

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

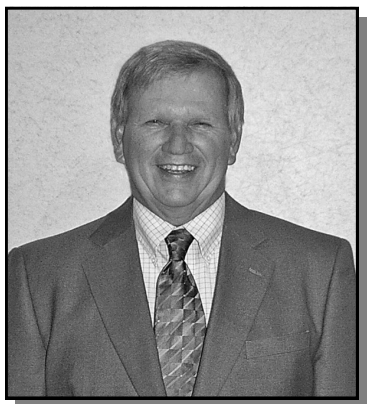
FIREBALL!

VOLUME 22, NO. 1
Winter 2013



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 Shipmates, Spouses and Friends,

It is once again that time of year that I personally want to wish all shipmates and their families the happiest of holiday seasons. We must also remember those less fortunate in our prayers and pray for peace throughout the world.

Wow, another year gone and it is time to start planning to attend the next reunion in September, 2013, in beautiful San Diego, California.

The Reunion Committee, Steve Skinner and Jeff Parker are in full swing planning great events and activities for us to enjoy. If you have never attended our reunions, you have missed a great time. Lets all come together and make this the best reunion ever.

If you have been unable to attend any of the past reunions, you will surely not want to miss this one. Before attending the reunion, remember to shop online at our Ships Store for all of your reunion needs and gifts such as tee shirts, jackets and caps.

I am looking forward to being back in California, since I have not been there since receiving my separation at the Long Beach Naval Station. Lets all gather to remember the good old days and look forward to having a great time and bright future.

I hope everyone is well and I am looking forward to seeing all of you in San Diego, California.

Let us all remember to hug a veteran, active military and their families. Also be sure to hug your wife and the kids.

Love and prayers to all.

Guy Posey, President
USS OZBOURN Association

**2013 BIENNIAL REUNION
SAN DIEGO, CALIFORNIA , SEPTEMBER 25-29, 2013**



**KEEP A SHARP LOOKOUT FOR THE REUNION REGISTRATION FORM IN THE
SPRING EDITION OF THE "FIREBALL" DUE OUT IN MARCH 2013**

KONA KAI RESORT HOTEL
1551 Shelter Island Drive, San Diego, CA 92106
Phone: (619) 221-8000 Fax: (619) 819-8101
Reservations: (800) 566-2524

The Kona Kai Resort Hotel is located on Shelter Island overlooking San Diego Bay. The Kona Kai is a full service hotel, providing complimentary airport/train station transportation. All rooms have either a view of San Diego Bay or the marina. The Kona Kai has established an excellent rate of \$109.00 + taxes per night, double occupancy, and includes a complementary fully cooked breakfast each morning. The above rate has been guaranteed for three days prior and three days following the reunion for those wishing to arrive a little early or extend their stay in San Diego. Reservations may be made by calling 1-800-566-2524.



KONA KAI RESORT HOTEL, SAN DIEGO BAY

2013 REUNION UPDATE

The Reunion Committee wishes to update all of the members as to what is currently being planned for the 2013 Reunion in San Diego, California on September 25-29, 2013.

We are currently planning visits to the following sites that we believe all members, including the very loyal Ozbourn wives and other family members will enjoy.

USS Midway Museum

City tour that would include Coronado, Old Town San Diego and the Gaslamp District with lunch at beautiful restaurant overlooking San Diego Bay
Walking tour of the Gaslamp District with a Mexican dinner
Shopping and dining at Seaport Village
Private dinner cruise on San Diego Bay aboard the "Emerald Hornblower"
A private tour of an active warship stationed at the San Diego Naval Station.....and many other events

Fear not, there will be a great deal of time to relax with our old shipmates in our hospitality room at the Kona Kai Resort Hotel

Don't miss the 2013 Reunion, it will certainly be one of the great ones. We are all looking forward to seeing you in beautiful San Diego.

Fireball Winter 2013

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

Randy Humphries (72-73)
3008 Rhode Island Avenue
Niagara Falls, NY 14305-2249
Tel: 716-807-6049
E-mail: rlh-

Corresponding Secretary and Fireball Editor

Jeff Parker (70-74)
1036 Calle Venezia
San Clemente, CA 92672
Tel: 949-388-3067
Email: ljpark1@cox.net

Recording Secretary

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

Treasurer and Historian

Philip M. Roberts (68-72)
2608 Bentwood Drive
Palestine, TX 75803
Tel: 903-723-5719
Email: swabby37@hotmail.com

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 Ozbourn shipmates, the deadline for submitting contributions for the Spring 2013 issue is **March 11th**. Articles may be rewritten for purposes of editorial style. Due to space limitations, some materials may be used in a future **Fireballs..** edition.



MAIL CALL

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

DUES ALERT

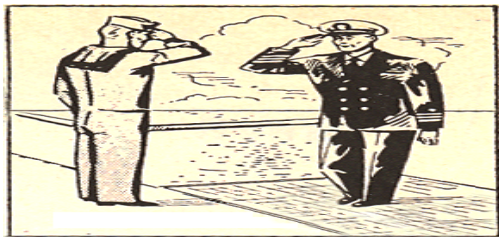
ALL HANDS ARE REMINDED THAT IF THE MAILING LABEL ON YOUR LATEST EDITION OF THE "FIREBALL" INDICATES "12", TO PLEASE FORWARD YOUR ANNUAL DUES OF \$10.00 PER YEAR TO ASSOCIATION TREASURER PHILIP ROBERTS 2608 BENTWOOD DRIVE, PALESTINE, TX 75803. YOU MAY PAY DUES FOR MULTIPLE YEARS IF YOU WISH. MAKE ALL CHECKS PAYABLE TO THE "USS OZBOURN ASSOCIATION". THANKYOU FOR YOUR CONTINUING SUPPORT.

SOS: SEEKING OLD SHIPMATES

Shipmate Robert (Bob) Benson SMQM (48-49) is seeking old, sorry, no longer young shipmates that he served with in 1948-1949 aboard the USS Ozbourn.

Mark Frank, brother of Clifford "Lee" Frank seeking any info on "Lee" who he believed served on the "OZ" either in the late 60s or early 70's. Lee passed away three years ago.

Thanks to all for contributing to our "Fireball". Keep those notes and letters coming.



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.

Thomas Perry FT3 (46-48)

Arnold Mangham LTJG (57-60)

Lyle L. Shelton SK3 (62-63)

Charles G. Simmons RM2 (69-70)



TAPS FOR SHIPMATES

"SAILORS ONCE, SHIPMATES FOREVER"

The Association is saddened to report the passing of the following long time members and Shipmates

William "Bill" Butler RMC (66-68)

Arthur Barron YN1 (53-55)

Elden Woken SK3 (52-55)

IT WAS A VERY DARK NIGHT

Submitted by Robert Benson SM QM (48-49)

This is my recollection of the night of November 23, 1948, when the USS Ozbourn was involved in a collision with the USS Chandler.

It was a very dark night. We were at General Quarters (GQ). As I recall, there were four destroyers steaming in a stagger formation. The order was given to change to a different course on command. The Ozbourn "must" have missed the command to expedite course change. I felt the ship shudder and was knocked off my feet. We had experienced a collision with another ship. It turned out to be the USS Chandler. As a signalman quartermaster, my duties at GQ were on the bridge. From my position on the wing of the bridge, I looked down and saw the bow section float by, the numbers 846 clearly visible. Not a good feeling!!!

After muster was held, three crewman were missing. We launched a lifeboat to search for the missing men. As a signalman, I was one of the crew in the boat. We searched for awhile with no results. We returned to the ship and were told to continue the search. We shut down the boat's engine and listened and looked but with no sign of anyone. We moved to a different spot and still no sign of anyone. But just as we started the engine again, one of us thought he heard a moan. We moved toward the sound and there in the water was a mate with pants wrapped around his neck as a (life preserver). The pants were almost out of and he was just about gone.

The Ensign on board the boat dove in and pulled him back to the boat. He was given assistance to get him stabilized and we went back to the ship.

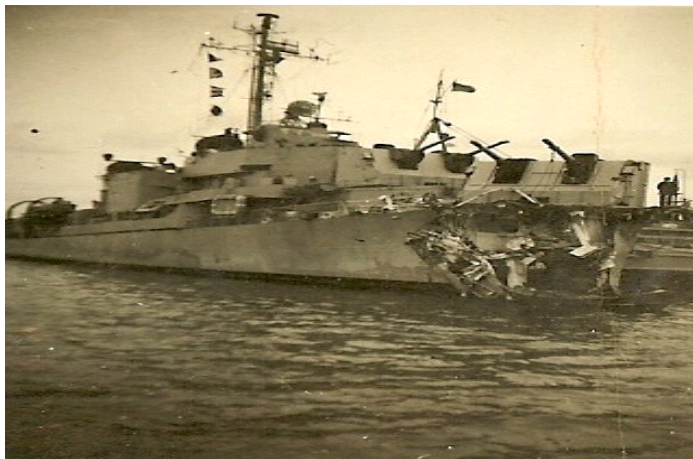
The other two missing men must have been in the bow section and were not recovered.

The Ozbourn limped into Japan for a temporary repair. Two large flat sheets of steel were welded to the damaged bow. While en route to Pearl Harbor, large waves would slam against the flat steel sheets. My bunk was directly aft of the repair. The sounds of the waves hitting the bow repair raised me out of my bunk more than once!

After our stop in Pearl Harbor, we proceeded on to San Diego for extensive refitting.

My tour of duty was up so I took my discharge and returned to civilian life. I have always wondered what had become of the crewman we retrieved that night and what his name was. I also wondered what happened to Commander Blaisdell. I felt sorry for him. He was a good man.

Editors Note: On behalf of all Ozbourn shipmates, I wish to thank Bob Benson for the up close view of a small team of shipmates working to save others in the motor whale boat.



ATTACK ON THE USS OZBOURN A NUCLEAR WEAPONS INCIDENT DURING THE VIETNAM WAR

Submitted by Tom Perkins, FC1, (50-53)

Recently declassified but heavily excised documents from the Lyndon B. Johnson Presidential Library suggest that a Vietnam-war skirmish involving a nuclear armed U.S. Navy destroyer raised questions at the White House about the presence of nuclear weapons on U.S. warships in Vietnam military operations. That the documents are heavily excised more than forty years after the incident raises troubling questions: Why information in these documents is still classified?

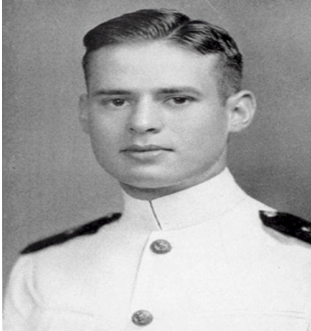
Over a two-week period at the end of March 1967, the U.S. 3rd Marine Division, concerned about a North Vietnamese threat to an artillery base at Gio Linh, conducted an operation codenamed Beacon Hill I along the South Vietnamese coast below the Demilitarized Zone (DMZ). This effort featured the amphibious landing of a Marine battalion and the participation of Navy destroyers on a “gun line” to furnish fire support. During the first two days the Marines, pinned down by North Vietnamese fire, found their adversary had many positions with connecting tunnels, and decided stand back while naval guns and air strikes bombarded these positions for the next two days. On the early morning of 25 March, one of the supporting ships, the Ozbourn, completed her fire mission and began to leave. Suddenly North Vietnamese mortars hit her with several shells. Two damaged the Ozbourn’s ASROC (anti-submarine rocket) storage area, igniting rocket motors and forcing the crew to flood the magazine. ASROCs were nuclear-capable weapons so explosions in a magazine raised the possibility, at a minimum, of radioactive materials scattering about the ship. As it turned out, no radiation was released.

The two newly declassified documents disclose that data on this incident was quickly relayed from the Pentagon to the White House, where deputy national security advisor Bromley Smith raised with security adviser Walt Rostow and senior State Department officials the problem of nuclear weapons on U.S. ships involved in Vietnam War operations. The Pentagon report and Smith's memorandum are heavily excised but the location of the excisions shows that nuclear-armed ASROCs, rather than the conventional version, must have been involved. Even the identity of the ship is exempted but an on-line search discloses its name, the U.S.S. Ozbourn, thanks to a helpful report by Charles Bogart in a military newsletter. While the Johnson White House was plainly concerned that word of the incident would reach the press, (it never did), some of the wording suggests a more basic concern: “why” were nuclear weapons deployed on ships involved in conventional military operations, especially when such operations risked the possibility of nuclear weapons accidents. Whether any policy changes resulted remains to be learned, but nuclear weapons were deployed on U.S. Navy surface ships until the end of the Cold War.

It is worth noting that the Ozbourn incident does not show up in the Pentagon’s official reports on nuclear weapons incidents and accidents. In an invaluable 1980 study for the Center for Defense Information’s Defense Monitor, “Nuclear Weapons Accidents: Dangers in our Midst”, Robert S. Norris explained the Defense Department’s taxonomy for nuclear weapons accidents and incidents. Certainly the attack on the Ozbourn was not in the worst category, NucFlash, or the next worse, Broken Arrow, involving non-nuclear detonation and radioactive contamination (think of the crashes of nuclear armed B-52 in Spain and Greenland in 1966 and 1968). Somewhat less serious was a Bent Spear (such as the accidental movement of nuclear armed cruise missiles on a B-52 bomber in 2007), after that is a Dull Sword. A Bent Spear must be “nuclear weapons significant incident” while a Dull Sword is a lesser event. The risks inhering in the Ozbourn episode may put it in the Bent Spear category, even if it never made the Official Pentagon record of nuclear weapons incidents.

Editor’s Note: The above information was written by William Burr and John Prados and can be located via the freerepublic.com website.

SKIPPER IN THE SPOTLIGHT
CAPTAIN ALBERT J. TOULON JR. USN
Commanding Officer, USS Ozbourn (55-57)
Submitted by Tom Perkins FC1, (50-53)



Midshipman Alfred Joseph Toulon Jr.
Photo thanks to Bill Gonyo.

Commander Alfred J. Toulon Jr. USN, took command of the USS Ozbourn in November 1955 and served in that capacity until September 1957. Perhaps it is not well known to former crewmembers that Captain Toulon amassed an exemplary record in the Submarine Service during WWII. Commissioned with the Naval Academy Class of 1939, Ensign Toulon entered submarine school in New London and became a well qualified member of the “Silent Service” by the time of the Japanese attack on Pearl Harbor.

Assigned to the USS Skipjack (SS184), he participated in four war patrols as Torpedo Officer in 1942 while the ship was based at Cavite, Philippine Islands and Fremantle, Australia during which time four Japanese ships were sunk despite the notorious inaccuracy of the MK. 14 torpedo that was in service at the time.

After serving a short period in a relief crew on board the USS Pelias (AS 14, Toulon joined the USS Grenadier (SS 210) as gunnery officer and immediately went back on patrol duty. Clearing Freemantle in March 1943 on her 6th patrol, Grenadier headed for a patrol area in Malacca Strait between the Malay Peninsula and Sumatra, a particularly dangerous hunting ground. On the morning of 21 April 1943 while making an end around of a two ship convoy to obtain a favorable attack position, Grenadier was suddenly struck by an aircraft bomb that exploded directly above the maneuvering room. With the pressure hull breached and propulsion machinery inoperative, Grenadier hurtled to the seabed 275 feet below. The crew labored mightily throughout the day, and managed to jury rig enough machinery to allow the boat to surface late at night; however, the damage was too extensive to permit any hope of regaining propulsion and Lt. Toulon, now serving as Engineering Officer, reported to the commanding officer that further efforts were useless. Taking stock of the situation and since the deck gun was also out of action the skipper decided his only recourse was to scuttle the ship and do everything possible to save his crew. As Dawn approached with Japanese ships and aircraft approaching, the vents were opened and Grenadier made her last dive not far from Penang Island with all hands clearing the ship in good order.

Thus began a brutal period of captivity in Penang and Japan for the crew who were subjected to merciless and sadistic treatment by their Japanese captors. When the war finally ended 28 months later 72 men were returned to U.S. control, four having died in POW camps. A remarkable feat of endurance given the appalling conditions under which they were forced to exist.

After World War II ended, Lt. Alfred J. Toulon Jr, was awarded the Silver Star Medal for “conspicuous gallantry and intrepidity in action” for his self sacrifice and extraordinary heroism during the sixth war patrol of USS Grenadier (SS210) and captivity in prisoner of war camps in Japan.

Following the war, Toulon remained in the Navy, achieved the rank of Captain and in addition to Ozbourn, commanded a fleet oiler, submarine USS Sablefish and taught navigation at the United State Naval Academy, Annapolis. Following retirement in 1962 he settled in Kauai, Hawaii and died on March 5, 2012 at the age of 94 years.

NOTE: For further reading regarding the loss of the USS Grenadier and the POW camps, see “Presumed Lost, the Incredible Ordeal of America’s POW’s during the Pacific War” by Steven Moore and U.S. Submarine Operations in WWII by Theodore Roscoe.

Editors Note: As one of the younger crewman serving on the Ozbourn, (70-74), I have always been humbled by the knowledge of the great men who had served on the “OZ” before and since me. Some of these men I have had the honor to serve with during the Vietnam War. However, others that I did not serve with directly, such as Captain Toulon, I can sit back and with great pride state that I served aboard a United States Warship in the footsteps of great men from all ranks and periods.

USS OZBOURN SHIP'S STORE

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



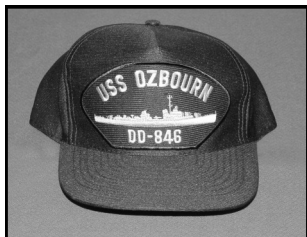
Photos and additional ordering information can be found on the Ozbourne Web site at www.ozbourn.org under the heading Ship's Store.

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 Ozbourne 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

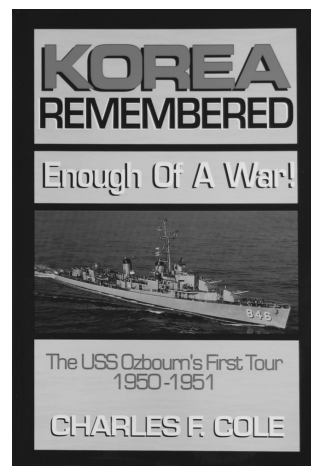
Long sleeve \$35 ea. Item# T02



Logo detail

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

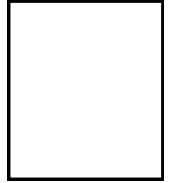
By Charles F. Cole

\$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

Jeffrey Parker
1036 Calle Venezia
San Clemente, CA 92672



Pvt. Joseph W. Ozbourn
USMC
Congressional Medal of Honor

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

Membership dues are \$10.00 annually and are due in January of each year. Please make checks out to the USS OZBOURN Association and forward them to Philip Roberts, Association Treasurer, at 2608 Bentwood Drive, Palestine, Texas 75803.

Your Association officers ask you to...

DO THE DUES TODAY!

**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.

SHIP AWARDS RECEIVED BY THE USS OZBOURN

- Combat Action Ribbon
- Navy Unit Commendation
- Meritorious Service Medal
- China Service Medal
- World War II Victory Medal
- Navy Occupation Service Medal w/Asia Clasp
- National Defense Service Medal w/bronze Star
- Korean Service Medal w/5 Bronze Stars
- Armed Forces Expeditionary Medal w/2 Bronze Stars
- Vietnam Service Medal w/2 Silver Stars
- Republic of Vietnam Meritorious Unit Citation (Gallantry Cross Color with Palm)
- United Nations Service Medal

Fireball, Winter 2013