

NEWSLETTER OF THE
USS OZBOURN (DD 846)
ASSOCIATION

AUGUST
VOLUME 10

2001
NO.3



REUNION EDITION, (continued)

FROM THE BRIDGE

This will be the last newsletter before our October reunion. I trust that everyone has sent in their registration forms, made travel and hotel reservations and are ready for four days of camaraderie and entertainment. Let's make this the biggest and best OZBOURN reunion ever.

We are attempting to obtain an outstanding speaker for banquet night. While no official announcement can be made at this date, the association is working on several possible speakers.

Some members who don't wish to make the trip alone have written or e-mailed us asking if a child or grandchild can be their guest at the reunion. I see no problem with this. The by-laws do not limit ones guest to a spouse. Your guest or guests can be anyone you choose as long as the required fees are paid.

While there is still time, think of a buddy or shipmate that you would really like to see again, call them up and make plans to meet at the 2001 USS Ozbourn reunion. God willing, I will see you there.

W.D. Minter, President

ALL HANDS TAKE NOTICE

Reunion plans finalized

This will be the last newsletter published before our next thrill packed reunion in the Boston area so it is my aim to gather up any loose ends in order that you will have the most recent information available for finalizing your plans.

To date, there have been no changes reported in the list of activities that was forwarded in the last issue of Fireball!. All that remains for you to do is fill out the sign-up sheet and return it to Paul Hecht as indicated at the bottom of the sheet. Be sure that you fill in all the blanks in order that your choices of meals, tours etc., can be properly accommodated.

GROUND TRANSPORTATION: Paul Logan reports,

For those arriving at the Theodore Green Airport in Providence, RI:

Pick up your luggage on the ground level and proceed to the Airport Taxi Co. Cabs will be available, holding four persons at \$30.00 per cab, one way to the Seekonk Ramada Inn Hotel. Vans, holding 10 passengers each, will also be available at a cost of \$40.00 one way, to the hotel.

It is planned to have a schedule of arrival times available with the cab company so that ride sharing can be arranged.

Shipmates will pay the driver of the ground transportation vehicles.

On Sunday, the return trip van schedule from the hotel to the airport will be set up and posted at the hotel.

If you anticipate using this service, be sure to indicate the pertinent information regarding your arrival time on the sign-up sheet in the space indicated.

REGISTRATION: Paul Hecht reports,

When filling out the reunion sign-up sheets be sure to fill in the appropriate blanks on the meal choices so that the proper meal tickets can be placed in your packet that you will receive on registration. Several sheets have been received with all or portions of this information missing. Luckily, it was possible to get a correction via e-mail. Your choice must be entered in advance.

I think the committee has arranged a very fine program for this years reunion, particularly the dinner and memorial service on board the USS Massachusetts. I hope we break the record for an Ozbourn reunion.

The following shipmates are registered as of July 15:

James R. and Barbara Clay	(FL)	(52-55)
Wesley and Betty Cressey	(ME)	(58-62)
Paul and Edith Hecht	(VA)	(46-47)
John and Ginny Jackowski	(MI)	(62-63)
Richard and Carole Lay	(MA)	(46)
Norman and Doris Laux	(CA)	(52-55)
Paul and Mary Logan	(MA)	(46-47)
Thomas M. Perkins	(WA)	(50-53)
Robert and Carlene Rollins	(OK)	
Bob Sheldon	(OH)	(46-48)
Earl and Lillian Thomsen	(VT)	(45-46)
Robert and Sally Whitten	(CA)	(50-52)

(cont.pg.4)

MAIL CALL

Received via e-mail on 19 April 2001. This message resulted in a number of e-mails concerning old shipmate Ray "Sid" Dougan.

I noticed in the last issue of "Fireball!" that you were acquainted with my good friend and shipmate Sid Dougan. I spent many memorable liberties with him from 1948 to 1949. I regret to inform you and all his friends that Sid passed away on 5 April 1993. He had visited me at my home here in Sheffield, Alabama a few years before and I had promised I would return the visit when I retired.

In January 1993, his wife informed me that I should come quickly because Sid had cancer. Two weeks later my wife and I visited with Sid and Millie in Hope, Arkansas. He was confident he would beat the problem. He was in very good spirits and seemed quite strong but recovery was not to be.

I promised Millie that I would have his obituary placed in the "Fireball!" and I'm sure she would be pleased to see it there. He truly loved the Navy and the Ozbourn.

Sincerely,

Jim Cross, FC 2/c, 48-49

P.S. My next e-mail contains further information, that Millie sent me about Sid.

In his next e-mail Jim continues, in part:

Sid joined the Navy in December 1947 in Little Rock, AR, and after boot training in San Diego he spent the next four years on board the Ozbourn and was discharged on December 5, 1951. He attained the rating of Firecontrolman 3/c and was on board the ship during the Korean conflict and was in both the Inchon and Wonsan bombardments. He earned the Korean Service Medal with 3 stars, the Navy Occupation Medal and the China Service Medal. He really loved the Navy and was always sorry later that he didn't re-up. He was born 17 December 1929 and died 5 April 1993.

Thanks again,
Jim Cross

Following is a summary of several e-mails received from Mrs. Millie Dougan.

After almost fifty years it is good to hear about you. I sure wish Ray could have been in touch with you years ago. All you guys called him "Sid" after his Dad. He's been gone for eight years now and I still miss him so much. We visited with Jim and Rena Cross a couple of times before Ray died and then a couple of years ago Bob and Jan Kelly came for a visit. It was really nice renewing old acquaintances. Ray was discharged from the Navy in December of 1951 we moved here to AR but only stayed a year. We moved back to the S.F. Bay area (San Pablo) and Ray went to work for the Standard Oil/Chevron company. He stayed there 32 years when he took early retirement and we moved back here to Hope, AR, in 1985.

I will so much appreciate a copy of the newsletter. I am in the process of moving back to CA and I'll keep you informed as to my address.

Thanks again for everything,
Millie Dougan

In another series of e-mails from Mrs. Sharon Hood Gavin, we learn of the passing of another shipmate and "plank-owner", Charles Edward Hood, S1/c. A summary follows:

After reviewing my father's military career I noticed that he served on the Ozbourn. I have no idea what dates he served on the ship but his enlistment date was May 9, 1945. His rating was Seaman First Class and he received the WWII Victory Medal and the American Theatre Medal. He very much enjoyed his time on the USS

(continued Pg. 3)

USS OZBOURN (DD 846) Officers of the Association Vol. 10 No.3 August 2001

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USS OZBOURN WEB PAGE

www.ozbourn.org



Charles Hood on 40MM Gun mount
USS Ozbourn 1946

(MAIL CALL, cont.)

Ozbourn and he had a great many "sea" stories to tell about his life in the Navy.

After leaving the Navy on July 22, 1946, he was married and lived in Pennsylvania until 1955 when we moved to N. Tonawanda, NY. Dad had worked as an auto mechanic and owned his own service station until an injury required a move to a new career. He then went to college and received his teaching degree and went on to be a high school vocational mechanics teacher. I have enclosed a couple of photographs and a copy of his discharge papers.

My Dad died on 3 December 1997. It would be nice to see his name on the memorial for shipmates who have crossed the bar.

Thank you very much,
Sharon Hood Gavin

Editors note: Our thanks to Mrs. Gavin for sending in the photos and document concerning her father. This document (NAVPERS 553) seen on page 5, tells everything about Seaman Hood's short hitch in the U.S. Navy. Of particular interest is that the Navy sent him home with the princely sum of \$50.01 which included a \$19.80 mileage allowance plus the first \$100 installment of his mustering out pay. (continued pg. 5)

In an e-mail received in February 2001 and published in the April issue of Fireball!, Bob Alexander (65-67) inquired about the death of a crewmember while the ship was in port in Long Beach just prior to the shift of homeport to Japan. In response to that article, Shipmate Kenneth Cloutier (65-68) sent the following information in an e-mail of 27 April 2001.

"In answer to Bob Alexander's question, the man's name was Teesateskie and I believe that he was from one of the Carolinas. He died after falling from a second story balcony at an apartment in North Long Beach. He had not been on board very long and was a machinist mate assigned to main control (forward engine room)".

Editors note: The following information was verified from a search of Ozbourn personnel records. Woodrow (NMN) Teesateskie, MMFN, S/N 691-30-17 reported aboard the ship on 10 November, 1965. A personnel diary entry for 29 May 1966 states that he died of head injuries as a result of a fall.

Our thanks to all who contributed in providing an answer to Bob Alexander's inquiry.

On 21 May 2001, Mrs. Edith M. Aliberti wrote:
My husband, Salvatore Aliberti, QMC, died on 22 April 1997. I would be most appreciative if you would include his name in the TAPS FOR SHIPMATES section of the next issue.
Salvatore loved his 21 years in the Navy.

In a series of e-mails with President W.D. Minter, Charles Moss Jr. wrote, in part:

I am so sorry to report the death of my dear father, Charles W. Moss, Sr. on 26 December 1993. My family and I would be so honored if you would list him among your ship's family. He served from 17 January 1947 to 11 August 1950. He spoke

of many things, but, nothing in his life pleased him more than the time he spent in the Navy, on board the Ozbourn and his three best friends. I can only recall these men by their last names because he only referred to them in that way, Vanoose, Taylor and Hayes.

He told me about what a jolt he got in 1948 when a ship named Chandler cut the bow section of the Ozbourn off in some kind of training exercise and how he was bounced around in mount 51. He often told me that he thought those were the happiest and most rewarding three years in his life.

In an e-mail of 19 March 2001 to Capt. John Denham, James A. Stephens wrote:

"I stumbled on the life of the USS Ozbourn by accident, and it brought back some memories from my days in the Navy. I noted that your "official history" says that in July 1952 the Ozbourn rescued three downed airmen from the carrier USS ESSEX. In fact that rescue took place on August 8, 1952. The persons rescued were the pilot, Lt. Norton, myself and one other crewman. Your ship was a beautiful sight on that day. We three were treated royally by the ships personnel and it was appreciated. I will never forget! Thanks for the memories".

Shipmate Kent Curl in an e-mail of 5 April 2001 sent the following:

Shipmates: You probably already know that former Ozbourn OP's Officer Thad Harden's daughter Marcia Gay Harden won the Best Supporting Actress Oscar for her performance in the movie "Pollack". Thad and his lovely wife Beverly were there. This is not to tell you anything new, but to suggest that maybe Thad could be prevailed upon to give his shipmates and readers of Fireball! an "insiders view" of the ceremony and all the hoopla that surrounds it. I think it would be interesting. His articles already published in previous Fireballs certainly prove his ability to write.

Shipmate Walter Smith of Gilbert, MN donated a series of photographs of shipboard life during his tour of duty as a Ship's Serviceman in the Supply Department from 1970-1972, at which time the ship was engaged in operations in S. E. Asia. Included are scenes of operations at sea, in Da Nang harbor, as well as numerous crewmembers engaged in day to day shipboard activities.

This collection of photographs is a welcome addition to those already held by the association and will be turned over to the ship's historian.

Our thanks to Walter Smith for his generous contribution.

TINCAN TRIVIA

Named for a three time winner of the Navy Cross, the Gearing class destroyer USS Harwood (DD 861) met an ignominious end after many years of faithful service in the U. S. Navy. Transferred to Turkey under the Military Assistance Program in 1973, Harwood was commissioned into the Turkish Navy. While conducting fleet exercises at sea the ship was attacked and sunk. Who did it you may ask?
None other than the Turkish Air Force!!!!!!!!!!!!

(reunion attendees cont.)

H. Barr Palmer and guest	(CA)	(50-51)
George and Betty Fink	(CO)	(46-48)
Trifton and Georgia Tripsas	(AZ)	(56-56)
Donald and Myrna Sanders	(AZ)	(53-55)

All hands who plan to attend the reunion are requested to submit their Sign-up sheets as soon as possible. A 10 September deadline has been established in order that all the necessary arrangements can be completed in a timely manner.

WD Minter has a limited supply of baseball style caps for the cut-rate price of around \$8 each. The caps are plain billed and are embroidered with the ships name. If you are in the market for a genuine Ozbourn cap, "Trader" Minter will have a booth set up in the Hospitality Suite during the reunion.

Anyone interested in **Four Stacker Destroyers?** Information and memorabilia is available from the following source:

Basil C. Nickerson
P.O. Box 34836,
Juneau, Alaska, 99803-4836
E-mail, 4piperdestroyer@gci.net

Armed Forces Retirement Home Information

Submitted by Sheila R. Abarr, Public Affairs Office
Web-page: www.afrh.com

For more than a century and a half, the U.S. Naval Home in Gulfport, MS, and the U.S. Soldiers and Airmen's Home in Washington, D.C. have provided the finest retirement and medical care for our nation's veterans. Both facilities, now under the unified management of the Armed forces Retirement Home, are considered model retirement centers, complete with on-site assisted living and long-term health care facilities to meet the needs of each resident.

Residency is open to veterans from all of the Armed Services whose active-duty military service was at least 50 percent enlisted or warrant officer, received an honorable discharge and who are one of the following:

- Retirees with 20 or more years of active-duty service, and who are at least 60 years of age
- Veterans who are unable to earn a livelihood due to a service-connected disability
- Veterans who served in a war theater or received hostile fire pay, and are unable to earn a livelihood due to injuries, diseases or disability

Veterans from any service that meet the qualifications are welcomed at either Home.

Both homes offer each resident a private room, three meals a day, some on-site medical care, plenty of recreational activities and access to medical treatment at nearby VA or military treatment centers.

Contact:

U.S. Naval Home, 800-332-3527

U.S. Soldiers and Airmen's Home, 800-422-9988

TAPS FOR SHIPMATES

Salvatore Aliberti, QM1/c, (1946)
22 May 1997

Reported by Edith M. Aliberti

Ray "Sid" Dougan, FC3/c, (48-51)
5 April 1993

Reported by Jim Cross

Charles Edward Hood, S1/c, (1946)
30 December 1997

Reported by Sharon Hood Gavin

Charles William Moss, Sr., (47-50)
26 December 1993

Reported by Charles W. Moss, Jr.

Jerry M. Patterson, ETR2/c, (59-63)
May 1996

Reported by Mrs. J.R.Patterson

Woodrow Teesateskie, MMFN, (65-66)
29 May 1966

Reported by Kenneth Cloutier

MAY THEY REST IN PEACE

NEW MEMBERS

Kenneth M. Cloutier, Pine Bluff, AR
Warren R. Crawfis, Fort Wayne, IN
John T. Fielding, Coupeville, WA
Tom Guzman, Littleton, CO
Darryl Peterson, Lafayette, CA
Bill Williams, Applegate, CA

Glad to have you aboard. Come to the reunion in October and meet your old shipmates. You too, Willie!
Ed.

SALTY TALK

Pea Coat

Sailors who have to endure pea-soup fog often don their pea coats but the name isn't derived from the weather. This heavy topcoat worn in cold, miserable weather was once tailored from a heavy, coarse, stout kind of twilled blue cloth with the nap on one side known as pilot cloth. The cloth was sometimes called P-cloth and the garment made from it was called a P-jacket that later became known as a "pea coat". The term has been in use since 1723 to denote coats made from that kind of cloth.

NOTICE OF SEPARATION FROM U. S. NAVAL SERVICE

NAVPERS-553 (REV. 2-48)

1. SERIAL OR FILE NO.		2. NAME (LAST) (FIRST) (MIDDLE)		3. RATE AND CLASS/ON		5. PLACE OF SEPARATION	
BANK AND CLASSIFICATION		4. PERMANENT ADDRESS FOR MAILING PURPOSES				USN Personnel Separation Center Lido Beach LI NY	
252 48 51		HOOD, Charles Edward		Seaman First Class V-6 USNR		Elbon (Elk) Pennsylvania	
6. RACE		7. SEX		10. U.S. CITIZEN (YES OR NO)		12. DATE AND PLACE OF BIRTH	
White		M		Yes		5-11-27 Jay Township Pa	
11. REGISTERED		14. SELECTIVE SERVICE BOARD OF REGISTRATION		16. HOME ADDRESS AT TIME OF ENTRY INTO SERVICE		18. DATE OF ENTRY INTO ACTIVE SERVICE	
YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		Same as #4		Same as #4		5-9-45	
13. MEANS OF ENTRY (INDICATE BY CHECK IN APPROPRIATE BOX)		15. DATE OF ENTRY INTO ACTIVE SERVICE		17. NET SERVICE (FOR PAY PURPOSES) (YRS., MOS., DAYS)		19. PLACE OF ENTRY INTO ACTIVE SERVICE	
<input checked="" type="checkbox"/> ENLISTED <input type="checkbox"/> INDUCTION <input type="checkbox"/> COMMISSIONED		DATE 3-15-45		DATE 1-4-48		Pittsburgh Pa	
20. QUALIFICATIONS, CERTIFICATES HELD, ETC.		21. RATINGS HELD		22. FOREIGN AND/OR SEA SERVICE WORLD WAR II		23. SERVICE (VESSELS AND STATIONS SERVED ON)	
Those of rating See Rating Description Booklet Qual Marksman		AS S2c S1c		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		NRS PittsPa/NTC BainbridgeMD/NTS NOB NorVa/NTS NewportRI/USC OZBOURN (DD-846)/RS BostonMass/RS BSN FFT TO PSC NYK/PSC LidoBeach LI NY	
24. SERVICE SCHOOLS COMPLETED		25. WEEKS		26. INITIAL MUSTERING		27. NAME OF DISBURSING OFFICER	
Recruit Trng BainbridgeMD Pre-Comm NewportRI		10 12		9100		P. P. O'BRIEN	
IMPORTANT: IF PREMIUM IS NOT PAID WHEN DUE OR WITHIN THIRTY-DAYS THEREAFTER, INSURANCE WILL LAPSE. MAKE CHECKS OR MONEY ORDERS PAYABLE TO THE TREASURER OF THE U. S. AND FORWARD TO COLLECTOR'S SUBDIVISION, VETERAN'S ADMINISTRATION, WASHINGTON 25, D. C.				28. SIGNATURE (BY DIRECTION OF COMMANDING OFFICER)			
29. KIND OF INSURANCE		30. EFFECTIVE MONTH OF ALLOTMENT DISCONTINUANCE		31. AMOUNT OF PREMIUM DUE EACH MONTH		32. INTENTION OF VETERAN TO CONTINUE INS.	
FBI		7-44		24.40		Yes	
33. TOTAL PAYMENT UPON DISCHARGE		34. FUND OR MILITARY ALLOWANCE INCLUDED IN TOTAL PAYMENT		35. INITIAL MUSTERING		36. NAME OF DISBURSING OFFICER	
\$ 50.01		\$ 12.80		9100		P. P. O'BRIEN	
37. REMARKS				38. SIGNATURE (BY DIRECTION OF COMMANDING OFFICER)			
Victory Medal American Theater Medal				G.S. BEWATER LT (JG) USNR BY DIRECTION			
39. NAME AND ADDRESS OF LAST EMPLOYER				40. DATES OF LAST EMPLOYMENT		41. MAIN CIVILIAN OCCUPATION AND D. O. T. NO.	
Student				FROM --- TO ---		Student - High School	
42. JOB PREFERENCE (LIST TYPE, LOCALITY, AND GENERAL AREA)				43. PREFERENCE FOR ADDITIONAL TRAINING (TYPE OF TRAINING)			
Electrician				Trade School			
44. NON-SERVICE EDU. (YES, SUCCESSFULLY COMPLETED)				45. DEGREE			
8				4			
46. NIGHT INDEX FINGERPRINT				47. OFF DUTY EMPLOYMENT			
7-22-46				DISCHARGEES NOTE BE SURE TO DELIVER THIS COPY TO YOUR LOCAL SELECTIVE SERVICE BOARD FOR THE USE OF THE EMPLOYMENT COMMISSION IN THE AREA			
48. DATE OF SEPARATION				49. SIGNATURE OF PERSON BEING SEPARATED			

TO: SELECTIVE SERVICE

This document should bring some pangs of nostalgia to the WWII veterans. It is the NAVPERS Form 553 issued to Charles Edward Hood, S 1c, 252 48 51, V-6, USNR when he was separated from the Naval Service at the USN Personnel Separation Center, Lido Beach, LI, NY. It reveals a great deal about the young seaman. He was a white, single guy and a U.S. Citizen who was born on 11 May 1927 in Jay Township, PA. He enlisted in Pittsburgh, PA and went to boot camp at the Naval Training Station in Bainbridge, MD and then on to NOB Norfolk and finally to the pre-com detail in Newport, RI. At the time of separation he was credited with 1 year, 4 months and 8 days of service for pay purposes and was awarded the WWII Victory Medal and the American Theater Medal, he then packed his sea bag and went home on 22 July 1946.

Thomas M. Perkins
USS Ozbourn Association
2240 Pine Tree Dr. S.E.
Port Orchard, WA 98366-3454



"HAZE GRAY AND UNDERWAY"

02184-6003 03

ATTENTION 'ALL HANDS'
SUBJECT: MEMBERSHIP

Recording Secretary Bill Jones reports the membership status of the association to be as follows:

• Total number members "on the books"	551
• Number paying dues	235
• Complimentary	1
• Number new inquiries	44
• Number delinquent dues year 2001	55
• Number delinquent by more than 1 year	42
• Number who have never paid dues	174

Currently, there are 30 names in the data base with no address or expired addresses as reported by the USPS.

The number of new inquiries is encouraging and hopefully all will "sign up for a hitch" in a great organization that is dedicated to perpetuating the memory of a gallant Marine and preserving the history of a fine ship.

This will be the last issue of Fireball mailed to "all hands" until the next reunion year rolls around.

Your membership status is indicated on the mailing label

as follows:

1. The latest year for which dues have been paid is denoted by a two digit number. (e.g. 01 means dues paid through 2001; 99 means dues not paid since 1999 and so on)
2. "n" indicates a new applicant to whom registration materials have been sent
3. "nm" indicates someone who was sent registration materials and never responded with dues

This would be the perfect time to renew your membership in the USS Ozbourn Association by sending your dues of \$10.00 per year to:

Paul Hecht, Treasurer

P.O. Box 3535

Portsmouth, VA 23701-0534

The Association needs the support of the entire membership.

In a related matter it is imperative that you maintain a current address with the association. Changes should be directed to:

William L. Jones

15721 Piccadilly Rd.

Goodyear, AZ 85338