



October 2019

Shipmates,

First, the important news that our next reunion will be in Milwaukee September 2020, hosted by shipmate John Kraft. John has hosted previous reunions, in 2009 in Green Bay WI and in 2011 in Branson MO. The host has considerable latitude in choosing dates and location. Full details will be in the April 2020 newsletter. Call one of the shipmates on page 7 if you need to know the details earlier because of a potential conflict in your schedule.

To tell you the truth I was a bit apprehensive as to whether we would be having a next reunion. It went like this. At the business meeting Jim Kelly began the discussion with a cruise ship proposal. I brought up two possibilities, one that we meet concurrently with Tin Can Sailors as some destroyers are now doing or that we transfer the grief to a reunion planner and thus be able to meet in a city of our choice without so much worry about a shipmate host having to do all the work. None of the proposals generated any enthusiasm. Our business meeting was being held in the room that would be used for the banquet and hotel staff needed us to vacate so they could set up for the banquet. Then when we resumed the business meeting at the banquet, with Doug Leland presiding, several people volunteered. I said I would do it in St. Petersburg in April/May but would not have tours, since it would be downtown with lots of museums and a free looper shuttle. Bob Fabianski then volunteered Chicago, where he had hosted a reunion years ago. Ski volunteered in spite of having moved to an assisted living facility recently. John Kraft proposed Milwaukee. Milwaukee proved to be the overwhelming choice. On page 7 is a list of the dates and locations of all our past reunions. For some of them attendance data is shown. The first number is shipmates and the second is guests.

High point of the reunion was the Grand Ole Opry on Friday night. We had two buses nearly full. The hosts for the four thirty-minute sessions we saw were Jeannie Seely, Bill Anderson, Riders in the Sky and Ricky Skaggs. Additional acts were Smithfield, Bobby Osborne & The Rocky Top X-Press, YOLA, Exile, Mason Ramsey, Suzy Bogguss and the Whites. Whisperin' Bill Anderson recognized our group from the stage. He is an old, personal friend of Al and Gladys Eisenbraun. He sang one of his best known songs, "Still," and another song which he humorously referred to as a love song. It was about a wife who had disappeared and the message was, wherever you went - stay there! In the crowd coming out of the show Bill Kelly fell or was pushed and ended up spending most of the night in the hospital but thankfully is okay although a little banged up. I did not go on any of the other tours but Natalie and I did take advantage of the free hotel shuttle to downtown. Every restaurant, it seemed, had live music and it was still mid-afternoon. Folks on the tours were impressed by Jack's BBQ. Of the 100 attendees, 85 participated in tours. Thanks to Jenifer Shook for all her hard work. She had volunteered to help with the hospitality room, then took on the tours and then ended up doing everything after host Don Dedon died. Numerous other people helped, too many to mention, including those who arrived early to help set up. Natalie and I made several food and beer runs to Krogers, so many that we ended up with enough points to get ten cents a gallon off on gas at their store. There was plenty of food in the hospitality room but we ran out of beer at one point.

Jenifer's father, Charles Shook, is the only shipmate to have attended every reunion. The reunion attendee list is on the first page, 38 shipmates and 62 guests. Charles Gattis and his son and daughter-in-law dropped in for a few hours, having made a special day trip from West Tennessee. He has been a member since the first Nashville reunion in 2002, when he was riding by on his motorcycle and saw the ship name on the marquee of the Shoney Inn where we were having the

reunion that year. Incidentally that motel is still in the same location across from Opryland. Bob Trisler was joined at the Opry by his brother and three sisters. His brother Dennis lives in Nashville. Bob Shenk has retired from college teaching but still on the lecture circuit. Tom Cunningham has recovered from a heart attack. Ski had a group of twelve. It was a pleasure to meet Al's son Jack Eisenbraun for the first time. I had not seen Donna Allen in a long time as she had not been able to travel while her husband Red was in declining health. We had a number of first time attendees. Ridley Clifton had called me from West Tennessee to check on what to wear and what to expect, having never been to any ship reunion ever. If Karl Hudson's entry looks confusing it is because he was aboard first time as a regular crew member in the late fifties and then a second time as a part of the reserve crew in Hubbard's final days. We also have a machinist mate, MMCS Jesse Fox, who was aboard as an MM1 in the Reserve Crew, on our roster but so far he has not attended any reunions. All are welcome. We are a friendly bunch and always have a good time at the reunions.

We are governed by an executive committee that is empowered to make decisions between the annual reunion business meetings as well as to recommend action items for approval at the business meetings. One such pending item has been selecting a shipmate to replace Don Dedon, who died after the Newport reunion and before the Nashville reunion. A tribute to his life, service and leadership was in the previous newsletter. Volunteers to serve were requested. Jim Stromberg was selected to take Don's spot. John Kraft was selected to replace Wayne Sundberg, who has been unable to attend recent reunions. The board is still in the process of drafting by-laws and figuring out how future members will be selected and their term of office. It was also reported that the Newport hosts have been reimbursed for the net loss incurred in their reunion.

Looking at the reunion attendee lists brings back a lot of memories and sometime in the future I will do a short article and mention legends such as Red Hastings and Bill Kanipe. Shipmates are invited to send in their recollections, which I will print next time. I am reprinting several items that shipmates have asked about. One is the man overboard story and the other is the last days of Hubbard. Our membership has changed quite a bit since they first were written and new members may not have seen them.

In the past I have suggested shipmates attend the annual Tin Can Sailors reunion. For the 2019 annual reunion in Jacksonville FL in September there were 19 destroyers having their reunions concurrently with TCS. One of them was the USS Samuel N. Moore, DD-747, our sister ship. My understanding is that the ships can have time and space for a meeting (not a hospitality room) and that for tours and banquets they are seated together. The 2020 TCS reunion will be in San Antonio TX at the Wyndham Riverwalk Sept. 27 to October 1. The 2021 reunion will be in Baltimore Aug. 29 to Sept. 2, at the Lord Baltimore Hotel. I hope to attend the 2020 TCS reunion and report back to the group. Hopefully my wife Natalie will not leave me over the issue of attending two ship reunions in one year. I served on more than a few ships in my twenty years in the Navy but none have the appeal of a destroyer, where you knew nearly everyone on board by sight if not personally. I am not at this time proposing TCS reunions as an alternative to our own ship reunion, which we should continue as long as we can, but someday there will come a time when we have no shipmate to host our own or our numbers dwindle below the break-even point.

Dick Oliver

2019 Nashville Reunion Attendees

Donna Allen, widow of BT2 Burney (Red) Allen (1954-57); GMG1 Terry Barton (GMG3 ,1967-68) and Cheryl Barton; LTjg Ed Blanchard (1964-67); FT2 Otto Brock (1956-57) and Charlene Brock; ETN2 Mike Caruccio (ETN3 1962-66) and Doris Caruccio; SFP3 Bob Chavez (1966-69) and Patty Chavez; MM3 Ridley Clifton (FN, 1968-69) and Kathy Clifton; RD2 Tom Connolly (RD3 1965-67) and Diane Connolly; Phyllis Crim, widow of EM3 Jesse Crim (1966-69); MM1 Tom Cunningham (1952-55) and Ruthe Cunningham; ICC Dennis Ditsch (IC2 1968-69) and

Diana Stanton; SH3 Al Eisenbraun (1963-67); GMM3 Bob (Ski) Fabianski (1950-51); MEG3 Vern Fairchild (1955-57); SN John Fried (1959-61) and Susan Fried; MM3 Charles Gattis (1956-59); GMG3 Joe Griffie (1966-69) and Cathy Griffie; FTG3 John Grimmke (1965-67) and Pam Grimmke; SM1 Karl Hudson (SM3 57-59, SM1 1969); QM1 Bill Kelly (1968-69) and Irene Henning; MSCM Eduardo Jose (TN 1967-69) and Elisa Jose; CDR Jim Kelly (LTjg, 1966-68) and Beverlee Kelly; LTjg Gerald Kitchen (1964-65) and Beverly Kitchen; Mavis Knowles, widow of SFM3 Bob Knowles (1963-64); RM2(SS) John Kraft (SN 1965-67) and Darlene Kraft; MM1 Doug Leland (MM2, 1966-69) and Dorothy Leland; SFP3 Jimmy Loy (1968-69) and Mary Davis; BM2 Dick Martin (1968-69) and Mary Martin; ET1 Ernie Moore (1950-51); SN Bill Obedoza (1960-62) and Grace Obedoza; LT Dick Oliver (Ens, 1968-69) and Natalie Oliver; MM3 Tom Ornazian (1968-69); RD3 Ray Rexroat (1965-67) and Linda Rexroat; Capt. Bob Shenk (LTjg 1965-68) and Paula Shenk; GMG2 John Sarff (1962-66) and Pam Sarff; MM2 Hank Schleider (1967-69); RD1 Charles Shook (1954-57); FT2 Kenneth Shrock (1951-54) and Lavaughna Tolle; MM2 Jim Stromberg (MM3 1966-69); TM3 Bob Trisler (1967-68); MM3 George Young (1962-66) and Cherry Young. **Guests:** Dick and Donna Abbott, Richard and Vickie Browne, Rachel Cain, Nick Caruccio, Taylor Caruccio, Cherie Decker, Jack Eisenbraun, Cecil Fabianski, Jim & Martha Fabianski, Marc Fabianski, Robert Fairchild, Gary and Lori Gattis, Bob and Liz Handzel, Hamilton Hudson, Randy and Patty Libby, Trenton Montrose, Scott and Patti Schulz, David Shook, Jenifer Shook, Emil and Sue Villiger, Paul Villiger, Ken Walz, Lisa Walz, Zack Walz, Tanner Wilcox.

Memorial Service in Nashville, September 2019

BT2 Burney "Red" Allen 1954-57 2/17/19 San Andreas CA; ETR2 Andy Anderson 1965-68 8/29/19 Ft. Mohave AZ; FN Rudolph M. Arellano 1945-46 5/4/18 Bellflower CA; MMCM Claude A. Blackwell (MM3) 1949 5/2/18 Swannanoa NC; SN Ernest Bogan, Jr. 1968-69 2006 LaMarque TX; ME2 Richard C. (Dick) Carbert 1953-57 9/11/19 Wilmar MN; Plankowner TM 1/c Charles R. "Bob" Cashdollar 1944-46 3/18/18 Ft. Wayne IN; RD2 Glenn Wayne Coulter 1961-64 9/24/17 Columbus GA; LTjg Jacob A. "Bud" Dalm, Jr. 1945 5/3/19 Zeeland MI; EN2 Donald R. Dedon 1966-68 2/7/19 Walker LA; Capt. Vidvuds Dekshenieks 1968-69 (LT) 6/10/19 Atlantic Beach FL; SF3 Robert C. "Buddy" Del Greco 1965-68 3/19/19 Quincy MA; RM3 Richard Douglas 1950-53 3/26/19 Ft. Wayne IN; Plankowner GM3 David Floyd 1944-45 5/20/16 Albany NY; GM2 Charles T. Hall 1945 5/17/19 Quincy IL; PN3 Gerald B. "Jerry" Hubble 1956-57 1/15/19 Somerset KY; QMC William R. Huesman 1950-51 9/23/13 Cincinnati OH; BT2 Leroy George Kelson 1955-59 2/25/18 Orem UT SFC Charles N. Lancaster 5/31/19 Zanesville OH; MM3 James S. Masingale 1958-60 6/14/17 Fresno CA; LT Rod Maybee 1951-52 7/1/19 Baton Rouge LA; MMFN Thomas E. Moore 1952-53 3/15/19 Spencer IN; BT2 Richard "Dick" Needham 1966-69 11/26/18 Kooskia ID; SM3 Corbin I. Newell 1961-64 4/10/19 Dayton OH; RM3 John Piloian 1954-55 2/17/18 Longwood FL; GMG3 Ed Shannon 1960-64 7/22/19 Farmington NM; MM2 Lawrence C. "Larry" Shull 1951-55 10/29/18 Ridgecrest CA; FA Dewey E. Stevens 1961-64 7/24/19 Aynor SC; Plankowner QM3 Glenn L. Taylor 1944-45 8/28/18 Roseville CA; LT Harper S. Thomason II 1966-67 June 1987 Little Rock AR; SKC Frank C. Vertz (BMSN) 5/8/09 Chesapeake VA; FT3 John C. Wilson 1951-54 9/26/18 Georgetown TX; BT3 Donald G. "Gene" Wisheart 1950-54 11/9/17 Valdosta GA; DK3 Theodore G. "Woody" Woodward 1951-53 11/7/18 Kerrville TX; RdMSn James R. Young 1946 5/23/18 Shelburne Falls MA; Plankowner MM2 Thomas J. Zorich 1944-45 4/24/13 Cleveland OH

Man Overboard February 19,1957 - Tragedy at Sea

From the August 2013 Hubbard Herald: For the February 2012 Hubbard Herald I wrote a story about the loss of a young Fireman as a man overboard February 19, 1957. After an exhaustive search he was not found. What made it particularly tragic was that his older brother witnessed the

event and the unsuccessful search. The sailor lost was 18-year-old electrician striker Kenneth David Bryant. His brother Richard Earl Bryant, FN, 19, remained on board ship a short time afterwards before being transferred for medical treatment. SH3 Al Eisenbraun (63-67) debated whether we should attempt to locate him. Eventually Al decided to do so. We now know Richard Earl Bryant died August 23, 1998 in Paducah, KY, where the two brothers were from. Al talked to his widow. He was born May 17, 1937. Kenneth was born Dec. 16, 1938. Both reported aboard in 1956. The version that follows is the one I wrote for Tin Can Sailor, where it appeared in the Oct-Nov-Dec 2012 issue.

February 1957 USS HARRY E. HUBBARD (DD-748) was operating in the South China Sea with the carriers USS SHANGRI-LA (CVA-38) and USS BENNINGTON (CVA-20) and the cruiser USS TOLEDO (CA-133). They were screened by destroyers of Destroyer Squadron 13, the Black Cat Squadron. Destroyer Division 132, to which HUBBARD belonged, operated with the SHANGRI-LA, and Destroyer Division 131 with the BENNINGTON, eight destroyers in all. The destroyers included USS O'BRIEN (DD-752), USS WALKE (DD-723), USS ERNEST G. SMALL (DDR-838), USS McKEAN (DDR-784) and USS BLUE (DD-744). During this period of the Cold War the mainland Chinese Communists were intermittently shelling small islands in the Formosa Straits and threatening to invade Taiwan, where Generalissimo Chiang Kai-shek was establishing a rival Chinese government. Foreign policy dictated that the U.S. Navy maintain a strong presence in the area.

Frequent screen changes and flight operations kept the destroyers busy. Water temperature was in the 70's and daytime air temperatures were similar or slightly lower. Seas and winds varied from day to day due to the proximity of mainland Asia. Days were occupied not only with flight ops but other readiness exercises such as firing at drones and of course frequent refuelings as the high speed maneuvering used up destroyer fuel supplies.

February 17 the SHANGRI-LA had a man overboard during daylight flight ops but he was quickly recovered by helo. The next day the ships topped off on fuel from USS HASSAYAMPA (AO-145) and replenished ammo from the USS MT. BAKER (AE-4) in preparation for returning to port at Subic Bay. Early the next morning they passed close to Balintang Island at the entrance to the Philippine Islands.

The morning of February 19 was spent on a gunnery exercise and in the afternoon the destroyers practiced changing course by wheeling. Winds increased from 8 knots in the morning to 18 knots by noon. Sea water temperature was 76 degrees and the afternoon air temperature was 81. Wave height was 4 feet in the afternoon.

At 1432, just after the ship increased speed from 23 to 25 knots, the HUBBARD after lookout reported man overboard port side. The Captain took the conn, changed course to port and slowed to 15 knots, then shifted rudder to right 25 degrees to return down ships track. At 1450 with negative results the ship shifted to a spiral search at 10 knots. At 1546 HUBBARD took station on the starboard beam of USS O'BRIEN at 1500 yards to form a search line. Search continued to 1920, then discontinued due to darkness.

The missing man was quickly identified as FA Kenneth David Bryant, age 19. He and his brother, FA Richard E. Bryant, age 18, had reported aboard in April 1956. There were three men on the fantail when a wave washed over the stern. The sailors saw it coming and dashed for Mount 53 but one did not make it and was caught and slid down the starboard side past the depth charge rack and over the side, according to the recollection of one officer of what was discussed at the time. He still remembers the surviving brother walking back and forth on the 01 deck crying. According to one of the ET's the missing sailor had been sitting on a ready locker when the wave came. He states that a helo from the carrier had just left after delivering mail and returned in time to aid in the search. Another shipmate states it was stormy and the quartermaster observations as recorded in the Deck Log seem to support the idea. All hands manned the railings, with only some of the cooks excused

so they could serve sandwiches on deck to those training their eyes on the seas. Men on the other destroyers also manned the rail. Those on lower decks were in some cases tied to the ship or the ship railings due to danger of being washed overboard.

The Captain held a memorial service the next day. The chaplain on the carrier broadcast a service over the radio circuit linking the ships. The service was recorded and sent to the family. A note in the Plan of the Day for the USS WALKE (DD-723) reads: "A man was lost overboard from the USS Harry E. Hubbard yesterday. . .An important lesson can be learned from this mishap. If you observe a man going overboard at the same time that you sound the cry 'MAN OVERBOARD' (port or starboard side) toss in a life ring, lifejacket, or anything else which will serve both to mark the spot and to provide flotation gear for the man. . ."

Last Days of the HUBBARD - Here's the Straight Scoop

The following is reprinted with minor changes from the June 2002 newsletter.

An email from Peter Lush (STG3, 65-67) prompted a search for details on the fate of USS Harry E. Hubbard (DD-748). Some reports had it sold for scrap, others that it was sunk as a target. Captain Fred S. Adair USN (Ret.) was the last Commanding Officer and has provided his recollections.

"I assumed command 14 May 1969 after returning from in-country Vietnam. Quite a bit of the engineering plant was apart. We were proceeding with reassembly as the ship was transferred to Naval Reserve training ship and our crew was cut by about 45%, which slowed the reassembly process.

"My Hubbard stay was short as we headed to San Diego in the early fall for decommissioning. We tied up at a NavSta pier across from USS St. Paul, also being decommissioned. Decommissioning is not fun and it is a tribute to the crew that they did it in good spirits. We had to dig out 25 years of grunge and put it out on the pier. We made a mound rivaling Mt. Ranier and Hubbard's bow lifted almost of the water with all the stuff that was offloaded. All liquids were offloaded as part of the process. Then lots of cleaning gear after we crawled around in the bilges and the like. Some CDR came over in a shiny black car with white canvas seat covers and lent some solemnity to decommissioning on 17 October 1969.

"Courtesy of Russell Gray [ed. note: DK3 1952-53, died Feb. 7 2017] I have some post decommissioning information. Zidell Explorations, Inc. of Portland OR bid \$241,789.99 for her and was awarded the hulk 7 July 1970. She was in Vallejo at the time. Sometime in the interim she had been towed there. She was then towed by Pacific Tow Boat Co. (for \$9,000) to Astoria Oregon, arriving 13 August 1970. Records indicate work was done by 10 Feb 1971."

Captain Adair (then a CDR) went from Hubbard to USS Mullany DD-528, a Fletcher-class destroyer, as Commanding Officer, along with many officers and crew from Hubbard. He subsequently was promoted to Captain and retired in 1974. He has been a member of our group since some time before 2002 when I published the first newsletter. He attended the 2016 San Diego reunion and the 2012 in Seattle and others. I thought I had somewhere in my newsletter files the Captain's comments on the differences in equipment on the two classes of destroyer but perhaps I am recalling instead an email from him. Readers of this article might want to throw in their two cents recalling the last days of Hubbard.

The surviving brother understandably did not do well thereafter aboard ship. September 9 1957, a little over six months later, he was transferred to a Naval Hospital for treatment and never returned to Hubbard.

Our Reunion History

1989 April 27-29 Cape Girardeau MO
1990 June 7-10 Atlanta GA
1991 June 20-23 Baton Rouge LA
1992 April 16-18 Chicago IL
1993 April 29-May 2 Las Vegas NV
1994 June 9-12 St. Louis MO
1995 May 11-14 Asheville NC
1996 April 18-20 San Diego CA
1997 April 16-19 Chattanooga TN
1998 May 21-23 Tacoma WA
1999 May 20-22 Minneapolis MN
2000 April 5-8 Mobile AL
2001 May 10-12 Omaha NE
2002 May 15-19 Nashville TN 87/81
2003 April 23-27 Houston TX 56/44
2004 April 21-24 Arlington VA 77/68
2005 April 27-30 Ontario CA 68/53
2006 April 26-30 Albuquerque 75/72
2007 April 25-29 Jacksonville 54/42
2008 April 16-20 Baltimore MD 63/54
2009 July 26-31 Green Bay WI 42/43
2010 Oct 7-11 Albuquerque 44/40
2011 May 3-7 Branson MO 40/36
2012 May 16-19 Seattle WA 81/78
2013 May 15-19 Virginia Beach 43/48
2014 May 14-18 Baton Rouge 40/39
2015 May 6-10 Charleston SC 38/50
2016 April 27-May 1 San Diego 76/69
2017 Oct 4-7 Oklahoma City 41/?
2018 Oct 24-28 Newport RI 33/53
2019 Sept 11-15 Nashville TN 38/62
2020 September Milwaukee WI

Notes on Reunions and Reunion History

In a letter to the editor in the Winter 2019 edition of *The Tin Can Sailor* RM3 Jack Joyce writes that the USS *John W. Weeks* (DD-701) has had a reunion every year since 1986. Then he adds that one year the reunion in Myrtle Beach was canceled due to a hurricane. I expected a flurry of letters from DD's in the Spring 2019 issue touting number of continuous reunions. I did not find any and so I have entered a claim on behalf of the USS *Harry E. Hubbard* (DD-748). We have had a reunion every year since 1989 with no misses. We have had three reunion hosts die in the interim before the reunion (2000, 2008, 2019) but have been fortunate that others stepped in to manage the event. We have been lucky also in that our reunions have been mainly in April and May before the onset of hurricane season. A reunion in Albuquerque in October was for the Balloon Festival. In Oklahoma we went for October to avoid tornado season. At the just concluded Nashville reunion we had 38 shipmates and 62 guests. We have 651 shipmates on our mailing list. In 1995 we had 267.

Our organization began when GMG2 John Sarff (1962-66) was talking to some other gunners mates and the idea of getting together for a reunion came up. One advantage they had was that several World War II vets had kept copies of the shipmate address listing they were handed

when they left the ship. Secondly, one of the Korean War cruisebooks actually contained addresses to go with the names. Nonetheless, in the days before internet, it was not easy.

Here is what John wrote me in 2014 about the genesis of the reunion.

“How the reunion came to pass is that I had spoken to several Hubbard shipmates and they showed an interest in holding a reunion. I mentioned to my wife Pam “I wonder why ‘they’ don’t have a reunion?” She said, “Remember, you are ‘they’ and why don’t you have one in Cape Girardeau, Missouri” and that was the beginning. I don’t remember very many of the attendees but there were only four or five from my time on the Hubbard, September 1962 to April 1966. The cost was about \$30 or \$40 and that included two meals and a hospitality room. Several people pulled me aside and said I bought cheap whiskey, and not enough – and I had to agree. Cape Girardeau being a small town does not have many nationally known attractions. We did visit the university, downtown Cape and several old homes. There were no tour buses available so I rented a school bus and we toured on the bus. One lady told me that she always lived too close to her school and had never ridden in a school bus and to ride the bus made her so happy. I do remember the nice folks from Georgia and Mississippi and when they came through Cape Girardeau they would contact me and buy me dinner. Lastly, this was before the internet and we had to contact people by phone. I would contact a Hubbard shipmate and tell them about the reunion and ask if they knew anyone else from the Hubbard. They would say, “Well, I knew so and so and he lived in Atlanta.” I would call information and repeat the process.

“As I planned the reunion, I assumed that several shipmates would attend and that after that it would probably fade away. Little did I realize the emotional impact that the reunion would have on many of the attendees. Most had not seen any shipmates since they left the Hubbard. Many Hubbard men had been under life-threatening situations on other ships and installations. I had no idea that the reunion would have such an impact on people’s lives and bring people together so that they could relive a very important time in their lives.”

Contacts for USS Harry E. Hubbard DD-748 Reunion Association

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Shipmate info: Alvin H. Eisenbraun, 5002 75th Ave NE, Marysville WA 98270-8814
Phone: 360-572-0075 (Pacific TZ) email alvin.eisenbraun@comcast.net

Ship Store: Joyce Davis, PO Box 328, Warroad MN 56763-0328
Phone: 651-295-0012 email jdavis@mncable.net

Executive Board Members

(Alternate) Vern Fairchild, (Chairman) Jim Kelly, (Member) John Kraft, (Vice-chair) Doug Leland, (Member) Russell Miller, (Member) Jim Stromberg. Treasurer Richard Oliver is not a member of the executive board. Alternate treasurer is Doug Leland. We are not publishing the addresses, phone numbers or email addresses of executive board members, due to internet security issues, but if you need to contact any of them send an email to Al Eisenbraun or Richard Oliver and one of them will relay your information.

Our website is: www.dd748.org Also visit us on Facebook or dd748 yahoo groups

Here are some things you can do . . .

1. Plan to attend a reunion. In the reunion listing I show reunion attendance since 2002. The first number is shipmates attending the reunion and the second is the number of guests. In 2002 at the first Nashville reunion we had 87 shipmates and 81 guests. At the 2019 second Nashville reunion we had 38 shipmates and 62 guests. Guests now outnumber shipmates by a wide margin. We have a lot of new shipmates from the late 60's that have yet to attend their first reunion. We need you to keep this thing going.

2. Did you receive a mailed copy of the newsletter? Is your name on the label? Did the Hubbard shipmate pass away? Let us know. We gladly send newsletters to widows and children. However, we need the death info in order to update our memorial pages and crew lists. Widows and/or children of shipmates are welcome to attend. This year we had three widows. Update your address. Return mail costs us money to remail but even worse than that is losing you as a shipmate. Sometimes we are successful in finding you again but often not. If you received this mailing forwarded from your old address, by the time we mail again your forwarding time will have expired and it will be returned to us marked "UTF" - unable to forward. At the age of many of us, we are moving to new locations, to retirement homes - or worse than that, moving in with the kids. Just let us know.

3. Would you like to receive a mailed copy of the newsletter? The mailed copy is larger and contains some information we prefer not to post on the internet. There are shipmates who have asked to be taken off the mailing list. There are some who served on the ship and read the newsletter on this website but prefer that we not have their address. It is your choice. We treat all information about shipmates with respect and communicate the address or other contact information only to bonafide shipmates that are on our roster. We ask that those who have contact information do not abuse it by sending out political, religious or patriotic messages not directly related to the USS Harry E. Hubbard. In the 2020 election year there will be a lot of internet abuses and we do not choose to be in that fray.

4. We need volunteers to host a reunion. We would like to have more out West. If you look at the attendance figures they are bigger for the West Coast. Our roster is heavily weighted for the West Coast. Hubbard spent nearly all of its active years as a West Coast ship. 35% of our shipmates live out west: Arizona 22, California 121, Hawaii 5, Nevada 17, Oregon 23 and Washington 38. After California the next biggest state for shipmates is Texas with 47. Florida ranks 4th with 28.