



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

FIREBALL!

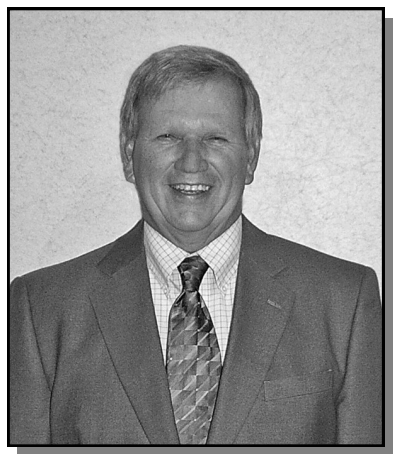
VOLUME 20, NO. 3

SUMMER 2011



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



Greetings to all **Ozbourn** shipmates, their families and friends. This is the last **Fireball** newsletter before the **10th Biennial Reunion** set for **Philadelphia, PA**. This will be your last opportunity to make plans to attend the fun-filled, shipmate-oriented event scheduled for **September 21-25** in the city of Brotherly Love. It's hard to believe that it's been just two years since our last reunion in St. Louis, MO.

Our reunion committee has once again done an excellent job planning tours, making all the arrangements for busses, the hotel stay, and all of the other untold details that go into making our time together special. If you have not attended one of our reunions, you are missing out on a lot of fun, fellowship, and excitement.

Take a look at the photos on our Web site and multiply the smiles on our faces by 100 and you should understand just how much fun you've been missing. The excitement starts when you arrive at the hotel and lasts for the rest of the reunion. The bull sessions, the tours, the meals and memorial service are all planned to make your stay enjoyable.

We will be **electing new USS Ozbourn officers** during this year's reunion. If you are interested in becoming an Association officer, please contact any one of the current officers listed on page two of this newsletter and we will make sure you are on this year's ballot. Association officers that will be replaced this year include: **President, Vice President, Editor of the Fireball newsletter, and Treasurer**. Chief Philip Roberts has graciously offered to run for the treasurers position. It's important to keep the history of the Mighty Oz alive, so please consider running for one of the above listed Association offices.

Please make sure you pay attention to the deadlines for the hotel registration (page 2), tour descriptions (page 4), and reunion activity registration form (page 5).

Also, please pray for your service men and women and their families as well as our shipmates and their families. Hug someone and pass it on.

Smile, it's contagious!

Guy Posey, President, USS Ozbourn Association

VOTING REMINDER!

The following USS Ozbourn Association positions are open and will be voted upon during the reunion in Philadelphia.

- President
- Fireball Editor
- Vice President
- Treasurer



USS OZBOURN'S DD-846
10th BIENNIAL REUNION

SEPTEMBER 21-25, 2011

RAMADA PHILADELPHIA AIRPORT

76 INDUSTRIAL HIGHWAY
ESSINGTON, PA 19029

MEMORIAL SERVICE
ABOARD THE USS NEW JERSEY



RAMADA PHILADELPHIA AIRPORT

76 Industrial Highway, Essington, PA 19029

Phone: (610) 521-9600 FAX: (610) 595-3519 www.ramadaphl.com

The Ramada is located near the airport on Industrial Highway, RT 291 just south of I-95 near exit 9A, RT 420 south. There is on demand complimentary 24-hour airport shuttle service (phone 610-521-6247). Parking is complimentary for registered guests and RV parking is available. Amenities include fitness center, coin laundry, wireless Internet service, Fliers Lounge and Gabriella's Restaurant. The hotel is seven stories with 294 rooms and was completely renovated in 2008. **Individual Reservations** must be received before **August 21, 2011** by the Ramada Philadelphia airport reservation department (610) 521-9600. Check-in is 3 p.m., check-out is 12 noon. **Canceling** a reservation after 4 p.m. or failing to show on the day of arrival will result in a charge that is equal to the first night's stay. Failing to call or show before 2 a.m. after the first night of a reservation will result in cancellation of the remainder of your reservation. A **\$50 early departure fee** will be charged if a guest checks out prior to scheduled departure date. To avoid the early departure fee, notify the hotel at or before check-in of any change in planned length of stay. **Packages** may be sent to the hotel. Put your name and USS Oz-bourn reunion September 21, 2011 on the package.

If you need a **Wheelchair or Walker** while at the reunion to go on tours, one can be rented from: Rio's Medical Supplies, 35 South Morton Ave. Morton, PA 19070 or phone (610) 543-1858.

—CUT HERE AND MAIL TO THE HOTEL OR BY PHONE LISTED ABOVE—

USS OZBOURN ASSOCIATION REUNION RESERVATION FORM SEPTEMBER 21-25, 2011

Name _____ Sharing room with _____

Address _____ City _____ Zip _____

Phone no. _____ Arrival date _____ Approx. time _____ Depart. date _____

No. of rooms _____ No. of people in room _____ Handicap access _____ Single _____ Double _____

If room type requested is not available, nearest room type will be assigned. Due to limited number of handicap accessible rooms available, reserve early for this service.

RATE: \$89 + tax (currently 9%) for 1-2 people in room. Rate honored three days before and three days after official reunion dates based on availability.

CUT-OFF DATE: AUGUST 21, 2011. After this date, reservations will be processed on space and rate availability. All reservations must be guaranteed by credit card or first night's deposit enclosed.

AMEX _____ DINERS _____ VISA _____ MASTER CARD _____ DISCOVER _____

CREDIT CARD NUMBER _____ **EXP. DATE** _____

SIGNATURE (Regardless of payment method) _____

Mail to: Ramada Philadelphia Airport, 76 Industrial Highway, Essington, PA 19029

If you have a problem with your reservations, contact: Sales Manager, Lisa Cella,

(610) 521-9600 x 1172

Or Ken Keene (814) 337-3197, kkeene@windstream.net

Officers of the Association

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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

We're on the Web at **www.ozbourn.org**

The following information can be found on the **Association's Web** site: Mission statement, complete history, current and past newsletters, a list of Ozbourn shipmates, historical photographs, the ship's store for ordering Ozbourn memorabilia, how to join, and special links.



The following letters were received from two Ozbourn shipmates and two men whose fathers served in the Navy.



ASROC away! — This official (undated) Navy photo had to have been taken sometime after the Ozbourn left the Puget Sound Naval Ship Yard, Bremerton, WA. The Ozbourn left PSNSY for Long Beach on February 10, 1962. The photo was donated by someone who wishes to remain anonymous and wrote, “from someone who is appreciative for all those who served on tin cans.” According to the donor, his father served aboard “a tin can in the early 1960’s. I hoped you would enjoy looking at the picture. Thank you for serving our country.” The photo has been cropped to fit the page. The color photo measures 17” w by 12.25” h.

Rick,

You might want to include this Website in the next issue of the *Fireball*.

[Http://www.asbestosnews.com/veterans/navy/](http://www.asbestosnews.com/veterans/navy/)

W.L. Jones, RD3 (1951-52)

Dear Mr. Johnson,

My name is Siras Dean Browning. I am a former crewmember of the OZBOURN and was on board at the time of the collision with the CHANDLER on the evening of November 23, 1948. I have recorded for a family history (I am still writing) my remembrance of the collision.

Enclosed you will find the information on the collision between the OZBOURN and the CHANDLER in November 1948. If you know of any crewmembers who were also on board at the time of the event, I would hope that they might read the entire account of that night and what followed.

The information in this chapter was written a year or so ago. The recollections of an 82-year old mind might trigger some thoughts from others who might have been there. In the interest of the greatest degree of accuracy I would be delighted to hear their versions of the collision, or any comments on my version of the events of 1948.

Si Browning, SKSN (1948)

Ahoy USS Ozbourn:

When I read the article in the current issue of *Tin Can Sailors*, “**From San Juan to Wonsan, Service in USS Ozbourn (DD 846),**” written by **Robert C. Whitten**: I said, “That’s **Captain Charlie Akers’** last ship!”

Captain Akers was a close personal friend of mine, who I admired and respected greatly. He was the third and last skipper of the **USS Hobby (DD-610)** in WWII, on which my father served with Captain Akers.

I am Gary Edmisten, second son of EM1/c Dwight Edmisten, who was the gyro electrician on the USS Hobby from August 12, 1942 until she decommissioned. My father passed away in 1997, never attending any of the USS Hobby reunions. In 1989, the USS Hobby Association bought the other three tin cans from **(DesDiv 38)** in order to increase membership. The three ships are the **USS Gillespie (DD-609)**, **USS Kalk (DD-611)**, and the **USS Welles (DD-628)**. I attended my first reunion in 2002 and that’s when I first met Captain Akers and his lovely wife Becky.

Captain Akers had long been the DesDiv 38 Association newsletter editor when I joined in 2003. He made it known that he wanted to step down as editor and that he was looking for a replacement. I had some mighty big shoes to fill from Captain Charlie when I took responsibility of the newsletter.

One reason for accepting the newsletter duties was to get more of my generation involved (“2nd generation” as referred to by WWII shipmates). I want to keep the Association going well after our WWII shipmates have crossed over the deep. This will keep alive the memories and traditions of our fathers and DesDiv 38.

I corresponded frequently with Captain Akers, and had many a pleasant phone conversation with him during the four years I had know him and Becky. I have a great signed photo of him and myself together which hangs under a large painting of the USS Hobby. I miss him greatly and reading the wonderful article about the USS Ozbourn, which mentions Captain Akers several times, brought back some really good memories.

Mr. Whitten’s description of Captain Charlie as a skipper and how he handled his crew is exactly the same way the shipmates I personally know say of his commanding skills. All of the USS Hobby shipmates say that Captain Akers was THE BEST skipper the Hobby ever had, and that he respected his men but was stern when he needed to be, and he had the respect of the crew. Captain Charlie Akers was one of the greatest men I have ever known.

Please convey my thanks to Mr. Whitten for a wonderful article.

Please take a look at the Website I personally created as a tribute to the four great tin cans of DesDiv 38 at www.destroyerdivision38.com.

Pleasant winds and following seas!

Gary Edmisten — “Son of the USS Hobby”

Editor’s note: Siras Browning served aboard the Ozbourn for a brief time in 1948. While aboard the Oz, Si was an SKSN. He later graduated from the University of Texas in Austin as an ensign. Browning retired from the Navy in 1974 as a captain.

He has given permission to the USS Ozbourn Association to print any or all of his personal recollection of the collision between the Ozbourn and the Chandler in the *Fireball*. Mr. Browning has also given permission to “pare the information down to fit your newsletter format.”

Chapter 41

The Nightmare of November 23/24

The month of November 1948 found the Ozbourn and the remainder of our task force of ships operating in the East China Sea. As the month progressed, our operations were shifted north to the Yellow Sea between the west coast of Korea and the east coast of China. Rumors were rampant that there had been flyovers of our naval vessels by Soviet aircraft from Korea, or from the Soviet mainland farther east of Korea.

Continued on page 6.

TOUR DESCRIPTIONS

Thursday 9-22-2011

Memorial Service

We will travel by motor coach to the USS New Jersey BB-62 in Camden, New Jersey where we will have our memorial service. Following the service we will be given a guided tour of the ship. Those who do not wish to tour the ship can view videos of the ship in the wardroom. There will also be a 45 minute WWII USO type show for our enjoyment as well as a buffet lunch.

9:00 am Bus Departs Ramada 2:30 pm Bus Departs USS New Jersey
\$86/Person Includes Transportation, Memorial Service, Show, Tour and Lunch

Dinner Cruise

The motor coach will take us to Penn's Landing where we will board the Philadelphia Belle, a paddle wheel river boat which was completely renovated and placed in service in the Delaware River in late 2010. The ship has its own kitchens on board and we will be ordering Starter Plate, Appetizer, Entrée, and Dessert from the menu. The current Entrée selections are: Chateaubriand, Oven-Roasted Free Range Chicken Tuscan Style, Pan Seared "Jail Island" Salmon, and Wild Mushroom Ravioli. Menu selections are subject to change. There will be entertainment while dining and enjoying the sights of the Philadelphia and New Jersey water front on our two and a half hour cruise.

5:30 pm Bus Departs Ramada 6:30 pm Board Ship 10:30 pm Bus Departs Penn's Landing
\$100/Person Includes Transportation, Dinner, and Entertainment

Friday 9-23-2011

City Tour and Historical District

We will have a guide to give us information about the city of Philadelphia as we tour points of interest before arriving in the historical district of the city. The Constitution Center, Independence Visitor Center, Liberty Bell, Independence Hall, Christ Church, Independence Living History Center, Betsy Ross House, and many other attractions are all located in about a six block area. You will be on your own for lunch and to tour the points of interest you wish. **To enter Independence Hall you must first get a Dated and Timed ticket at the Independence Visitor Center, there is no charge.** Lunch is on you.

9:00 am Bus Departs Ramada 4:15 pm Bus Departs Historical District
\$30/Person Lunch is on You

Hospitality Room Activities

Friday evening will be spent at the hospitality room with a variety of activities and visiting with our former shipmates.

Saturday 9-24-2011

Rittenhouse Row

Following our business meeting from 8:30 am to 10:30 am we will board the bus to Rittenhouse Row, a seven block square area of restaurants and small shops with Rittenhouse Square (a park) near the center. Located just west of the historical district, it should be a good place for lunch and a little shopping.

11:00 am Bus Departs Ramada 3:30 pm Bus Departs Rittenhouse Row
\$25/Person Lunch and shopping is on You

Driver and guide gratuities are not included in the tour price. Please plan to board the bus at least five minutes prior to the scheduled departure time. All trips require a minimum of thirty people

Sunday 9-25-2011

Farewell Breakfast

Served 7:00 am to 8:30 am \$20/Person



Liberty Bell



Betsy Ross Home



Independence Hall



Philadelphia Bell Dinner Cruise

USS OZBOURN REUNION ACTIVITY REGISTRATION FORM

Listed below are all registration, tour and banquet costs for the reunion. Please enter how many people will be participating in each event, meal choice and the total amount. Send this form and your **check payable to USS OZBOURN ASSOCIATION** to: **Kenneth Keene / 9995 Perry Hwy. / Meadville, PA. 16335-6445**. Your canceled check will serve as your confirmation. All registration forms and payments must be received by mail before **August 10, 2011**. After that date, reservations will be accepted on a space available basis. We suggest you make a copy of this form for your records before mailing.

TOURS AND BANQUET CHOICES

	<u>Price each</u>	<u># of People</u>	<u>Total Cost</u>
Thursday , Memorial service, USS New Jersey -----	\$86.00	_____	\$ _____
Thursday Evening Dinner Cruise -----	\$100.00	_____	\$ _____
Friday , City Tour and Historical District -----	\$30.00	_____	\$ _____
Saturday , Rittenhouse Row Lunch & Shopping -----	\$25.00	_____	\$ _____
Saturday Banquet (Please Select Entrée Below) -----	-----	-----	-----
Chicken Cordon Bleu -----	\$39.00	_____	\$ _____
Roast Prime Rib of Beef -----	\$39.00	_____	\$ _____
Grilled Salmon Filet -----	\$39.00	_____	\$ _____
Sunday , Farewell Breakfast Buffet -----	\$20.00	_____	\$ _____
Non Refundable Registration Fee Per Person -----	\$20.00	_____	\$ _____
Total Amount Payable to: USS OZBOURN ASSOCIATION -----	-----	-----	\$ _____

PLEASE PRINT CLEARLY. Are You Flying? _____ Driving? _____ RV? _____ **E-MAIL ADDRESS** _____

First Name _____ Last Name _____ Nick Name for Tag _____

Years on Board 19 _____ to 19 _____ Last Rate/Rank Held On Ozbourn _____ Is this your first reunion? _____

Spouse Name (if attending) _____ Guest Name _____

Street Address _____ Phone No. _____

City, State, Zip _____

Disability / Dietary Restrictions? _____

Must you be listed hydraulically onto the bus while seated in your wheelchair in order to participate in the bus trips?
Yes _____ NO _____ (We cannot guarantee availability)

Emergency Contact _____ Phone No. _____

Are you staying at the Ramada? Yes _____ NO _____ Arrival Date _____ Departure Date _____

You must contact the hotel directly to make your room reservation. See Hotel Information Sheet for details.
Tour and banquet cancelation refunds will be made before August 10, 2011. Refunds after that will be as available.
See Hotel Registration From for hotel cancelation policy.

TAPS FOR SHIPMATES



Blessed are the peacemakers, for they will be called sons of God. **Matt. 5: 9**

Hello Ken:

It's with much sadness that I'm writing to inform you that my father, **George S. Brown, Jr.**, (1946-47) is deceased. Dad died fairly quickly after an onset of a health issue in December 2009. The time that he spent on the USS Ozbourn and USS Trippe as well as his attendance at several reunions for both ships were some of his fondest memories.

In Appreciation,
Patricia (Pat) Brown

Continued from page 3.

We would occasionally encounter Soviet fishing fleets, which, according to my more experienced shipmates, contained special ships for gathering intelligence about the U.S. Navy fleet in the region.

Because of the Soviet threat our condition of battle readiness for the fleet was increased to Condition Three. This meant that each ship maintained a portion of our gun mounts manned and ready for immediate operations. To me, it meant that four hours each day I manned a 40 mm gun director. There was a full firing crew on one 40 mm mount. Also, one of our 5" mounts maintained a full crew in the mount and in the ammunition handling room below the mount. Other activities aboard ship continued as usual when the crew was not on their readiness stations.

During "quarters" each morning, Ensign Tylman kept us advised of what was scheduled for the day, so that we could plan accordingly. There was a Plan of the Day published by the Executive Officer, but it usually contained only the routine activities for the conduct of life on board ship. Any important information came to us from Ensign Tylman after he met with the other officers who made their routine reports to the Executive Officer. At morning muster on November 23, the "XO" (as the Executive Officer was called by most of us, but not to his face) told the officers to report back to the crew that there would be special operations in the evening.

Not a single person on any of the ships in our task force knew just how special those evening exercise would be!

After the evening meal, our crew was called to General Quarters. The ship was made ready for battle, with all weapons and other systems manned with the very best personnel. By the time we were called to General Quarters, night had fallen. There was no moon. Our ship was to exercise with the three other destroyers in our division.

I am going to speculate what happened during the exercises that evening. My General Quarters station was adjacent to the bridge of Ozbourn (but one deck lower) so I could hear the activities being conducted by the bridge personnel.

The particular exercise being conducted by our four ships was apparently a mock torpedo attack. All ships were totally darkened (no navigation lights) and steaming abreast at standard interval, which is 500 yards between ships for destroyers.

WELCOME ABOARD



Welcome aboard to the below listed new shipmate. The USS Ozbourn Association officers and members hope that you will attend the 10th biennial reunion in Philadelphia, PA between September 21-25.

Mark Beaulieu
MM2 — (1972-74)

Ozbourn was the ship on the starboard (right) side of the formation of ships. Communications were being conducted between the bridges of each ship and the Division Commander, who was in charge of the operation, by UHF (ultra high frequency) radio. At the time I had no idea of the danger in such an operation.

The next few hours were some of the most harrowing of my life.

The four destroyers were steaming at a high rate of speed (probably 25 knots). The bridge of Ozbourn was quiet except for the orders of the Captain or Officer of the Deck to the helmsman and the Engine Order Telegraph operator. I believe that the Communications Officer of the Ozbourn was the person actually operating the radio with the other ships. He was responding to external radio directions required to maneuver the four ships in unison. **Captain Blaisdell** told him what to say on the radio.

Apparently, the four ships were ordered to change direction with a starboard (right) turn, and regain the same relative position that the ships had before the right turn. This maneuver required that Ozbourn commit the starboard turn immediately. The other three ships were required to speed up and conduct a series of lesser turns to regain the relative position to our ship.

The most tragic of circumstances occurred! Ozbourn did not receive the radio communication to execute the starboard turn!

Our ship collided at high speed with the **USS Theodore E. Chandler (DD-714)**! At the time the two ships collided there was a terrifying crunch of metal, a horrific shuddering of our ship, and a great flash of reddish glow at the point of the collision. I was thrown to the deck near my gun director. Ozbourn had struck Chandler with a glancing blow with Ozbourn's bow striking Chandler at mid-ship. The next order I can remember from the event was a frantic order over Ozbourn's public address system to "lighten ship!" The bridge signal lights on our ship came on immediately, as well as our navigation lights. I personally could see the grayish outline of the Chandler disappearing into the darkness. It took me a few seconds to realize what had happened. I at first thought that we had collided with a barge or some other structure. I soon realized that the object departing my ship to our starboard, and right below me, was not another smaller vessel but was the bow of our own ship. I could see the large, white hull number "846" on our bow which now was drifting slowly away from our ship.

To be continued.

USS OZBOURN SHIP'S STORE

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



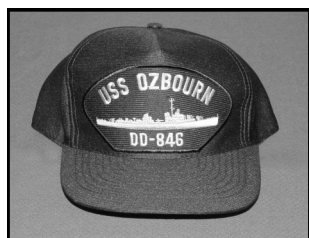
Photos and additional ordering information can be found on the Ozbourn Web site at www.ozbourn.org under the heading Ship's Store.

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

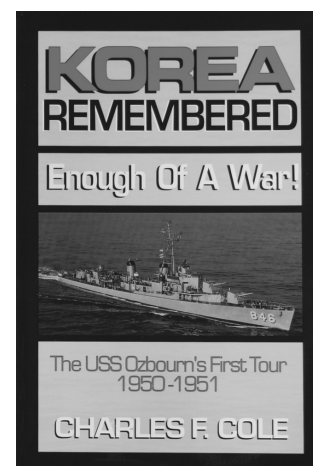
Long sleeve \$35 ea. Item# T02



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.
1326 Foal Street
Ranson, WV 25438



WHERE IT STARTED— WHERE IT ENDED!

The **Jefferson County Courthouse, Charles Town, WV** is where **John Brown**, the Abolitionist, was tried and found guilty of treason, conspiracy and murder for his part in the Harper's Ferry raid on the federal armory on October 16, 1859. He was hanged four blocks from the courthouse on December 2, 1859. Many historians attribute his actions to the start of the Civil War.

The flag is lowered to half-staff for **Frank Woodruff Buckles**, the last surviving WWI veteran who died on February 27, 2011 at the age of 110. He lied about his age when he enlisted in the US Army at the age of 16. He was an ambulance driver in France in 1918. He became a prisoner of war in WWII and spent 39 months in a Japanese prison camp in the Philippines. After the war, Frank settled down in Charles Town, WV to his humble farm where he lived until his death.

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 12, 13 or 14. This number indicates the last year you were current with Association dues: 12 means 2012, 13 means 2013, etc. Your Association officers ask you to...

DO THE DUES TODAY!

PUBLICATION DEADLINE

If you have a letter, story or photo you would like to share with other Ozbourn shipmates, the deadline for submitting contributions for the winter 2012 issue is **Monday, December 12, 2011**. Articles may be rewritten for purposes of editorial style and available space. Due to space limitations, some materials may be used in a future *Fireball* edition.

GEDUNK CALL ANSWER FOR SPRING 2011

The **Gedunk Call** question for spring 2011 was: **What does the word COMSHAW mean?** The correct answer came from **William Jones** who wrote, "I think COMSHAW in Navy lingo means to exchange something that is not yours for something that does not belong to the trader. Example — a seaman trades a foul weather jacket belonging to someone else for a case of soup which was commandeered from the officer's mess."

W.L. Jones, RD3 (1951-52)

GEDUNK CALL QUESTION FOR SUMMER 2011

The **Gedunk Call** question for summer 2011 is: **What does five for seven mean and is it legal according to Navy regulations?** The term was used during the early to mid 1960s and may not have been used either prior to or after this time period.

If you think you know the answer to this issue's **Gedunk Call** question, please e-mail your response to Rick Johnson at: johnsonsimivalley@yahoo.com.

FAST FACTS

Midway not Midway Island

The confusing headline speaks of the midway point in the USS Ozbourn's service period and not Midway, Island which is located midway in the Pacific Ocean.

Between the time the Ozbourn was commissioned on March 5, 1946 and when it was sold for scrap on (for illustration purposes) June 5, 1975, what was the midway point of the ship's exceptional career? The midway point of the ship's commission time would put the date at or on October 17, 1960. I was barely five weeks into boot camp in San Diego on that date. According to the official Ozbourn Association history: "In October 1960 the ship visited San Francisco to participate in the Pacific Festival."

Any shipmates aboard the Ozbourn in October 1960?