



August 2016

## How to Contact Us

The internet and postal editions of the newsletter have been combined and now have exactly the same content. The internet version appears different because it is one-column format to make it easier to read on a computer. . Our mailing address is USS Harry E. Hubbard (DD-748) Reunion Association, PO Box 918, St. Petersburg FL 33731-0918. The editor of the *Herald* is Richard E. (Dick) Oliver, same address, or [dd748@mac.com](mailto:dd748@mac.com), cell phone (727) 363-3059 (Eastern Time Zone). Our website is managed by Al Eisenbraun, [Alvin.eisenbraun@comcast.net](mailto:Alvin.eisenbraun@comcast.net) or home phone (360) 572-0075 (Pacific Time Zone) He was aboard 1963-7 running the ship store and giving haircuts as well. . In this issue we report on the just-concluded 2016 San Diego reunion hosted by Jim Kelly. Steve Gann is the host for the 2017 reunion in Oklahoma City. You can contact Steve at [opposed2it@cox.net](mailto:opposed2it@cox.net) or cell phone (405) 840-0941 (Central Time Zone) Also in this issue is a description of our ship store items. Joyce Davis [jdavis@mncable.net](mailto:jdavis@mncable.net) (218) 368-3879 (Central Time Zone) manages the store and fills mail orders. . Thanks to the following for donations to this newsletter: FP2 Norm Eldridge (52-55), QMC Richard Gossett (QM1 67-68) and SFP3 Jimmy Loy (68-69)

*Dick Oliver*

## 2017 Reunion in Oklahoma City

Our 2017 reunion will be in Oklahoma City, Oklahoma October 4 to 7 2017. Full details will be printed next July as circumstances and details could change in the long interval before the next reunion. The reunion host is Master Chief Fire Controlman Steve Gann. He was aboard Hubbard as an FTG3 1954 to 1956. The reason he has chosen the October dates rather than our usual mid-Summer is to avoid unpleasant weather such as tornadoes. The hotel is the Sheraton Oklahoma City Downtown Hotel at 1 North Broadway Ave in downtown Oklahoma City. <https://www.starwoodmeeting.com/Book/USSHARRYHUBBARDREUNION> is the website to book a room. (405) 235-2780 is the phone number. The special rate is \$120 per night and includes breakfast for two. The Bricktown Entertainment District is two blocks away and has about thirty restaurants. Steve says there are lots of attractions near the hotel but he plans on having a bus tour to the National Western Heritage and Cowboy Museum and the Oklahoma City National Memorial, which is on the site of the Alfred P. Murrah Federal Building, demolished in a bombing by Timothy McVeigh April 19, 1995.

This will be our first reunion in the Midwest since Branson in 2011 and our first ever for Oklahoma. It will be great for those in the Midwest who never come to a reunion because they don't like to fly. Steve's email is [opposed2it@cox.net](mailto:opposed2it@cox.net) and phone number is (405) 840-0941 (home) or (405) 203-0664 (cell) (Central Time Zone). Thanks to Steve for volunteering to host the reunion.

## Report on 2016 San Diego Reunion

Monday, April 25, 2016 shipmates started gathering at the Holiday Inn Bayside in San Diego for the 28<sup>th</sup> annual reunion of the USS Harry E. Hubbard DD-748 Association, which was held April 27 through May 1. It was particularly well attended with 76 shipmates and 69 spouses and guests. The reunion officially started when the hospitality room opened at noon on the 27<sup>th</sup> and concluded with breakfast Sunday in the hotel dining room before we once again spread to the four winds. Rather than an interior room, our hospitality room was located on the fifth floor of one of the hotel's towers and offered expansive views of San Diego

Harbor and North Island through a wall of sliding glass doors leading to balconies. Understandably the attendees were more interested in sharing memories and renewing friendships than in enjoying the view.

Thursday we enjoyed a five-hour bus tour through Balboa Park, the downtown Gas Lamp District, across the Coronado Bridge and back and out to Shelter Island, where we enjoyed a buffet lunch at the recently renovated Bali Hai Restaurant. After lunch our bus tour continued with a ride out to the Cabrillo Monument at the tip of Point Loma. It was definitely a “Kodak moment” with fantastic views of the harbor, the Silver Strand, North Island and the San Diego skyline. The latter looks nothing like it did when the Hubbard used to pull into San Diego for training or a weekend between exercises in the SoCal Op Areas. Back then, the tallest building visible was the U. S. Grant Hotel, which is now buried behind many much taller edifices. We did spot the Grant from the freeway as we traveled from Coronado to Shelter Island however. The evening was spent mostly in the hospitality room, with small groups breaking off for dinner at local restaurants as the urge occurred.

Friday we were again on the buses, with our first stop being the Mount Soledad Veterans Memorial. The large concrete cross itself was wrapped behind some kind of protective material to prevent the dust and debris from the ongoing renovation escaping the site. The surrounding walkways with their memorial plaques were readily available however. While at the memorial, we had our annual memorial service, with Otto Brock reading off the names of shipmates we lost or learned of losing in the past year, while Mike Peters struck the ship’s bell after each name. From the memorial we proceeded to the Stephen Birch Aquarium at Scripps in La Jolla where we got to marvel at the diverse sea life found in the oceans. From the Birch, we rode to Harbor Island and Tom Ham’s Lighthouse for lunch. The restaurant sits on the tip of the island and the balcony adjacent to the room in which we enjoyed lunch offered another terrific view of the harbor. After lunch the buses took us for a brief tour of the former Naval Training Center where so many of our shipmates went through Basic Training. From there, we went back to the hotel and another free evening.

Saturday morning the buses took us to the USS Midway CV-41 memorial located near the foot of Broadway. En route we marveled at the size of the cruise ships that call on San Diego. Three shipmates and their spouses had been on a cruise ship earlier in the week as they arrived from Fort Lauderdale via the Panama Canal. We spent about two hours touring the spaces on the Midway that are open to the public. The displays included most of the different aircraft that flew off the Midway during her 47 years of commissioned service. The buses next took us to the Hornblower Harbor Cruises pier where we boarded one of their boats for a two-hour cruise of the harbor. We circled from the pier, which is near the berth of the sailing ship *Star of India* out toward Ballast point and the submarine base. We then came about and headed past North Island toward the south part of the bay and the Naval Station at 32<sup>nd</sup> Street, passing the amphibious base on the way. It was different than the sea details we remembered, as there were no seaplanes or Coronado ferries to dodge. That was a challenge I doubt anyone misses. At 32<sup>nd</sup> Street we saw several Ticonderoga class cruisers and Arleigh Burke class DDGs. While the cruisers are smaller than the heavy cruisers of the 60s, the DDGs are almost the size of the light cruisers of that time. The small total number of ships present also brought home how much our Navy has shrunk over the past decades, from about 1,100 ships in the 60s to about 300 today. They may be bigger and more capable, but . . . After we debarked at the pier, the buses took us back to the hotel.

After everyone had a chance to refresh themselves, we convened the annual business meeting. The first order of business was to settle on the location for the next reunion. Steve Gann offered to host a reunion in Oklahoma City in October of 2017, to have reasonable assurances of pleasant weather and no tornadoes. Steve’s offer was accepted, details as to dates and hotel to follow. Next Ron and Patti Petrie offered to host the 2018 reunion in Rhode Island, details to be provided next year. Ron and Patti’s offer was also accepted. A long discussion of VA benefits and the Blue Water Agent Orange exclusion followed. A recurring theme was to not accept rejection, but rather to appeal again and again. After the business meeting, there was a brief opportunity to make final bids on silent auction items and then all bids were declared final and shipmates collected their items and paid the treasurer. The total bid and paid on the silent auction items was \$511. Thanks to all who donated items and to all who bought them. In a similar vein, donations both those received before the reunion and those collected during the reunion totaled \$1,001. Thank you to all our generous

supporters. This support makes the hospitality room possible, as well as our operations throughout the year, all without having to charge membership dues.

Saturday evening, we had our banquet, which almost everyone attended. The food and conversation were terrific, and everyone had a great time. We were particularly pleased to have George Krejci's beautiful scale model of the Hubbard on display in the hospitality room. George's late wife had it made for him for his 80<sup>th</sup> birthday. We had no formal program, just a welcoming by our host, Jim Kelly, and brief remarks by the Hubbard's last commanding officer, CAPT Fred Adair.

A large and diverse group of shipmates and friends attended the 2016 reunion in San Diego. Particularly impressive was the number of friends of shipmates, some of them having attended previous reunions. These include the Vickers and the Bauers. Sandy Reid's son, Glenn, has probably attended as many reunions as all but a few of the shipmate attendees. Charles Shook continues to be the only shipmate to have attended every reunion ever held by this ship. We welcomed back some West Coast shipmates who only attend California reunions, such as Buster Bowman and Burney Allen. Many shipmates were first time attendees. And we welcome the attendance and participation of our senior officers, Vice Admiral Ed Briggs a former XO and Captain Fred Adair the last CO of Hubbard (and Mullaney also). Jim Minard encountered Jim Chester as we toured USS MIDWAY CV-41. Jim is a Midway docent and a shipmate we did not have on our roster. He joined us for the banquet. In the list that follows any rank/rate in parentheses indicates that on board Hubbard if different from their subsequent promotion or change in specialty. This includes the change in rating of Chief Johnson from RDC (Radarman) to OSC (Operations Specialist) and Tom Cunningham's Air Force service. Lastly we note that Karl Hudson was initially aboard as an SM3 in 1957-59, but also served in the final crew in 1969 as an SM1.

### San Diego Reunion Accounting

Pre-reunion Registrations	\$24,441.00
Pre-reunion donations	\$570.00
Registrations at reunion	\$810.00
Donations at reunion	\$431.00
Silent Auction Proceeds	\$511.00
Bean Jar Proceeds	\$28.00
Checking Account Interest	\$0.36
Tour down payment	\$400.00
Banquet down payment	\$400.00
Receipt total	\$27,591.36
Tour expenses	\$17,452.00
Banquet expenses	\$6,350.00
Nametags	\$272.40
Pre-reunion refunds	\$805.00
Hospitality Room Supplies	\$513.32
Host down payment reimbursement	\$800.00
Postage/shipping	\$36.52
Ship store shipping	\$29.96
Office Supplies	\$44.43
Disbursement total	\$26,303.63
Net proceeds	\$1,287.73

In alphabetical order, the attendees were: CAPT Fred Adair (CDR, CO) 1969 and Mary Jane; LTjg Frank Alexander 1967-68 and Pamela; BT2 Burney Allen 1954-57 and Donna; GMG3 Terry Barton 1967-68 and Cheryl; LTjg Ed Blanchard 1964-67; BT3 Buster Bowman 1954-57 and Judi, son John and guests Lisa & Carissa Petinichio and Michael Bear; LT Norm Brewer 1967-69 (LTjg); VADM Ed Briggs (LCDR, XO) 1962-64 and Nanette; FT2 Otto Brock 1956-57 and Charlene; SFP3 Terry Capps 1966-68; IC3 Tom Cavanagh 1964-67; SFP3 Bob Chavez 1966-69 and Patti and daughter Regina and granddaughter Angelica; LCDR James Allen Chester (RD3) 1969; MM3 Terry Cloud (FN) 1957-59 and Elfriede Lesnick; HMCS Jack Cole (HM1) 1963-65 and Sonja; RD2 Tom Connolly 1965-67 and Diane; EM3 Jesse Crim 1966-69 and Phyllis; MSgt USAF Tom Cunningham (MM1) 1952-55 and Ruthe; ET2 David Day 1962-66; EN3 Donald Dedon 1966-68 and Donna; SFP3 Jerry deFlores 1966-68 and Barbara; MR3 Rick Dias 1965-67; WO1 Harry Dillon (DCFN) 1959-61 and Doris Caldwell; ICC Dennis Ditsch (IC2) 1968-69 and Diana Stanton; MMFN Joe Dougherty 1961-63; MM1 Ed Dudley 1966-69 and Cecylia and friends Adolf & Jane Bauer and Karl & Hedwig Mille; SH3 Al Eisenbraun

1963-67; FP2 Norm Eldridge 1952-55; CWO4 George (Gunner) Evans (FTSN) 1959-60; GMM3 Robert Fabianski 1950-51 and daughters Liz Handzel and Patti Schulz; ME3 Vern Fairchild 1955-57; SO2 Les Fraley 1950-52; SN John Fried 1959-61 and Susan; FTCM Steve Gann (FTG3) 1954-56; GM3 Joe Griffie 1966-69 and Cathy; FTG3 John Grimmke 1965-67 and Pamela; ETR2 Ron Hansen 1964-66 and Penny; LTjg Brad Howe 1964-67 and Anne; SM1 Karl Hudson (SM3 1957-59) 1969 and Judy and son Vincent; OSC Henry Johnson (RDC) 1965-69 and Maria; CDR Jim Kelly (LTjg) 1966-68 and Beverlee Bickmore; ETN3 George Krejci 1952-54 and Jeanean; BT1 George Kuntz 1963-65 and Carol Ann; MM3 Ed Kuzma 1964-68 and Terry; MM2 Doug Leland 1966-69 and Dorothy and Dorothy's sister Ethel Perry; GMG3 Don Livingston 1962-66; LTjg Russ Miller 1965-67 and Sherry; ET2 Jim Minard 1966-68; CAPT USNR Ed Mulhern (LTjg) 1968-69 and Candi; LT Dick Oliver (ENS) 1968-69 and Natalie; RMSN Ron Oswald 1968-69 and Georgia and guests Rolf & Terri Massey, John & Robbie Puch and Shawn & Linda Reardon; RD2 Gary Padgett 1963-66 and Jackie; GMCM Mike Peters (GMG2) 1960-66; SM1 Ron Petrie 1967-69 and Patti and friends Jim & Barbara Vickers; MM3 Bobby Phillips 1963-66; EMFN Barry Phipps 1960-61 and Lynette; RD1 Leonard Powell 1963-66; IC2 Sandy Reid 1950-52 and son Glenn; RD3 Ray Rexroat 1965-67 and Linda; IC2 Andy Schavland 1966-67; MM2 Vic Schleider 1967-69; STG2 Jay Schlieper 1964-66; RD1 Charles Shook 1954-57 and Betty Carney and Charles's daughter Jenifer Shook; FT2 Kenneth Shrock 1951-54; EM2 Don Smith 1954-57 and Bernadene; LTjg Denny Sullivan 1964-66 and Ann; BT3 Wayne Sundberg 1961-62 and Joan Day; FT2 David Talbott 1960-61 and Eugenia; RD2 Lowell Walker 1964-66; LT Dwight Wirz 1967-69; MM3 George Young 1962-66 and Cherry; FTG2 Fred Youngblood 1961-63 and Martha.

This report by Jim Kelly, the San Diego host.

Added note by Al Eisenbraun: At the business meeting I looked around the room of attendees and saw a lot of reunion hosts and wanted to thank everyone for the hard work that goes into hosting a reunion. Some have hosted more than one. Bob Fabianski 1993 Chicago, Sandy Reid 1994 St. Louis, Charles Shook 1995 Asheville NC, Tom Cunningham 1996 San Diego, Don Livingston 2001 Omaha (had to leave the San Diego reunion early due to an emergency), Dick Oliver 2002 Nashville, Jim Minard 2004 Alexandria VA, Tom Cunningham 2005 Ontario CA, Mike Peters 2006 Albuquerque, Dick Oliver 2007 Jacksonville FL, Mike Peters 2010 Albuquerque, Jim Minard 2012 Seattle, Dick Oliver 2013 Virginia Beach, Dick Oliver 2014 Baton Rouge, Charles Shook and George Young 2015 Charleston SC and Jim Kelly 2016 San Diego.

## Welcome Aboard

LTjg Francis J. (Frank) Alexander 1967-68 Boynton Beach FL; BTFN Jerry M. Blocher 1965-66 Vincennes IN; MM2 Paul J. Bowling 1961-63 Helena MT; LCDR James A. (Jim) Chester (RD3, 1969) Carson City NV; SFP2 Richard O. Olsson 1959-61 Tillamook OR

## Taps

BMSN Richard M. Amann, Jr. 1961 Ellijay GA 6/18/14; SN Billie Belcher 1958-61 Tucson AZ 8/30/15; STG3 Melvin G. Bingell 1964-65 Waleska GA 11/26/14; RM2 Harvey L. Bryant, Jr. (RM3) 1945-46 Chesapeake VA 6/6/15; SHCS Chester H. Couey (SHSN) 1957-59 Gulfport MS 4/20/16; MM3 John F. Duffey 1964-66 Vero Beach FL 12/7/14; ME3 Eli Farmer 1952-55 Fairdale KY 1/29/16; SN Farris O. Foy 1952-53 Mobile AL 11/29/15; Plank owner RM1 Harold A. Geffert 1944-45 Williamsburg MD 8/11/14; LT James H. Graham (HM1) 1960-61 Niceville FL 2/27/16; MM3 Bryant Hager 1953-56 Mooresville NC 7/31/16; ST1 James L. Hogan 1963-66 Dayton OH 10/23/97; SN Edward L. McCann, Sr. 1951-53 Birmingham AL 4/14/12; SM3 Leslie R. Oberlin 1961-63 Garden City MO 12/21/14; BM3 Walker O. Powers 1950-51 Lockhart TX 11/21/15; BTFN Harold Remphrey, Jr. 1965-69 Milton PA 4/23/14; SOG2 Duane E. Rickaby 1959-61 Stacy MN 9/8/14; ICFN Nick J. Rose, Jr. 1949 St. Joseph MI 1/5/16; YN3 Marcus E. (Mark) Smith 1947 Sun City West AZ 3/26/16; CS1 Frank N. Vaughan 1964-69 Yucca Valley CA 3/24/15; LTjg William T. (Bill) Woodrow 1953 Cincinnati OH 10/21/15; FCS3 Rex M. Zimmerman 1951-53 Virginia Beach VA 12/11/15

## Lost Contact, Return Mail

SK1 David P. Clark 1966-69 Edmond OK; GMC Herbert W. Westcott 1961-63 Gainesville FL; PNCS Harold E. Zechel (PN1) 1956-67 La Mesa CA; ETN2 James J. Zeman 1966-69 Ludington MI

## Keeping up with the Shipmates

Snowbirds are those who spend half the winter months in a warm place like Florida or Arizona and the summer portion in their home up north. Some changes: LTjg Robert L. Wehner and his wife Ellen have left upstate New York and now reside year-round in Venice, Florida. SN Denzil Burch and his wife Helen, on the other hand, are selling their place in Frostproof, Florida and will stay in Fairfield, Ohio in spite of the snow. . . We have received a report from the widow of Marcus Eugene Smith that her husband died March 26 2016. He had been on our roster more than 20 years with an on-board date of 1947. The problem is that our ship was not in commission in 1947. He does not show up on any of our listings: WWII, brief recommissioning and 1950-1969. We are missing part of the record at the beginning of 1946 and perhaps he was aboard then. He was listed as YN3. There was a DE USS Hubbard but it was decommissioned in 1946 and never recommissioned. We list him in the Taps section here and he was included in the memorial service at the San Diego reunion. We generally accept all who claim to have served on our ship and we find that shipmates often have their dates wrong. For those covered by our National Archives crew list records we are fairly confident of the accuracy but we find missing dates, either due to human error aboard ship in filing the records or in the photocopy process in which pages are obviously missing or not readable. . . Al Eisenbraun continues to search for shipmates and has a huge computer file of records on dead ends and non-responses. It is frustrating to track down a shipmate and be fairly sure it is the right person and then be unable to reach them by phone or mail. We have a few we locate who then tell us to take them off the mailing list. Perhaps their tour aboard ship was unpleasant and they would prefer not to be reminded of that period. It was a long time ago. We honor requests to be taken off the mailing list. Some are shipmates whose spouses indicate they are in poor health and unable to grasp what it is all about. Some have moved and left no return address. We have lost contact with RM1 Andy Andersen (RMC, 56-60), who married an Aussie and has lived in Australia for many years. The most recent four are listed in this newsletter as "Lost Contact, Return Mail." The mailing of this newsletter will generate another dozen or so, some of whom may in fact be deceased, which Al will confirm when he locates an obituary in a newspaper or a posting on the military graves locator website. . . A reminder to let us know when you change email and/or postal address. This is happening also as our shipmates are retiring from work and no longer using an office email address. And we continue to lose contact with shipmates who move and do not tell us the new address. The Post Office only forwards such mail for a limited time and after that it comes back to us with the marking UTF, Unable to Forward. *Dick*

**Proposal:** The following proposal is put before the collective membership of the USS Harry E. Hubbard DD-748 reunion association: That on a vote of the membership a five-member executive committee be formed to govern the association. If such a group is approved, the membership of the committee would be determined in a vote in the next newsletter after this one. For continuity the formation and composition of the committee would be voted on by attendees at the next annual reunion and would not take effect until such a vote.

To vote on this proposal indicate your choice as follows:

☐ Yes, I favor formation of an executive committee.

☐ No, I oppose the formation of an executive committee.

In addition, indicate your willingness to serve on the executive committee if so voted. If you volunteer, your name would appear in the next newsletter with other such volunteers and the top five vote recipients would constitute the executive committee, subject to approval at the next business meeting of the association..

☐ Yes, I am willing to have my name in nomination.

☐ No, I am unable or not willing to serve.

Your name: \_\_\_\_\_

If voting by mail, mail this ballot or a facsimile to:

Douglas Leland

121 Williams Way

Strafford MO 65757-9106

You can vote by email: [ddlel617.DL@gmail.com](mailto:ddlel617.DL@gmail.com)

Note that there is a period between 617 and DL and that it is the letters ddlel followed by 617 and not numbers 1617. Questions on procedure: (417) 859-2202 Votes by phone will not be permitted.

## **Discussion of Proposal:**

This proposal originates with the treasurer and *Herald* editor, Dick Oliver. Doug Leland (MM2, 1966-9) is one of several shipmates with whom I discussed the need for such an arrangement and he agreed to accept and count the ballots.

Within the past few years the inadequacy of making decisions only at an annual business meeting has become apparent. Tough decisions sometimes have to be made in the interval between annual meetings and there has been no mechanism for such decision-making. As the membership gets older our reunions become more uncertain and decisions may have to be made to cancel, postpone or shift location of a reunion. Indeed, there will come a day when reunions are no longer possible. Our website might crash and require an investment of funds to revise and restore it. Increasingly our membership declines and decisions must be made as to sending flowers to funerals. Shipmates may decide to expend money for a good purpose and expect to be reimbursed and the decision has to be made whether or not to reimburse them for such expenses.

At the present time, the only mechanism we have for making such decisions is by vote at the annual meeting. Because some decisions cannot wait for the annual meeting, these decisions on spending money or not spending money have been made by the treasurer, with no other shipmates to consult. The treasurer was not elected and was appointed in 2006 when no one else volunteered.

Several times in the past, proposal to elect officers and draft by-laws was made and voted down. The argument then was that if it is not broken don't try to fix it.

The proposal here is for a committee. If a committee is approved and selected, they may choose among themselves whether to designate one person as chairman and decide on other organizational matters. To be determined is how the committee would interact with the annual business meeting. Would decisions already made by the committee be approved at the annual meeting or would it be more of a case of the committee reporting to the membership present on actions already taken and finalized? What would be the term of office and how often would elections be held and by what means? Would all terms expire at the same time or be staggered? How would interim vacancies be filled?

This proposal should not be confused with the issue of dues or incorporation. The organization has done well without dues and likely will continue to do so. The shipmates are generous in their donations and not having dues allows us to maintain a "membership" list of 686. This figure is down from a total of 727 last year. It also avoids the paperwork and expense of sending out and receiving back membership forms.

A few years back this newsletter editor glossed over the lack of elected officials and by-laws and obtained a bulk mail permit. After several years and a price increase by the post office, it was determined that the net savings were negligible and return mail from bulk mailing was inconvenient. Therefore bulk mail was dropped in favor of first class mail, with better and faster service and no extra charge for returned mail.



At my request, shipmate Jim Carmody, a Houston lawyer, looked into incorporation procedures and cost. Jim passed away suddenly in December 2014 and I cannot find the record of what he told me but I invite other lawyers and financial experts to look into the matter. My recollection is that incorporation as a tax-free organization would allow members to make tax-free donations to the organization and claim such on their individual income taxes. Within any one state, the state in which corporation is filed, the organization would be exempt from sales taxes. Since we meet in a different state each year, the savings would be minor. In Florida, where the newsletter is printed and mailed, the sales tax on printing and office supplies would be the savings but this would likely be less than the corporation filing expense. As I indicated earlier, there is no significant argument in favor of bulk mailing. I welcome and will publish any new or corrected information I receive in the next issue.

Another part of the argument in favor would be to open up participation to those who have been unable to attend reunions, including those who formerly attended but have become limited in ability to travel. While they may not necessarily be on the committee, they would nevertheless have a say in selecting those who guide the organization and perhaps be more likely to offer or comment on suggestions and lend other support. There are those who attend some years but not others. The overall effect is to provide continuity and democracy in the leadership process. *Dick Oliver*

## Association Financial Report

Balance 12/16/15 ( <i>Herald</i> Feb. 2016)	\$3007.47
Replenish postage account	-\$200.00
Printing February 2016 newsletter	-\$278.22
Ship store sales at reunion	\$742.00
Net from San Diego reunion	\$1287.73
Donations to newsletter	\$325.00
Printing August 2016 newsletter	-\$328.88.
Postage for newsletter	-\$235.00
Balance 8/1/16 ( <i>Herald</i> Aug. 2016)	\$4320.10

## Empty Brass

I have had a file folder on my desk for quite a while from when shipmate PN3 Don Barnes 1967-9 asked me to do a story on the Hubbard band *Empty Brass*, active in 1967-68. I made some inquiries initially but all I had was notes from Don's emails and he died Nov. 1, 2014 in Red Oak Texas. Don did vocals and percussion, mainly tambourine. He indicated the following were in the band: SK3 James W. Franklin 1967-8 died Oct. 2, 1999 lead guitar; BT2 Robert James (Jim) Carpenter 1966-7 died July 16, 2006 drums; FN Richard Joseph (Rick) Ali (replacement for Carpenter on drums) 1968-9 not located; LT Norm Brewer 1967-9 active roster played rhythm guitar; LT Gary Smith 1967-9 died July 3, 2015 played bass; ETR3 Mike Noonan 1966-69 active roster sound engineer; and SHSN Mike Minett 1966-9 active roster business manager. Don said SN Van Nixholm 1967-8 active roster played guitar but Van says he did not play in the band. There may be more as men came and went and substitutes were always needed to cover those unavailable due to duty days in port.

According to Don, the band played during unrepes and ashore in the following locations and clubs: Sasebo Club #1, Olongapo JoLo Club or White Rabbit, Hong Kong Crazy Horse Saloon and Enlisted Man's Club on Grande Island in Subic. A fight broke out in Yokosuka with crew from the Kitty Hawk and the band was barred from playing there again, according to one of my sources. I only saw the band once ashore and that was in Sasebo and a fight broke out and I left when the Shore Patrol arrived. LTjg Frank Alexander 1966-8 provides his

recollections: "I distinctly recall a session they did on the fantail for an unrep in 1968 during a transit between Subic Bay and the Gulf of Tonkin. The only two members that I remember were Norm Brewer and Gary Smith. Gary would don some sort of a long, idiotic-looking wig to make him look more like an official rock star. It was silly and funny at the same time. The music produced by the Empty Brass was -- to be kind -- not exactly world class. However, they were a fun diversion and the crowds on the decks of our refueling oiler were large, raucous, and fully enjoyed the show. Gary Smith was the organizing force and spirit behind the band." I would like to have a picture for the newsletter showing the band in some detail not from a distance but with recognizable band members. *Dick Oliver*

## Hubbard Ship Store

Shipmate Sandy Reid started the Hubbard Ship Store in 1993. In addition to shirts and hats he also sold our ship roster (about 400 names), various documents about the Walke incident in the Korean War, videos from 1950-1 and 1958-60, an Operation Wigwam patch, a Handy Dandy pocket knife and a 1945 31-page report on the Hubbard in WWII. Some of the paper items we now offer for free. Back then we had both white and blue ball caps and there was only one shirt available. Sandy continued the store up to 2008, at which time Joyce Davis took over operation of the store with ETN2 Jim Renneker, 1960-3. Joyce does all the work. The mailing address is:

Joyce Davis  
PO Box 328  
Warroad MN 56763-0328  
Tel: (218) 386-3879 [jdavis@mncable.net](mailto:jdavis@mncable.net)

The blue baseball cap has a hard front and is available for \$16, plus shipping.

Here are the two types of shirts Joyce carries. Dick is wearing the white golf shirt. The collar and the sleeves are edged with blue trim. The ship name and three quarter profile view are on the left breast in black. There are three buttons. It is short sleeve. No pocket. Specify men or ladies version. Priced by size. Small \$25, medium and large \$26, XL \$27 and XXL \$28. Plus shipping. Natalie Oliver is wearing the blue t-shirt with gold lettering and the  $\frac{3}{4}$  ship profile view in black. S, M, L or XL is \$16. XXL \$17, XXXL \$18. Plus shipping.

The white plastic license plate holder features the



name of our ship at the bottom and DD748 at the top. The two flags are red/white/blue and the lettering is blue. The example shown is Dick's new license plate. This is a so-called vanity plate and is available in various states. The Florida one shown here also has a Navy emblem. We are selling the license plate holder in the ship's store for a bargain rate of \$3 so we can advertise our "brand" as widely as possible. If you are buying a shirt anyway, the shirt will provide padding so the license plate holder doesn't get broken. On our website we have a display of about 13 of these DD 748 vanity license plates.



Note also that we have sweatshirts, both regular and hoodies and these can be customized with your name and a limited choice of color for lettering as we do not stock the full range but instead have made for each order. The [www.dd748.org](http://www.dd748.org) website has a display. See the menu options on the lefthand side.

Shipping is: \$4 small order, \$6.50 medium order, and \$10 large order.

Profits from the sale of merchandise go to support our activities. We sell some merchandise at the reunions but to be sure of getting your choice it is better to order by mail ahead of time.

This report by Dick Oliver.



### Ship Store Financial Report

Balance 6/15/15 ( <i>Herald</i> July 2015)	\$813.33
Sales by mail	\$338.00
Shipping	- \$83.39
Merchandise purchases	-\$315.00
Net proceeds from San Diego reunion	\$742.00
Sent to Treasurer Association fund	-\$742.00
Balance 7/17/16	\$752.94

### Some Really Big Storms

A few years ago the late William S. Dockery (SN, 53-54) emailed me: "After the 1953 tour of duty in the Far East, heading home, our ship ran into a typhoon after leaving Japan. It was very violent. We were having rolls of over 45 degrees. I was told we had a 58-degree roll. And that no ship in history had taken a roll of 58 degrees and not capsized."

A lot of shipmates wrote or emailed about this and other big storms. LTjg Gene Gerwe, 52-55, wrote: "I was First Lieutenant aboard Hubbard at that time in 1953. It was by far the worst storm that I ever experienced and I have several vivid memories. Just before we left Sasebo, we had traded the old Captain's Gig for a new one. The boats were about 30 feet long. The new one was a gorgeous boat with all kinds of beautifully polished wood. We usually carried it in davits swung out between the stacks on the port side but to prepare for the storm we swung the davits in over the second deck by the torpedo tubes and put the boat in a cradle with a metal strongback over the boat to tie it down more securely.

"During the storm we had several rolls in the 45 degree range. I don't remember any of 58 degrees. In these rolls the ship would hang at 45 degrees or so for what seemed like a long time – maybe five to ten seconds – and then snap back. During these snaps you could literally fly across the room if you were not holding on to something. During one of these rolls, our new gig was totally swept away. Just the cradle and davits were left and some tattered ropes."

Also heard from about this or other storms: SH3 Dick Newell 55-56, SO3 Cliff Jacobs 55-56, the late LTjg Charles White 53-56, RMC Andy Andersen 56-60, SN John Fried 59-61, SN Bill Obedoza 60-62, RD2 Henry

Luna Jr. 63-66, STG3 Peter Lush 65-67, RM3 Bob McConaughy 66-67, FTSN Andy Tickner 66-67, LTjg Jim Kelly 66-68, STG2 Rob Cavanagh 67-69, SHL3 Jimi Wilson 67-69 and yours truly Ens Dick Oliver 68-69. Next issue we will recap those reports plus any additional details. And whatever else you wish to offer for discussion.