pirates of North Africa. To stop the confiscation of American ships, President Washington ordered the construction of six naval vessels, including the USS Constitution, which was built in 1797 at Hartt's Shipyard in Boston's North End.

Hartt's was a private shipyard and over time cost overruns convinced the government that it needed to control the entire process and establish its own shipyards. Charlestown Navy Yard was one of the country's first six yards.

The USS Constitution Museum brings to life the stories of the individual who authorized, built, served on and preserved the USS Constitution. Through hands-on exhibits, displays of historic artifacts, computer simulated re-enactments, and public programing, the

Museum strives to make a personal connection to our American past and the heritage of the USS Constitution. The Museum is located adjacent to the USS Constitution.

There is no admission charge to the Boston Naval Shipyard, the USS Constitution, the Museum or the USS Cassin Young.

Review the following web sites for more information.
USS Constitution:
www.ussconstitution.navy.mil/
USS Constitution Museum:
www.ussconstitutionmuseum.org/

NEW FIREBALL! EDITOR

Editor in training Tom Perkins is taking on more duties as your new editor and should be ready for the "change of command" by the end of this year.

This issue of *Fireball!* is being printed and mailed by Tom. He will be putting together the complete issue in October.

There are a lot of procedures connected with getting the *Fireball!* into shipmates hands and we want to be sure no detail slips down the cracks.

Bill Jones, who has taken over as Recording Secretary, must have good communications with the *Fireball!* Editor and the Association Treasurer, Paul Hecht, and this area is being worked on at the same time. We are not rushing this 'change over' as we intend that you don't even notice the change. You should be noticing a change in "style and content" when Tom takes over completely and that will be good. A new editor will bring new ideas and coverage and the *Fireball!* is due for this uplifting.

Tom has already set in place a new *Fireball!* email address that should be inserted in the October edition.

Admiral Thomas B. Fargo, U.S. Navy Commander in Chief U.S. Pacific Fleet

Admiral Thomas Boulton Fargo became the 29th Commander in Chief, U.S. Pacific Fleet, on October 8, 1999. He is responsible for the world's largest combined fleet command, encompassing 102 million square miles and more than 190 ships and submarines, 1,400 aircraft and 191,000 Sailors and Marines.

Born in San Diego, California in June 1948, Admiral Fargo is the son of Navy Captain and Mrs. William B. Fargo. He attended high school in Coronado, California and Sasebo, Japan and graduated from the United States Naval Academy in June 1970.



Trained in joint, naval and submarine commands, Admiral Fargo has served in a variety of sea and shore duty assignments. At sea, his five assignments in both attack and ballistic missile submarines included Executive Officer aboard USS PLUNGER (SSN 595) and Commanding Officer of USS SALT LAKE CITY (SSN-716). He served as Commander, Submarine Group SEVEN, Commander Task Force SEVEN FOUR, and Commander Task Force ONE FIVE SEVEN in the Western Pacific, Indian Ocean and Arabian Gulf from 1992 to 1993. Admiral Fargo commanded the United States FIFTH Fleet and Naval Forces of the Central Command during two years of Iraqi contingency operations from July 1996 to July 1998.

Ashore, Admiral Fargo has served in the Bureau of Naval Personnel and with the Commander in Chief, U.S. Atlantic Fleet. He has had multiple assignments in the Office of the Chief of Naval Operations which included the Naval Aide to DCNO Submarine Warfare (OP-02) and later Vice Chief of Naval Operations (OP-09) and Executive Assistant to DCNO Naval Warfare (OP-07).

Since his selection to Flag rank in 1993, Admiral Fargo has served as Director of Operations (J-3), U.S. Atlantic Command during the Haiti intervention; as Director, Assessment Division (N-81) for the Chief of Naval Operations; and most recently as the Deputy Chief of Naval Operations for Plans, Policy and Operations (N3/N5).

Admiral Fargo is a 1989 recipient of the Vice Admiral James Bond Stockdale Award for Inspirational Leadership. His personal decorations include the Distinguished Service Medal (three awards), the Defense Superior Service Medal and the Legion of Merit (three awards).

Admiral Fargo is the son of former Skipper of the USS Ozbourn (DD 846) Bill Fargo (52-54).

TAPS

Ensign Harold E. Cook (45-46) passed away August 23, 1999. Ensign Cook was the Second Division Officer on the commissioning crew and was discharged after the shake-down cruise. Our condolences to his wife Martha and family.

William Gerald Mathis passed away March 19, 1995. Our condolences to his wife, children and grandchildren from Corinth, MS. Information sent in by an anonymous email.

William John Jutila, (58-59) died November 6, 1999 while deer hunting in Northern Minnesota. Our condolences to his brother Ray and family.

Andrew Adams (52-55) from Blytheville, AR passed away on 5/17/2000. Thanks to shipmate James Clay (52-55) for the information. Our condolences to shipmate Adam's wife Betty and their family.

On November 23, 1948 the USS Ozbourn suffered a severe collision with the USS T.E. Chandler, while operating in the China Seas. The Ozbourn's bow was completely cut off and two shipmates were killed in that collision.

After a diligent search of available records President WD Minter uncovered the full names of these two sailors that were killed in that unfortunate accident. We are now able to remember them in our "Taps" column and offer our condolences to their families.

Charles Stevens, SD3

George Monroe Meeks, SN

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