



October 2021

Shipmates,

There was a long list of names to be read at our memorial service but we made the decision to leave no one out. Each departed shipmate is remembered in the newsletter list and in the memorial service as well as on our memorial pages at our website [www.dd748.org](http://www.dd748.org). . . Two shipmates were left off the memorial list read at the service and they will be remembered next time. They were IC2 Joseph Rey Ling 1962-65 and SH3 Richard Newell 1955-57. . . Al Eisenbraun learned that we had the wrong name and HEH dates for a shipmate on the memorial list read at the reunion and posted on the memorial pages. The correct name and years of service is SD1 Willie L. Jones 1958-61 rather than SD1 William Jones 1966-68. The date and place of death were correct. It was through contact with a family member that Al discovered the error. Both men served in Hubbard, at the same rate, just different times. . . The death of J. T. Hill 9/24/21 reminds me of the numerous things he did for this organization. Besides hosting the Chattanooga reunion in 1997 he had a computer program written to keep track of our roster and mailing list. For labels he used a tractor-fed printer with a cloth inked ribbon and labels that came on a roll instead of a sheet. In lieu of flowers we have made a donation in his name to Tin Can Sailors . . . We provided flowers for the memorial service held for CWO2 Richard M. Schamp (FN, 59-61) in Lake Stevens Washington in July. In the on-line version in color you can see the red, white and blue flowers with the ship name on the white banner. . . Thanks to John and Darlene Kraft for hosting a fantastic reunion, their third time hosting a Hubbard reunion.



### Memorial Services

Our memorial service in Milwaukee was held at the Wisconsin War Memorial overlooking beautiful Lake Michigan and in front of the stunning Milwaukee Art Museum. Chairs were assembled and we gathered in a semi-circle. John Kraft presided. Otto Brock “played” Taps on the electronic bugle. This is a device that looks like a bugle but the sound is actually coming from a recorder within the horn. It is very realistic and Otto made it even more so. There were a lot of names. John Kraft did the reading of the shipmate names and the prayer printed in the memorial program. Otto struck the bell after each name was read aloud. John also read a poem by Edward Jack Smith, brother-in-law of shipmates ETN2 David Leroy Day 1962-66 and the late RD2 Lowell Walker 1964-66. The poem is included elsewhere in this newsletter.

At the end of the ceremony I took the mike to add the name of SN Gerald Eugene Moore 1951-54, the brother of ET1 Ernie Moore 1950-51. Gerald Moore died 2/25/92, before Ernie joined our roster. At the reunion Ernie had a nice picture of the two of them aboard Hubbard. We have now added Gerald to the memorial pages on the website.

I recall other reunions held at or on the water. In Mobile in 2000 we were on the decks of the USS Alabama BB-60. Rear Admiral Roy Hoffmann spoke movingly of the bond that binds shipmates together, the shared experience of hazards faced as young men. In 2009 I remember standing on the narrow topside deck of the diesel submarine USS Cobia SS-245 in Manitowoc WI alongside the Admiral for the memorial service there. The attendees were seated in chairs on the pier facing the sub. For the Seattle reunion in 2012 we held our services in Bremerton on the fantail of USS Turner Joy, DD-951 and in Charleston in 2015 we were on the fantail of the USS Laffey DD-724, a ship much like our own. In

Baton Rouge in 2014 we did not hold our service on USS Kidd DD-661 due to a dispute about fees to do so. In 2007 in Mayport and in 2008 in Annapolis we had the benefit of Naval chapels and chaplains.

### **Milwaukee Reunion Attendees**

Very aware of the current Covid crisis and the hazards and struggles with travel, some shipmates decided not to attend this year. The executive board decided not to postpone a reunion any longer and so we went ahead. The reunion turned out to be a stunning success, primarily because of the outstanding tour guide for our three days of tours. How difficult it is to find someone to host a reunion was made apparent when no one present volunteered to hold the next reunion. The attendees batted around some possible locations without reaching a conclusion. Florida and the Gulf Coast are out for hurricane reasons. Other areas we would like to go to seem to be priced out of range. Boston, for example. Milwaukee proved to be a delight after our original plan to go to Great Lakes was nixed by Covid closure and this led to discussion of other big cities, such as Denver, Detroit or Buffalo. The Black Hills is a possibility. A cruise did not generate much interest. Nor did Branson. We need a location with airport access. In any case we need a host to coordinate with the planner if we use one. We are thankful that Jim Kelly stepped forward to save the day, this time, but what about the following year, 2023?

Nineteen shipmates and ten wives were joined by 26 other family members, both of active members and deceased shipmates. The shipmates were: LTjg Ed Blanchard 1964-67, FT2 Otto Brock 1956-57 and wife Charlene, MM1 Tom Cunningham 1952-55 and wife Ruthe, ICC Dennis Ditsch 1968-69, MEG3 Vern Fairchild 1955-57, SN John Fried 1959-61 and wife Susan, LT Brad Howe 1964-67, host RM2 (SS) John Kraft 1966-67 and wife Darlene, MM1 Doug Leland 1966-69 and wife Dorothy, SK1 Dave Majeski 1967-68 and wife Renae, RD2 Jon Marshall 1961-62 and wife Adele, LT Russ Miller 1965-67 and wife Sherry, ET1 Ernie Moore 1950-51, LT Dick Oliver 1968-69 and wife Natalie, MM3 Tom Ornazian 1968-69, IC2 Endre Schavland 1966-67, RD1 Charles Shook 1954-57, MM2 Jim Stromberg 1966-69 and MM3 George Young 1962-66 and wife Cherry. Charles Shook has attended every reunion beginning with the first in Cape Girardeau in 1989.

Widows attending were: Donna Allen (BT2 Burney Allen 1954-57), Mavis Knowles and daughter Kelly (SFM3 Robert Knowles 1963-64) and Bernadene Smith (EM3 Don Smith 1954-57) and family members Captain Brent and Elaine Smith, Karen Smith and William Smith. Family members of deceased shipmate GMM3 Bob Fabianski 1950-51 attending were Emil and Sue Villager, Scott and Patti Schulz, Eric Schulz and Bob and Liz Handzel.

Other family members attending were Jenifer Shook (daughter of Charles), Ray and Rita Brock (son of Otto and Charlene), Rich and Vicki Browne (daughter of Ernie Moore), Randy and Patty Libby (daughter of Tom and Ruthe Cunningham), Craig and Terrie Hoge (nephew of the Cunninghams) and Erica Majeski (daughter of Dave and Renae). Pamela Meyer attended because of fond memories from when her former husband served aboard in the mid 1960's.

### **Milwaukee Reunion Tours**

The initial intent of the Wisconsin reunion was to attend a recruit graduation ceremony on a Saturday morning at Great Lakes Naval Station in nearby Lake County Illinois. It has been a popular thing for destroyer reunions. After the closure of the San Diego recruit training center, Great Lakes became the only active training site for recruits. With Covid, all visitors were barred and then later it was only immediate relatives of recruits that were allowed on base. So, the focus of tours shifted to Milwaukee.

For the bus tours we had 34 souls on board plus guide and driver. We were blessed to have such a talented and informed tour guide for our three days of tours, Kay Collins. She knew the history of

everything, from the production of beer to the tavern on the corner in a historic neighborhood. Here and there the bus would stop as we uploaded local delicacies. We had paczki Polish pastry from National Bakery, chocolates from Kehr, Usinger sausage, Frigo string cheese, Sprecher root beer in the can, Pabst Blue Ribbon in the bottle, Arty's Brandy Old Fashioneds in the bottle, Kopp's custard and cannolis by Glorios. For the custard there was a choice of flavors and the order was phoned ahead and waiting for us as the bus pulled into the parking lot of the North Shore establishment.

For many of us who went to service school in Great Lakes, Milwaukee was the liberty destination. On the tour Kay talked about buses from Great Lakes. I don't recall them but perhaps a reader does? And how a drug store allowed those who missed the bus to sleep on the floor. The ballroom with Saturday dances was still there. I remember the USO but it might not be the same one. If you have Milwaukee, Chicago, San Diego or Great Lakes memories to share, you can send them to me and I will run them next newsletter. Boot camp, so long ago!

Day one we drove around a bit looking at landmarks and notable buildings before settling at the Harley Davidson museum. I was amazed at the extensive display of all the types and varieties over the years. Next we went to the Lakefront Brewery for a buffet of German food. Wunderbar! We each got four tokens, good for a 6 oz. pour of one of their beers. The barkeep had a heavy hand and each glass had at least 9 oz. Good variety, including some excellent dark beers. I had one token left.



Day two we started with another scenic drive around and then a stop at the home of Captain Frederick Pabst, an elaborate Flemish Renaissance Mansion. By this time Kay had filled our heads with a complete history of Milwaukee beer. Pabst is still produced in Milwaukee in its distinctive bottle and label. Other brands like Schlitz have also been revived. Then we had the German sampler plate lunch at Mader's German restaurant. Kay knew many ethnic restaurants in Milwaukee and pointed them out on our drives. We embarked next on a sightseeing boat for a trip through the downtown rivers and canal and then out into Lake Michigan. Weather was lovely. Lots of new condos on the waterways and surprisingly affordable by St. Petersburg standards. One bit of excitement. A lift bridge blew a motor as we neared returning to our starting point but after a bit of delay the bus came back to pick us up.

Saturday we looked at downtown and the south residential lake shore a bit before stopping at the Milwaukee War Memorial for our memorial service. Details of the service are on page 1. We ate lunch at the Milwaukee Public Market, which is mostly indoors spread over two historic buildings. It was on our driving tour of the north lakeshore that we had our Kopp's custard. Beautiful mansions. Kay not only knew history and prices, she also had some great jokes. We were blessed with wonderful weather and the tours were fine-tuned to avoid the 9/11 memorial ceremonies being held that day around town as well as a big motorcycle rally. Natalie and I had been planning to tour Milwaukee someday but Kay covered it all as far as we are concerned. Though I would go back, if only for the German food and to use my beer token. Hard to fathom but it was sixty years between my visits.

#### **Next Reunion: San Diego September 2022**

At the Milwaukee reunion no one stepped forward to sponsor the next reunion. After the reunion the Executive Board met in a zoom phone conference. Jim Kelly agreed to host the next reunion. It will be Wednesday 21 September through Saturday 24 September 2022 in San Diego. Previous San Diego reunions were April/May 2016 and March 1996. It may be in the same Holiday Inn we used last time.

The details will go out in the next newsletter, likely around June 2022. Also watch for an announcement on Facebook or our website.

The annual Tin Can Sailor reunion will be in Houston Sept 25-29 2022. Some of us may attend both TCS and Hubbard reunions.

### **Donations**

SMSN John F. Byers, Jr. 1958-61; SFP3 Robert R. Chavez 1966-69; EN1 John J. Coffield 1951-55; ICC Dennis Ditsch (IC2) 1968-69; LTjg John P. Duffy 1964-66; CDR Jim Kelly 1966-68; QM1 William F. Kelly 1968-69; Mavis Knowles; BT2 Perry Massey 1967-69; QM2 William H. Pollok 1950-53; IC2 Ernie Schavland 1966-67; MM2 Jim Stromberg 1966-69; Capt. Richard H. Williams (SC) USN Ret. (LT, 1966-67) Note: Includes donations made at reunion

### **Roster Changes**

GMGSN Vernal Eugene Curl 1961-63 Address Change Silver Springs Florida; LTjg John P. Duffy 1964-66 Address change Westerley Rhode Island; RD2 John M. Gaine 1961-64 Address change Augusta Georgia; RM3 Dennis George Haugen 1966-69 Lost contact Elroy Wisconsin; SMSN Ed Hayden 1946-47 Address change Louisville Kentucky; BM2 Leo R. (Dick) Martin 1968-69 Address change Eldon Missouri; SN Carroll E. Miller 1956 Address change Kingman Arizona; ET1 Ernest P. Moore 1950-51 Address change Pompton Plains New Jersey; RD2 Gary Wayne Padgett 1963-66 Address change Ashland Oregon; MM3 Bobby Phillips 1963-66 Address change Waterflow New Mexico; BTFN Jack D. Sherburne 1968-69 Address change Clarksville Iowa; MM3 Joe J. Strunk 1968-69 Address change Sacramento California; MMC Lawrence M. Walatka 1968-69 Address change Newell Pennsylvania; ME3 Kenneth M. Wischmann 1950-54 Address change Deerwood Minnesota

### **Contacts for our Association**

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### **A Memorial Prayer**

The following prayer was written by shipmate QM2 William H. (Bill) Pollok (1950-53) for the reunion. Bill is an ordained minister with a congregation in the Richmond VA area. He previously attended and participated in our Virginia Beach memorial service in 2013. He was unable to attend the 2021 Milwaukee reunion.

Eternal God, whose arm does bind the restless wave, but more so whose Word does promise life eternal — grant now to us your Grace which is sufficient —that Grace which carries us beyond the sorrow and grief which we experience in our humanity. We not only lift our hearts in gratitude for such loving care but we furthermore are grateful that we had had and do have the privilege of serving our

## Passing

Edward Jack Smith  
Poet Laureate of Dorchester County SC

When I think about the things I've done,  
those things that God allowed,  
one memory stands out among the rest,  
of which I am so proud.

The time I spent in the Navy  
on a sleek and gray tin can,  
the courage of every officer  
reflected in every man.

We were a crackerjack crew,  
the best one in the fleet.  
I can still hear General Quarters sound,  
and the running of sailors' feet.

We'd turn our turrets to a target  
and fire a five-inch shell  
so fast the frightened enemy thought  
it came from the mouth of Hell.

We were never too apprehensive  
to sail into Harm's Way,  
and every port gave us respect  
when we sailed into their bay.

I loved the USS Hubbard  
like a man might love his wife.  
It's hard to explain an affection  
that lasts throughout one's life.

Now she is gone, and I too  
have passed into that eternal fog,  
but please remember most graciously  
when you look at my life's log:

We all are battered by our personal storm  
and our fights can take us down.  
If not for the love of those we love  
we all would surely drown.

So when you read my name today  
and bid your last farewells  
know I'm steaming on the Hubbard  
once more on that sea of gentle swells.

This special poem was written by Jack Smith and read by him at the Annapolis Memorial Service in 2008. It was read again at our Milwaukee reunion in 2021.

Golden (EM2) 1962-65 3/26/21 Sioux City Iowa; SK3 James Troy (J.T.) Hill 1950-54 9/24/21 Hixson Tennessee; SD1 Willie L. Jones 1958-61 5/13/84 Los Angeles California; IC2 Joseph Rey Ling 1962-65 7/28/20 Rogers Arkansas; SH3 Richard Scott (Dick) Newell 1955-56 6/13/21 Long Beach California; BT3 Howard Lewis Parkin 1967-69 1/28/19 Yucaipa California; BT3 Sherman C. Pickens 1966-67 4/2/21 Wynnewood Oklahoma

country, the United States of America, as officers and enlisted men of the United States Navy. We therefore believe that we have given a portion of our life to the greatest country in the world. As we acknowledge our concept of greatness, we know in our hearts that true and eternal greatness belongs to you, O God, for you and you alone are not only our creator but also the author and finisher of our faith as stated in your Holy Word. You have made us and not we ourselves. You are the one who has given us the victory, both in time of war as well as in times of peace. Help us to continue to keep our eyes above and beyond the mighty ocean deep and above all to claim the promise of the prophet Isaiah of old, who said "death is swallowed up in victory." Beyond such promise of the Master himself, Jesus our Lord who said "In my father's house are many mansions and I have gone to prepare the way." For it is in His name that we pray. Amen

## A Memorial Poem

The poem on this page was written by Edward Jack Smith, the Poet Laureate of Dorchester County South Carolina, for our memorial service in the Annapolis Naval Chapel during the 2008 Baltimore reunion. Jack is the brother-in-law of shipmate ET2 David Day, 1963-66. Jack served in the Navy as an MT1 aboard three submarine tenders. He is an ordained minister and an English teacher. He wrote two poems specially for the Hubbard crew. If you copy this poem do so in full and credit it to Edward Jack Smith. The other poem, **DD748**, will be reprinted in a future issue.

## Memorial Page Additions

LTjg Ray Noel Beeman, Jr. 1960-62 2/9/21 Jonesborough Tennessee; BMSN John B. Carter, Jr. 1951-53 4/28/21 Morris Georgia; IC3 Thomas Patrick Cavanagh 1964-67 9/24/21 Cerritos California; IC2 (SS) Raymond C. Dennis (IC3) 1951-53 5/15/21 Palm Harbor Florida; EMC Ruskin William

## Memories of a Thanksgiving Past . . . fifty years ago by Dick Newell (SH3, 55-57)

We were part of DesDiv 32, a group of four destroyers on our 1955-56 Westpac cruise patrolling the China Sea. Our 1955 Thanksgiving holiday was anything but normal. The Harry E. Hubbard had been caught in the middle of a typhoon (which is what hurricanes are called in the Pacific Ocean) for many days and we were suffering hour after hour of green water cascading over the bridge. The fresh gray paint that had been applied to our decks days before was being washed off in sheets, turning the steel into rust before our eyes. Life line stanchions near midships were bent over at a 90 degree angle just from the force of the water. The bosun mate and deck crew had rigged extra cables to secure the Captain's gig in tight but for a while even the davits that held it secure seemed to be in jeopardy, particularly when the ship now and then rolled over in excess of 55 degrees. Many of the officers and men were on all fours, heaving their guts out from days of extended sea sickness caused by the relentless pounding, pitching and swaying of the ship as we fought to keep our bow into the seas. One poor Ensign on his first cruise couldn't even keep the soda crackers down and stood his watch walking around the bridge with his own bucket.

Food was certainly not even something to think about on that day as the mess decks had to be secured. Not even the cook could get into the galley as the massive kettles and other equipment were breaking loose and being violently thrown about. Finally, somewhere around midday the storm subsided for a few hours and someone passed the word over the IMC that for those interested, bread - slices of white bread - would be passed out at the entrance to the galley in the port passageway. As I bounced off the bulkhead working my way forward from the safety of the midships passageway I observed one of the cooks standing with several loaves of bread under one arm while using his other arm to wedge himself securely into the hatch.

I took three slices of bread, stuck them into the pocket of my foul weather jacket, said "thanks" and then slowly, using both hands, I worked my way aft bouncing off the bulkheads as I went. Ultimately finding a dry spot topside on the 01 level behind the second stack, I plopped down protected from the spray of water flying past me on both sides. As I sat there and thought about my blessings I looked aft at the huge torrent of water being kicked up from our screws as the ship worked its way slowly through the tumultuous waves created by the typhoon. For a short while I enjoyed the heat radiating from the stack, marveled at the forces of nature and enjoyed with great relish each bite of that bread. Sure there was a little lint on it and perhaps a little tobacco debris mixed in from the bottom of the pocket but there were also a few beams of sunlight starting to filter through the clouds and the world seemed good.

Here it is fifty years later and folks wonder why I walk around with a smile on my face while enjoying each morsel of food. I thank the Lord for my many gifts on this dry, warm and safe holiday.

**Ed. Note:** The passing of Richard Scott (Dick) Newell June 13 2021 prompted me to look through the *Herald* files for this story published in the *Herald* January 1 2006. It was and is one of the finest articles ever printed in these pages and is particularly appropriate as this issue is coming out near Thanksgiving Day 2021. Almost sixteen years later the sentiment he expresses at the end of the article is as timeless as ever. I also found in my files and notes an email he had written about Long Beach. He lived there from 1975 onward, both on a boat and in a high rise on the waterfront. In 2005 he wrote: "The downtown skyline has also changed with many large hotels and super expensive condominium developments now all the way down Ocean Boulevard. Long gone are the old 'locker' clubs, the destroyer bar and others like it and the tattoo shops. Not a single uniform shop or tailor can be found."

**Korean War Article:** In the last newsletter in discussing books I mentioned *Inchon to Wonsan* by James Alexander and this prompted some inquiries about the mining of the USS Walke. In going through the files I discovered a long memoir by a departed shipmate, GMM2 William Hansen. He was aboard 10/16/50 to 1/16/52 and died 5/12/18 age 90. I wrote our Korean War shipmates for their recollections. I have edited the result to fit the two pages I have available. Most recalled the Koreans being aboard but none recalled the "mule train" towing mentioned in the memoir. I have added their recollections to that of our shipmate, William Hansen. I left out the parts about the USS Walke because I had covered it extensively in another article January 2008. If the article jogs any memories let me know.

### **DD-748 in the Korean Conflict - Raiding behind Enemy Lines**

The USS Harry E.HUBBARD, DD-748 was reactivated from the San Diego Group, Pacific Reserve Fleet, Repair Base, San Diego, early in October 1950. The ship had been brought out of mothballs in May

1949 only to be deactivated again in December 1949, a period referred to by Hubbard shipmates as the brief recommissioning. With the preliminaries already accomplished, the second recommissioning went rapidly and the ship departed San Diego in late January 1951 for two months training in Hawaiian waters, then departing Hawaii 8 April for Japan.

In April the ship was on patrol above the 38th parallel near Songjin Korea. GMM2 William Hansen provided this recollection. "During the Korean conflict our ship was called upon at times to patrol the east coast of Korea north of the 38<sup>th</sup> parallel looking for 'targets of opportunity' to harass the enemy. We always had at least one 5-inch mount on duty (loaded and fully manned) . . . and at least one 40mm mount on duty during daylight hours when in forward areas. I remember one day my 40mm mount had the duty and we were told an enemy railroad repair base had been spotted on a narrow beach between two mountains each with a tunnel opening near the base. The ship was making a big circle so we could get a good shot at it and as we came abreast of the base we proceeded in blasting out the piles of rails, ties and a large forge that was near a two-story barracks building. We then swept the 40mm back and forth on the bottom floor of the barracks and with enemy personnel running for the tunnels we dropped the top floor down onto the bottom floor."

USS Hubbard formed part of a destroyer screen around carriers and was the closest ship and first to respond when the USS Walke DD-723 struck a mine and nearly sank in June 1951. That was detailed in a Tin Can Sailor cover story in 2008.

On July 7th the ship returned to the Songjin area, where the ship was in charge of the northernmost bombardment group off the east coast of Korea. For the following few weeks the Hubbard together with ships of the U.S., Britain and Colombia kept the enemy supply lines disrupted and took a healthy toll on other military targets.



In addition to its orthodox naval bombardment operations, the Hubbard had aboard a group of Republic of Korea marines during this period. At the time Hubbard had both a Captain's gig and a motor whale boat (MWB). Each was 20 feet long and operated with a three-man crew: a coxswain, an engineman and a bow hook (line handler). Frankey Stanley made one trip as bow hook before transferring from deck to engineering, finishing his Navy days as BT2. He recalled his trip this way. The MWB took the Korean marines to a point some fifteen to twenty feet from shore and the marines waded the rest of the way. The MWB remained in the area and the crew heard shooting and explosions in the next three to four hours before picking up the marines for the return to the ship. For the return they raised a pole with chicken wire attached to enhance the radar image of the small boat so the crew aboard ship could guide the MWB back to Hubbard.

Engineman Louis Radosevich also made one of the trips in the MWB carrying Marines ashore. On his sortie the raid went off without any gunfire or other activity heard in the boat. He recalls



the radar reflector as being a 3' by 4' metal screen on a pole about ten feet in length and that it was only put up for the return trip back to the destroyer. Neither Louis nor Frankey recall any sampans being



towed by the MWB. The sampans being towed in a "mule train" appear in these pictures taken by William Hansen.

William Hansen recalls at least one raid in which prisoners were brought back to Hubbard and held prisoner in the paint locker. Destroyers do not have brigs for confining prisoners. The prisoners were later transferred to a larger ship for further disposition. He took pictures of the Republic of Korea marines. Other shipmates recall the marines in the chow line, where they ate mainly the rice and passed up the standard Navy chow items the galley produced. EMP3 Tom Sarbeck was happy that none of the Hubbard landing team were involved as he was the crewman assigned to carry the Browning Automatic Rifle (BAR). He had joined the Navy Reserves because he specifically did not want to be an infantryman and hated being assigned as BAR man. EN1 John Coffield trained for boat crew but was not so assigned. The Gunnery Officer, LT Roy Hoffmann (later RADm), states he recalls very little about the Korean Marines other than that they were aboard ship.

When relieved of this duty on July 23, the Hubbard proceeded southward to Wonsan so that the CO of Hubbard, Commander Burris D. Wood, could assume tactical command of the Wonsan bombardment element. Interdiction firing was conducted on an around-the clock schedule. This was necessitated by the enemy attempts to move supplies through the area and also through the use of numerous large caliber guns in the hills surrounding the bay to drive UN forces from Wonsan harbor. Although the Hubbard, fortunately, was never hit by enemy gunfire, repeated near misses were experienced.

William Hansen had this recollection: "As an example we were in a line of ships firing inland when a large gun in the hills above town bracketed us. One shell hit just over us and the next hit the water just short of our ship. We were expecting the next shot to be right down our stack when the gun stopped firing. It seems that one of our carrier-based fighter/bombers had attacked the gun with HE and WP bombs and it had been rolled back into a cave for protection. Not only did we appreciate the carrier planes actions but I'm sure the ships coming along behind us felt safer too. The next day we were again in line firing at Wonsan when we received a radio call for 'any dogs in the area' which meant that a carrier based plane had been hit and had to ditch and wanted to ditch close to an American ship if possible. The plane turned out to be an 'AD' which is a large US Navy single engine, single seat carrier based propeller driven fighter/bomber. I was on watch and was at the helm at this time and the captain ordered me to hit the pilot 'right in the belly button.' The plane had hit the water just ahead of and to the right of our position. We were making about 20 knots and the plane made a big splash when it hit and seconds later as the splash died down the plane had sank and the pilot was on his knees in his rubber raft awaiting pickup. Our deck crew had swung out a large boom from the port side and from it hung a padded inverted mushroom, which almost dragged in the water. Ordinarily you would not want to be that close to a 2250-ton ship moving at that speed, but this was special. I swung the wheel to starboard and lined up on the pilot in the water. We hit the pilot right in the belly button with our



padding mushroom and as we did the pilot closed both arms around the padding and this allowed us to continue away from the area before we could be hit by enemy fire. Later we would return the pilot to his carrier. As we came along side we had a weighing ceremony on the fantail. After our crew had stuffed the pockets of the pilot with nuts, bolts and so forth the weight came out at over 300 pounds. Carriers have ice-cream making machines and destroyers do not. The rule was we got a gallon of ice cream for every pound of returned pilot weight."

On August 8, after completing over a month of shore bombardment, the Hubbard was relieved of this duty and returned to Yokosuka for liberty.

On August 25, the Hubbard, together with the USS Rodgers DDR 876 was selected to accompany the USS Helena CA 75 on a special mission to act as radar picket and lifeguard ship in conjunction with a 30-plane B29 raid on Rachin, a transportation center just a few miles south of the Russian border. During this northern jaunt the ships were only eight miles from the Russian border and 36 miles from the approaches to the large Russian naval base at Vladivostok. William Hansen recalled: "As we approached a MIG 15 flew a large circle around the group but never got close enough to require any action on our part. I watched the raid through the large 16/50 binoculars mounted on the wing bridge. The B29s made one pass south to north and as the smoke died down there was no more Rachin. On the swing southward, this 3-ship task element made brief bombardment visits to Chongjin and Songjin." Note: Place names may be spelled differently on modern maps.

The Hubbard rejoined Task Force 77 until relieved on September 22. Bidding farewell to Korean waters, Hubbard set sail for homeport at Long Beach Ca. via Yokosuka, Midway, and Pearl Harbor arriving home October 1951. Hubbard had sent over 5700 rounds or 190 tons of main battery five-inch ammunition against the enemy. This averaged one shell every eight minutes, 24 hours a day, for the entire period. Hubbard did a second tour that lasted from July 1952 to January 1953. A third Far East deployment from July 1953 to January 1954 was split between patrols off Korea and patrols of the Taiwan Strait to guard against a Chinese invasion of the island of Taiwan and the smaller islands between it and the mainland.