



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

FIREBALL!

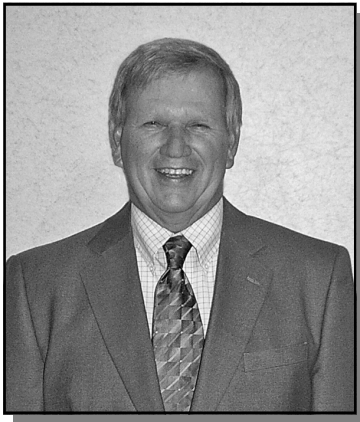
VOLUME 19, NO. 1

WINTER 2010



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



Wow, what a great time we had in St. Louis during the 2009 biennial reunion! If you were unable to attend, you missed a lot of fun. The Hilton Inn by the airport was excellent in every respect.

We took a river boat dinner cruise on the Mississippi River aboard the Tom Sawyer paddle wheeler. Other attractions included visiting the Gateway Arch located along the shores of the Mississippi River. Below the Arch, we took in the Museum of Westward Expansion which recounted the trip during which Lewis and Clark trekked west in search of the Pacific Ocean.

Another reunion highlight included a fascinating bus tour of the city of St. Louis and surrounding area. During another tour, we visited President Ulysses S. Grant's farm and homestead just outside of St. Louis.

Paul Logan lead another outstanding memorial service inside the Soldiers' Memorial Military Museum near downtown St. Louis. During the solemn and moving ceremony, Paul read the names of each departed shipmate. Thanks Paul.

The hospitality room was full of laughter as shipmates from different years of service looked at old photos of life aboard the Ozbourn which represented nearly 30 years the Oz was in commission. All of the sea stories, old and new, added to the overall enjoyment of the reunion.

I really can't put into words what an experience this reunion was to me and I hope everyone in attendance experienced the same feelings. There were several new shipmates who were attending their first reunion. If you missed this reunion, please plan to attend the 2011 reunion scheduled to be held someplace in the eastern US.

At the next reunion, we will need to elect a new set of officers of the USS Ozbourn Association. We need everyone to get involved in order to keep the Association alive and viable for many years to come. Please contact one of the current officers (see photos below) if you are willing to serve in a specific position as an officer of the Association.

All of the Association Officer positions are important, however, the two that we really need to focus on are replacing the positions held by the Treasurer and Corresponding Secretary/Fireball Editor.

I encourage everyone to start saving their money early in order to attend the 2011 reunion so you can join us for the time of your life. Also, please contact any shipmate you know that might not be on our list of members and encourage them to join the Association.

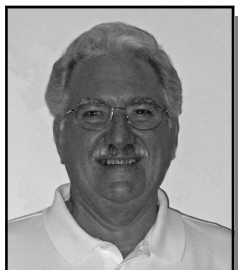
Smile, hug someone and pray for our troops.

Guy Posey, President

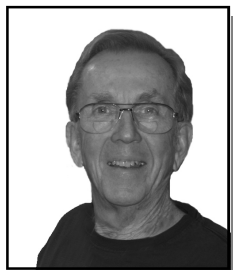
MEET YOUR 2009-2011 USS OZBOURN ASSOCIATION OFFICERS



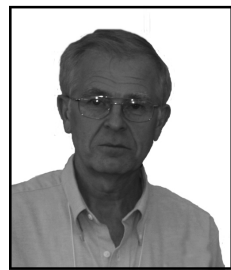
GUY POSEY
President
(69-71)



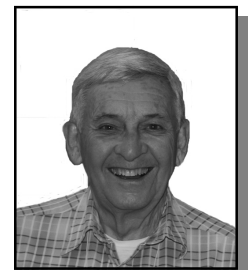
RUDY BOFF
Vice President
(52-55)



RICK JOHNSON
Fireball Editor
(61-64)



KEN KEENE
Recording Secretary
(71-74)



WARREN ZSACH
Treasurer
(52-55)

Minutes of the 2009 Ninth Biennial Reunion Business Meeting in St. Louis

The meeting was called to order by President Guy Posey at 1400 on Saturday, September 27, 2009.

Members joined in the **Pledge of Allegiance** to the Flag.

Minutes of the 2007 meeting were read by President Guy Posey in the absence of Secretary Bill Jones.

Motion was made and seconded; vote to approve minutes was passed by majority.

Treasurers Report was presented by Treasurer Warren Zschach.

On 9-15-2007 the Association had a starting balance of \$7,007.60.

Income from that date until 2009 reunion was \$18,470.02.

Expensed from that date until 2009 reunion was \$14,359.47.

The new ending balance at the 2009 reunion was \$11,118.15.

Motion was made and seconded; vote to approve Treasurers report was passed by majority.

Editor's Report was presented by Fireball Editor Rick Johnson.

1.) After a discussion, it was determined that the \$10 annual dues are enough to cover the cost of producing and mailing the Fireball.

2.) Rick said that each welcome packet has a request for a story of an experience on the Ozboorn. The stories will be used in the Fireball.

3.) Other subjects discussed for possible addition to the newsletter were:

a) Cold War Certificate.

b) Medal for those who served in the Korean War from the South Korean Government.

c) Article on Plank Owners George Fink and Morris McIntosh of Australia.

d) Bob Whitten pointed out that he reported on board the Ozboorn 59 years ago that day.

e) Al Holmes told of a book being written about the Korean War and veterans of that war could submit their names to be published in the back of the book

Motion was made and seconded; vote to approve the Editor's report was passed by majority.

Reunion Committee Report was given by Chairman Ray Loney.

Several cities were considered for the 2009 reunion. St. Louis was selected because of the central location, low cost and the assistance provided by the Visitors and Convention Commission in St. Louis.

Ken Keene gave the financial report on the reunion. Total collected was \$12,881. Expenses were approximately \$11,226.64 for a profit of \$1,654.36. It was pointed out that the profit was due to not needing two busses for most of the tours which drastically cut the transportation costs.

Motion was made and seconded; vote to approve the Reunion Committee report was passed by majority.

Old Business

The tabled subject of placing plaques at all home ports of the Ozboorn and Washington, D.C. was briefly discussed. Due to the potential cost and lack of funds in the treasury, it was determined to not be feasible at this time.

Motion was made and seconded; vote to end the consideration of placing plaques at home ports and Wash., D.C. passed by majority.

Fireball editor Rick Johnson asked for approval to produce the Fireball to only three times a year versus the current four times due to lack of new material.

Motion was made and seconded; vote to publish the newsletter at the discretion of the editor but not less than twice a year was passed by majority.

Motion was made and seconded; vote to keep annual dues at the current \$10 passed by majority.

There was a discussion about purchasing a microfilm tape of crew members for the years, 1949, 1950 and 1959 for the amount of \$90. It was determined that we already have most of this information and can also obtain it at no cost from the Secretary of the Navy.

Continued on page 3

Officers of the Association

President

Guy Posey (69-71)
419 S. Appleway Lane
Glencoe, OK 74032
Tel: 405 747 0686
Email: ppapaguy@aol.com

Vice President

Rudy Boff (52-55)
1036 Connor Road
Pittsburgh, PA 15234-1033
Tel: 412 833 0572
E-mail: boffrudy@verizon.net

Corresponding Secretary and Fireball Editor

Richard N. Johnson (61-64)
5899 North Bronco Lane
Prescott Valley, AZ 86314-5892
Tel: 928 775 4205
Email: johnsonsimivalley@yahoo.com

Recording Secretary

Kenneth E. Keene (71-74)
9995 Perry Highway
Meadville, PA 16335-6445
Tel: 814 337 3197
Email: kkeen@gremlan.org

Treasurer and Historian

Warren Zschach (52-55)
1311 Ponderosa Dr.
Petaluma, CA 94954-4393
Tel: 707 762 0469
Email: hwz@comcast.net

Past Presidents

Years served aboard ship/Assoc. Pres.
Robert Whitten, Jr. (50-52)/(93-99)
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 Ozboorn shipmates, the deadline for submitting contributions for the spring 2010 issue is **Monday, March 15**. Articles may be rewritten for purposes of editorial style. Due to space limitations, some materials may be used in a future **Fireball** edition.

Continued from page 2

Motion was made and seconded; vote to not to purchase the tape passed by majority.

New Business

Ken Keene reported that he had been contacted by the Herrin, IL VFW. Herrin, IL is the birthplace of Joseph W. Ozbourn. It is the goal of that VFW Post to have the County Route 2, from Interstate 57 to the town of Herrin named "The Joseph W. Ozbourn Memorial Parkway" in recognition of the Medal of Honor recipient and namesake of the USS Ozbourn (DD 846). Jan Adair offered to donate his photograph of the USS Ozbourn to the Herrin VFW for display. Norman Seidel offered to construct and donate a model of the USS Ozbourn (DD-846) to be displayed in an appropriate location in Herrin if they are willing to accept and care for such a model.

Bob Whitten proposed the donation of \$300 to the Semper Fi relief fund. There was a discussion as to the legitimacy of this and other charitable organizations. No motion was made to make a donation and the subject died due to lack of a motion.

Ken Keene proposed the Association make the customary donation of \$300 to the Tin Can Sailors Association and pointed out that Tin Can Sailors had donated over \$100 in merchandise and coupons to our reunion which were to be used as door prizes.

Motion was made and seconded; vote to make the donation of \$300 was approved by the majority.

A Search Committee to find new members was appointed. Reed Jones and Bill Thomas volunteered to be on the committee.

The Reunion Committee for the 2011 will be volunteers, Rudy Boff, Ken Keene and Ed Domoracki. As per the by-laws, it was determined that the next reunion should be held in the eastern part of the country. All three members on the committee live in the east thus making it easier for them to make the necessary arrangements for our next reunion. The tradition of a maximum amount of \$500 be made available to cover committee expenses was discussed.

Motion was made and seconded; vote to approve the committee and the \$500 funds was approved by majority.

Election of Officers

Ken Keene resigned as Vice President and volunteered to run for the office of Recording Secretary. There were no nominations for Recording Secretary from the floor. Rudy Boff volunteered to run for Vice President. There were no nominations for Vice President from the floor. Guy Posey will stay on as President of the Association, Warren Zschach will stay on as Treasurer and Rick Johnson will continue as Corresponding Secretary and Editor of the Fireball newsletter for one more term.

Motion was made and seconded; vote to elect the nominated officers passed by majority.

Following a call for any other business, the meeting was adjourned at 1600 by President Guy Posey.

Ken Keen, Recording Secretary



MAIL CALL

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

Rick:

I remember Joe Bagley. He used to walk around with a cigarette hanging out from under his upper lip. We had a Commodore on board for a while from DESRON 11. I don't remember his name. He demanded that we keep our dungaree sleeves buttoned, not rolled up, even underway. This really irked Bagley. He had never been on a flagship before.

Regards

Frank Rauch
GMM3 (62-64)

Rick:

Are you a member of Tin Can Sailors? Captain John Denham (66-68) had an article in the last issue (of The Tin Can Sailor) about the time when the Oz got hit off the coast of Vietnam.

Ken Keene
EN2 (71-74)

Editor's note: Yes I am a member of the Tin Can Sailors. The article shipmate Keene is writing about appears on page 41 of the October-November-December 2009 issue of The Tin Can Sailor.



TAPS FOR SHIPMATES

Editor's note: Raymond Sauer's name appeared in the last issue of the *Fireball*. At the time of publication, the date of his passing was not known by the editor. Please see updated information below.

Raymond G. Sauer (SN — 65-68), husband of Martha Sauer, passed away on Thursday, October 16, 2008 at the age of 61. Raymond was severely wounded in his spine at his battle station while the USS Ozbourn was engaged in a counter battery action on December 4, 1966.

Patrick V. Link (RD3 — 49-51) beloved husband of the late Bernadette Link, passed away March 26, 2006.

ODE TO THE FALLEN

They shall grow not old,
As we that are left grow old.
Age shall not weary them,
Nor the years condemn.
At the going down of the sun,
And in the morning,
We will remember them.

2009 ST. LOUIS REUNION IN PHOTOS

Bull Sessions Galore



RDs — Three radarmen (l. to r.) Warren Zschach, Calvin "Pat" Patterson and Rick Johnson, all from different eras, share their recollections of standing watch in CIC.



All smiles — The Rueth's, Cathy and Don, are all smiles as they attend another reunion.



Waiting for dinner — Bob and Sally Whitten are waiting on board the Riverboat Tom Sawyer for an evening dinner cruise along the Mississippi River.



Just having fun — Dick Clark, left and Rudy Boff are having fun at one of the bull sessions.

Officer's call - A large contingent of officers and their wives pose for a photo during the annual banquet.



Biennial Memorial Service -- Paul Logan conducts the Biennial Memorial Service at Soldiers' Memorial Military Museum on September 25. During the solemn service, shipmate Logan read the names of more than 120 departed shipmates. The hour-long ceremony included the flag salute, patriotic songs, the Lord's Prayer, the placing of the wreath and the playing of taps. Special remarks were offered by Association President Guy Posey.



Shipmates' wives — Many of the shipmates' wives pose for formal sitting.



A time to remember — Charles "Pete" Cole, left, and Richard Bonney reminisce about life aboard the Ozbourne.



Soldiers' Memorial Military Museum, Site of Memorial Wreath Ceremony — Shipmates (l. to r.) Ken Keene, Guy Posey with wife Sallae, Don Rueth and Ed Heard, leave the Soldiers' Memorial Military Museum after the Memorial Service for Departed Shipmates ceremony.

2009 ST. LOUIS REUNION IN PHOTOS



Bus Ride — Shipmates ride the bus to one of several sites they visited during the 2009 reunion.



It's Miller Time — Shipmate's (l. to r.) Bob Miller, Dan Betinec and Jan Adair, enjoy some light refreshments.



Meals on Paddlewheels — Wayne and Bonnie Winter, left and center, and Dick Bellman, enjoy dinner on the Riverboat Tom Sawyer.

WELCOME ABOARD



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

Jan Adair
GMG2 — (65-68)

Donald Bailey
SM3 — (73-75)

Leroy Davis
SN — (47-48)

William Denny
BMG3 — (58-61)

J. Flowers
Rate/rank and service dates
not provided

Larry Maurer
LTJG

Fidel Mendoza
Rate/rank and service dates
not provided

Elwin Pentland
ETR3 — (61-65)

R.D. Peruchiti
Rate/rank not provided
(57-60)

Charles Stark
LT — (66-67)

Gedunk Question for Winter 2010

The Gedunk Question for this issue of the *Fireball* is, what does the term, "**The last nine yards,**" mean (sometimes called the whole nine yards)? The origin of the term may lie in many unconfirmed definitions, however, for the purpose of this Gedunk Question, keep it militarily oriented and do not use sports or sartorial terms. **Hint:** the gunners mates probably know the answer.

Gedunk Question from Summer 2009

The last Gedunk question, which appeared in the summer 2009 issue of the *Fireball* was, "Which of the Navy's 65 ratings during the early 1960s was the most important rating in order to get the ship underway, ranking them from the most critical rating to the least important rating?" List only the top 10 ratings with the most critical rating ranked number one.

Two shipmates submitted their answers to the *Fireball*.

On the Oz, the most important rating for getting underway would be none other than the boilertender. If he didn't generate steam, no one was going anywhere. You could let go all lines but drifting isn't getting underway. I am not sure if you could even bring up the anchor. In fact, if you cut the shore power you would be really in the dark, literally.

Dick Clark, MM3 (50-52)

1. Boilertender
2. Machinist Mate
3. Electricians Mate
4. Boatswains Mate
5. Quartermaster
6. Radarman
7. Radioman
8. Sonarman
9. Cook
10. Pigeon Trainer

I really had no idea which rating after #8 was most needed to get the ship underway.

Hi Rick. Why the Cook? Because of the coffee. Next to steam, coffee is the most needed item to get underway.

Art Boyson, IC2 (57-59)

1. Boilertender
2. Machinist Mate
3. Electricians Mate
4. Engineman
5. IC Electrician
6. Quartermaster
7. Boatswain Mate
8. Radioman
9. Radarman
10. Cook

Editor's note: It's interesting that both men selected the same top three ratings. It's also interesting that both men included the cook rating on their list. The real question remains, however, was there an operational list of the most important ratings needed to get the ship underway or was I listening to old sea dogs telling exaggerated sea stories?

FIRST ON—LAST OFF

A timeline story of two USS Ozbourn shipmates

George Fink is an official “plank holder” and was one of the first shipmates to report on board the Oz in 1946. **Donald Bailey** was one of the last shipmates to leave the Ozbourn when it was decommissioned in 1975.

In 1945 I was 17 years old and a senior in high school. Some of my high school buddies and I convinced our parents to sign papers allowing us to enlist in the regular US Navy. The Navy had a program called the “kiddie cruise” which enabled a young man to enlist in the Navy at age 17 and to be discharged on the day before his 21st birthday. I was allowed to graduate from high school and immediately reported to Great Lakes Training Center, IL for boot camp.

During boot camp, an opportunity came up to study refrigeration as well as air conditioning. After boot camp, I was sent to Norfolk, VA where those classes were being held. The top two students in the class were given the choice of which two ships that were under construction they wanted to serve aboard. I chose the Ozbourn which was in the Bath, ME shipyards.

The Ozbourn was launched in December of my senior year in high school. I was sent to Bath, ME in the winter of 1946 after my Norfolk training. I achieved the rank of fireman 1st class after graduation. Later I received my machinist stripes.

When I arrived in Bath, ME I was assigned to the Navy barracks for enlisted men. Each day, we walked to the other side of town to the shipyard. Our meals were served in the recreation center. Enlisted men received their meals first because the officers had their meals covered with stipends.

The shipyard required that each crew member be present to sign off on equipment tests that were performed. It was my duty to observe testing runs of various auxiliary equipment. I also authenticated inventories of spare parts in my area.

Before the ship's commissioning in March 1946, the crew consisted of a mixture of reservists and regular Navy. Shipyard personnel served as the crew that delivered the Ozbourn to the Boston Naval Yard to be commissioned. The Navy crew were ship's passengers on this run and once in Boston, the rest of the crew came aboard.

After the commissioning, the Ozbourn left for a shake-down cruise to Guantanamo Bay, Cuba to see that all systems were working the way that they should. We fired the guns at targets, tested the anti-aircraft guns and other equipment. After the shakedown cruise, we returned to Boston and final equipment adjustments.

The Ozbourn had the good fortune to be well built by Bath Iron Works and from the vantage point of a lowly fireman, no major flaws had to be overcome in my area. In August 1946 we went through the Panama Canal to our home port in San Diego, CA. The Ozbourn left San Diego for its first West Pac cruise in January 1947.

As told by
MM2 George Fink



George Fink left and Donald Bailey share stories at the Ozbourn's St. Louis reunion.

I came aboard the Ozbourn in January 1973 just after the ship returned from a tour off of Vietnam. The Oz entered the Long Beach Shipyard for repairs. That was the last active duty tour for the Oz.

I first worked as a seaman, you know one of those deck apes. It was long, hard work on the deck force.

After some shipyard work, the Ozbourn became a Reserve ship for the weekend warriors. The Ozbourn's duty was to serve as a training vessel for the assigned reserve crew.

The final days of the Oz were spent going out to sea with mainly a contingent crew of reservists. Some of the last ports visited by the Ozbourn included Vancouver, BC, Anchorage, Alaska, Pearl Harbor, HI and the Portland Rose Festival.

On a rainy day early in 1975, the Ozbourn left Portland for its last voyage under tow for its decommissioning ceremony in Seattle with only a skeleton crew. The trip took us up the Columbia River and out to the rough seas of the Pacific Ocean with just running lights.

The crew spent a week on board in cold and nasty weather as we made our way to Seattle. The crew became cold and hungry without heat and hot food. To add to the misery, we didn't have any communications on the signal bridge, just a lot of darkness. When the Oz finally arrived in Seattle, I was glad to get off the ship for a little R & R.

After a brief rest period, the crew went to work removing equipment from the ship. We started at the bottom then moved up to the bridge. The crew moved off the ship to Sandpoint Naval Station located just outside Seattle, WA.

After several weeks of hard work, the Ozbourn was made ready for its decommissioning day ceremony. The crew lined the pier in dress uniform to say farewell to a gallant ship named for a brave Marine, Pvt. Joseph W. Ozbourn. The decommissioning ceremony took place in June 1975.

As told by
SM3 Donald R. Bailey

Editor's note:

The USS Ozbourn continued her career on the West Coast until she was decommissioned in June of 1975. The Ozbourn was sold for scrap in December 1975 to General Metals, Tacoma, Washington for \$157,227. A very ungracious ending for a lady who so gallantly and courageously served her country for 29.5 years.

The USS Ozbourn Association is still looking for more detailed history for the years 1973-75. Crew members who served aboard the Oz during those years are urged to send any information or knowledge they have to John Denham at: JDenham203@aol.com.

USS OZBOURN SHIP'S STORE

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



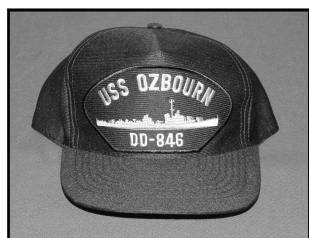
Photos and additional ordering information can be found on the OzboURN Web site at www.ozboURN.org under the heading Ship's Store.

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 OzboURN 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

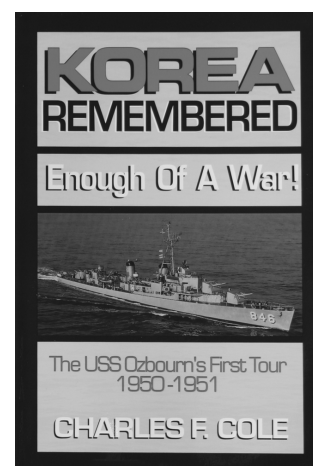
Long sleeve \$35 ea. Item# T02



Logo detail

The book *Korea Remembered: Enough of a War!*, the *USS OzboURN'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 OzboURN's First Tour, 1950-1951**

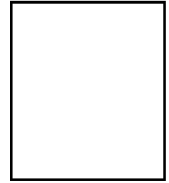
By Charles F. Cole

\$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

Richard N. Johnson, USN Ret.
5899 North Bronco Lane
Prescott Valley, AZ 86314-5892



SHOWING THE COLORS -
The American flag hangs
below a colorful balloon dur-
ing the October 2009 Albu-
querque Balloon Festival.

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 10, 11 or 12. This number indicates the last year you were current with Association dues: 10 means 2010, 11 means 2011, etc. Your Association officers ask you to...

DO THE DUES TODAY!
