



The Editor's Mailbag

LT Jim Carmody (LTjg, 67-69) is an avid Ham operator (NN50, EI8KB) and would like to hear from shipmates . . . Thanks to information provided by MM2 Jim (Ace) Stromberg (66-69) we have removed FN Gary (Booger) Babb from the Memorial Pages. Ace visited him in Ramona, Oklahoma summer 1995. The death in 1990 was of a different person with the same name. . . Sonarman Teddy E. Hawkins (Taps, Page 4) was electrocuted while the ship was in port Kaohsiung, Taiwan 6/29/62. . . Departed shipmate MM3 Art Starring (50-54) was a founding member of this organization and attended every reunion from 1989 through 2007, when a stroke limited his further attendance . . . Does anyone know if late 60's shipmate IC3 William S. Sorenson is still living in New Zealand? . . . BT3 Adrian Hadley (68-69) is among the new shipmates who found us via Facebook. . . Val Kizer, daughter of the late MM3 Art Moen (Taps, page 4) writes that she would read the newsletter to her Dad. "I shall treasure the stories he used to tell when we would go over the newsletter. Getting that letter was a highlight for him. Thank you for all you do." . . . Complete crew lists for 1964, 1965, 1967, 1968 and 1969 are now available. It appears 1966 is missing from the archives. Less complete lists are available for 1957, 1958, 1959 and 1960 . . . We have encountered a problem but hope to have the 1961, 1962 and 1963 records soon. Stay tuned. . . Al reminds me that destroyers did not have a billet for a tailor but ships usually had somebody who could sew when needed. One such individual was GMG1 Jay L. Pacey (62-66) (Taps, page 4). He had a little laundry press and a sewing machine in a small compartment near the 3-inch guns and did uniform alterations for officers and enlisted alike. . . Our roster continues to expand. Current count is 783. . . We have discovered that we are not getting reports from relatives about deceased shipmates. A reminder that we will keep the next-of-kin and other relatives on the mailing list if they so desire. Let us know. As ever, we do not charge a membership fee or collect dues. One of the few Navy ship reunion groups with that policy.

Dick Oliver

2012 Hubbard Reunion in Seattle Has Lots to See and Do Downtown

The plan-of-the-day crafted by Jim Minard (ET2 66-68) as reunion host for the 2012 Hubbard reunion in Seattle May 16-20 is long on free time and short on those lengthy bus tours we have begun to hate. The location is downtown close to the Space Needle complex. Seattle has great local transportation, fantastic restaurants, beautiful scenery, ultrapure air and water – plenty of everything you love. Jim will even pick you up at the airport in his van. Such a deal. Below is how Jim has it planned day by day.

Dick Oliver, editor

Wednesday, May 16: We will have a 14-passenger shuttle bus (page 3) for our exclusive use – guests planning to arrive at SEATAC Airport call me at (360) 471-9989 as soon as you know your travel plans so I can schedule the runs to the airport. Cost is free but you can help out with the gas money. Please do not call the hotel as they do not run a shuttle. Attendees can also take the Light Rail from SEATAC to Westlake Shopping Mall, then the Monorail to the Space Needle. That would cost about \$5 a person. Or you could take a cab direct for around \$40. I will be happy to pick you up in my van. That goes also for the return trip to the airport Sunday.

Thursday, May 17: Traditionally our tour day but we will be doing tours a-la-carte. You can schedule one, or our shuttle bus will run folks downtown to the world-famous Pike Place Market or the nearby Pioneer Square. The hotel is located 1 block from the Space Needle Complex. Folks can take the monorail to downtown Seattle for \$2.25 (\$1.00 if over 65) and shop, eat or sightsee on your own schedule. Suggestions will be available in the hospitality room.

Friday, May 18: Our annual memorial service honoring our deceased shipmates will be aboard the USS Turner Joy (DD-951) at 1 p.m. To get there we will take the 11:10 ferry from Seattle to Bremerton. Cost is \$7.50 (\$3.75 if over 65) for the ride over – the return is free. We will take donations to cover the ship use fee but the deal includes a tour of the destroyer. There is also a Navy Museum close by. The Lone Sailor Memorial is at the end of the pier, where we will have a Hubbard memorial brick laid this summer. Eating choices close are Anthony's restaurant and a BBQ stand. Catch the ferry back when you feel like it. But don't miss the last liberty boat.

Seattle Plan-of-the-Day (continued from Page 1)

Saturday, May 19: Free time to go back and see the things you didn't have time for Thursday and Friday. The business meeting is at 3 p.m. in the hospitality room. Pre-dinner social hour starts at 6 p.m. with dinner at 7 p.m. Tired of taking your chances ordering a meal ahead of time? Confused by what the heck that chicken is stuffed with? We have a classic Pacific Northwest Buffet. Fresh garden greens with house dressing, homestyle redskin potato salad, Washington apple Waldorf salad, house-made clam chowder, marinated London broil with mushroom bourbon demi-glaze, salmon with a lemon dill cream sauce, scallop potato gratinee, fresh vegetable medley, Washington apple crisp with Vanilla crème anglaise. Price is \$36.72 inclusive of gratuity and tax. Guest speaker or other entertainment has not been arranged as of the newsletter publication.

Sunday, May 20: Check out. Resolve to lose that weight you gained eating great chow. Resolve to stay in touch with all your old shipmates. Put the 2013 reunion in Virginia Beach May 15-19 2013 on your calendar.

Here's your checklist. Don't wait until the last minute – liberal refund policy applies.

- _____ 1. Hotel reservations: Best Western Executive Inn, 200 Taylor Avenue North, Seattle WA 98109 (206) 448-9444 or 1-800-351-9444. It is close to the Space Needle if you are trying to find it on the map. Ask for the Hubbard rate of \$109. That rate is good through 4/11/12. The \$109 does not include tax. Parking is extra.
- _____ 2. If you are flying, let Jim Minard know your flight arrival time, flight number and number of passengers if you want him to pick you up at the airport. Be sure and let him know if the information changes. Phone number and e-mail address below. Or you can mail the info in with your banquet check.
- _____ 3. Send Jim a check for the number of banquet dinners for you and your guest(s). Address below.
- _____ 4. Figure out something for the Silent Auction. If you are flying, you might want to ship it to Jim ahead of time – it's cheaper than paying for extra or overweight baggage.
- _____ 5. While you are rummaging around, locate your Hubbard hat, shirt and nametag and set aside to pack. If you don't have a Hubbard hat or shirt, still time to order from the Hubbard ship store (page 3). We usually sell out whatever stock we bring to the reunion. Let me know if you need a name tag or tags.
- _____ 6. Contact your old buddies from Hubbard days and encourage them to attend.
- _____ 7. We aren't charging a registration fee but you are welcome to include a few extra bucks to help with hospitality room expenses. Even if you aren't coming to the reunion, we will still be happy to get a few dollars to cover the newsletter and other expenses. What other ship organization has enough faith in its shipmates to not charge a membership fee?

Address to send the banquet money is located to the right.

Include your name and guest(s) name(s) as you would like them to appear on the list of attendees distributed to the group.

Jim Minard

Include flight info if you wish to be picked up at the airport (or send later by email if you are not sure at this time) Picture of bus page 3.

3406 Circle Dr

Bremerton WA 98312

Any special requirements, requests or anything else that we can do to make your reunion experience better than ever let us know.

360 471-9989 (cell)

Thanks

Jim & Debbie Minard

email :

jiminard@comcast.net



To the left is a picture of the bus that Jim will use to pick up shipmates at the airport when they come to the Seattle reunion. One of his sidelines is providing transportation for a wedding venue during the summer months. In the photo he has "Hubbard Reunion" in the identification window on the front of the bus.

Alaskan Cruise Information

Several shipmates and wives decided that so long as they were flying all that distance to Seattle it would be a good time to book an Alaskan cruise since many of them sail from Seattle. Al Eisenbraun looked into it and made arrangements with Admiral Cruises to reserve some cabins at a special price. The cruise leaves from downtown Seattle as the Hubbard reunion concludes Sunday 20 May and returns to Seattle a week later, 27 May. The ship is the Holland America Line MS Oosterdam. It makes stops in Juneau, Sitka and Ketchikan Alaska and a stop in Victoria, British Columbia. It also visits Tracy Arm Fjord in Alaska for views of the Sawyer glaciers. As of the newsletter we had 30 cabins booked by shipmates and guests.

Prices begin at \$849 for an inside cabin to \$1449 for a verandah stateroom. The website for Admiral Cruises is: www.admiralcruises.com Their email address is cruises@admiralcruises.com Phone is (425) 644-7447, 1-800-659-3360

Dick Oliver

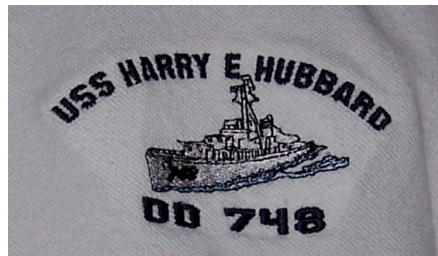
P.S. Didn't have room for it on the other pages but Al wanted to mention that the Boeing Museum is about five miles from the hotel. Also, he says, "Another thing to think about is the City Pass. Not sure how much, but a Winter pass was \$59 to see all the attractions."

<http://www.citypass.com/seattle>

Hubbard Ship Store

Still available is the white polo shirt with blue edging on sleeves and collar with logo in blue/gray. It has no pocket. It is available in both Ladies and Men versions, please specify. Priced by size: S \$25, M & L \$26, XL \$27 and 2XL \$28. T-shirts are \$16 for S M L & XL, \$17 for 2XL and \$18 for 3XL.

Sweatshirts are special ordered in gray, white or Navy. Crew prices (no hood): S M L XL \$30, 2XL \$31 and 3XL \$32. Hoodie prices are \$5 extra over crew prices quoted.



Both feature the Hubbard logo shown here.

Blue baseball caps with hard front are \$16

Blue baseball caps with soft front are \$12.

License plate holders are white plastic with ship name and DD-748 in blue and red/white/blue flags. Cutouts at top for display of renewal decals. \$3

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

Joyce Davis/Renneker

P. O. Box 328,

Warroad MN 56763-0328

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Taps

Plankowners, WWII: FCC William P. **Beal**, Clifford G. **Bengtson**, Charles F. **Buennagel**, John E. **Cobb**, SN John L. **Crafts** 5/10/11, RM3 Merle J. **Kruse**, James S. **Keeley**, WT1 Otis R. **Kyle**, MM1 Ralph E. **Linzie** 11/1/11, BM3 Edward P. **McDonough**, LTJg George W. **McIntyre**, FTC Kenneth R. **Pollock**, Peter **Pradon** 10/8/10, QMCS Wesley **Quaid**, MM2 William T. **Reynolds**, YNSN Frank A. **Riley** 9/16/10, BT2 Severin P. **Stankowski** 8/17/11, FC2 Albert A. **Villastrigo**, RM3 James W. **Welden** 11/29/10

Korean Conflict: CS1 Richard A. **Andries** 8/7/11, QM1 Alvin L. **Bells** 2/12/10, Leroy C. **Burnett** 11/2/11, YN3 Francis B. **Butcher**, FN George E. **Byon**, SN Richard P. **Dalton**, BM1 Jack R. **Franklin** 2/10/10, EM2 Robert M. **Gill** 5/25/10, BTFN James Roland **Gordon**, FN Kenneth G. **Herrmann**, GMM1 Howard H. **Hudson**, Harvey J. **McCurry** 1/16/11, MM3 Arthur H. **Moen** 5/22/10, GMM3 Elmer D. **Norman**, MR2 Ralph R. **Rader**, GM2 Lewis **Schoening**, BT2 Stanley B. **Seefried** 5/4/11, EM2 George C. **Selligman** 5/11/11, BT3 Luther L. **Shuler**, MM3 Art **Starring** 7/29/11, SO1 Lewis J. **Trammell, Jr.**, FN Parney L. **Williams**, MMC Allen J. **Zickrick**

YNC David M. L. **Alchin** (68-69) 3/11/11, MM3 Wade Monroe **Anders**, SH1 David T. **Bedell** (55-56) 3/21/11, BM3 Richard J. **Berninger** (58-60), MM1 Jesse L. **Blodgett** (64-66), BT3 John P. **Blow** (68-69) 4/17/10, MR1 Frederick C. **Brenenstuh**, Jr. (1964), RM2 Jimmy L. **Broady** (63-65), RM3 Danny Kaye **Brown** (65-66), SN Orville Eugene **Burns** (65-67), SN Ray B. **Canfield, Jr.** (55-58), RD2 William T. (Bill) **Cleverdon** (55-59), MEC/SFC David H. **Click** (57-58), DCC Alfred L. **Combost** (1967), SN Neal A. **Corney** (66-68), EM3 Paul R. **Cottle** (55-57), BT3 Jesse L. **Cravin** (56-58), SKC Mike **Cubbage** (62-65) 7/28/11, BT1 Daryl W. **Dayton** (65-66), LTJg Charles R. **Dedrickson** (55-57), MMCS Orval **Delaurier** (61-65), SH3 Maurice **Dunn** (56-62) 4/21/11, BM3 Jerry F. **Engledow** (1964), MM2 Willodene R. **Exum, Jr.** (63-66) 12/19/10, FN Michael Thomas **Fox** (65-67), BT3 Roy M. **Gabehart** (56-59) 9/4/11, MMFN Claude G. **Gosney** (56-57), MM3 Ira G. **Gotcher** (57-59), SN Carl E. **Gott** (59-60) 5/14/11, SF1 Cassie D. **Graham** (59-61), FTL3 Gene W. **Grigsby** (59-?), SN Merrill (Dan) **Grigsby** (58-60) 12/6/11, SOGSN Teddy E. **Hawkins** (60-62), HN Duane Dale **Heike** (61-65), GMG2 Clayton R. **Hofstad** (66-67), BM3 Charles A. **Houser** (55-57), QMSN Billy Ray **Hudlin** (57-59) 8/11/11, BM2 Marvin D. **Hunt** (58-59) 3/2/11, SN Gary Frank **Inkman** (1965), BT2 Edward L. **Jansen** (57-61), FTG3 Gary **Jenkinson** (68-69) 2/6/11, SHL3 Lafrinza **Johnson** (63-66), SN Robert L. **Joyce** (60-62), SN Alvin **Karlinsky** (57-58), MMC Buddy N. **Kell** (64-65), BT2 Norbert L. **Killday** (59-63), GMG2 Walter T. **Klein, Jr.** (63-64), Roger A. **Knight** (1966) 1/1/11, FN Lyle V. **Kofford** (57-59), MM1 Donald M. **Kuh** (59-60), RMSN Robert J. **Leonard** (1949), FT1 Roy R. **Leavitt** (58-59), BMC Henry W. (John) **Liles** (60-62), GM2 Joseph R. **Lirette** (61-64), SD2 Antonio F. **Lope** (?-1964), FTC Floyd W. **McFarland** (55-58), SMC John W. **Meyers** (66-67) 8/7/11, MMC Miles J. **Michael, Jr.** (57-61), SH1 Feliciano Aquino (Homey) **Mislang** (62-66), GMG2 Robert C. **Monkman** (63-65), SN Wayne R. **Morehouse** (59-61), SF1 Aubrey B. **Nall** (57-58), YN3 Thomas J. **Neely** (1959), EN3 David E. **Neumann** (SN, 57-58), TM3 Eric William **Neuner** (61-66), CS2 Louis **Norcisa** (60-61), GMG1 Jay L. **Paceley** (62-66), GMG3 Danial Ray **Phipps** (65-69), SA Melvin LeRoy **Savage** (1963), MM1 Walter P. **Schneider** (56-60), SN Ivan L. **Standefer** (1960-?), SN William D. **Standefer** (58-60) 11/9/10, MM3 Jerry R. **Stevens** (68-69), EM2 Harry M. **Thigpen, Jr.** (63-66), MM2 James M. **Torkelson** (61-64) 10/24/11, SN Ronald L. **Vanderwoude** (56-59), BM1 Ralph W. **Vinson** (68-69), ETC Rupert W. **Vinson** (ETN2, 68-69), FTG1 Porter J. **Ward** (60-62), SH1 Maylon Keith **Whitehurst** (1966-69), FN Crawford L. **Worthington** (61-64) 3/4/10, SK1 Chester J. **Zezula** (1960 - ?)

The names of our departed shipmates are posted on the Memorial Pages on our main website (www.dd748.org) and are then read at the Memorial Ceremony during the next annual reunion. The website is maintained by Al Eisenbraun (SH3 63-67). Our newsletter is also posted on the website. www.hubbarddd748.com is the website set up by Bob Tate (PN1 58-59) with input from Gary Bowles (RM2 64-66). It features pictures of reunions from past years.

The larger than usual listing of deceased shipmates is due to two things. As Al has been tracking down shipmates, a number of them turn out to have died prior to the search. We add them to the Memorial Pages and list them here for the information of those who do not have computers. Second, we have been conducting a review of our mailing list and it turns out that some of our shipmates died in the last several years. The dates are shown only for those who died in 2010 or 2011. Full information is on the website cited above. Names are not repeated in subsequent newsletters after the initial posting.

Welcome Aboard

MM3 Charles **Arnoldussen** (62-66) Appleton, WI; GMG1 Ranold R. **Beck** (GMG3, 59-60) Sparks NV; EM2 Dennis O. **Beckett** (64-66) Grand Junction CO; SN Stephen J. **Behun** (65-67) Palmerton PA; BTFN Phillip A. **Benker** (64-66) San Mateo CA; STG2 Melvin G. **Bingell** (STG3, 64-65) Waleska GA; LCDR Donald O. **Boling** (BT3, 63-65) Asheboro NC; MM1 Clayton F. **Borchers** (FN, 58-59) Sun City West AZ; YNCM Wilbur L. (Will) **Brotton** (YN1, 59-60) Mesa AZ; RM2 C. E. (Pete) **Burrington** (63-64) Derby VT; SMSN John F. **Byers** (58-61) Glen Allen VA; SM3 Aurelio M. **Campensa** (SMSN, 56-57) Euclid OH; IC3 Tom **Cavanagh** (64-67) San Bernardino CA; SOG3 Kenneth N. **Chase** (63-64) Spencer, WV; MM3 Ridley R. **Clifton** (FN, 68-69) Mason TN; TM1 Lindsey C. **Colbert** (TM2, 66-67) Beaumont TX; CS2 John C. (J.C.) **Coles** (65-67) Omaha NE; CSSN Rex P. **Cope** (64-65) Rancho Cucamonga CA; BT2 Chris Lee **Corpe** (63-66) Tucson AZ; BT1 Roy O. **Cothran** (1967) Moss Point MS; RD2 Glenn Wayne **Coulter** (61-64) Columbus, GA; FN Donald E. **Cully, Jr.** (68-69) Shawnee KS; Capt. Carl N. **Danitschek** (MC) (LTjg, 59-60) Waynesville NC; EMC Raymond L. **Darby** (EM3, 63-65) Henderson NV; MM3 Dennis G. **Dastrup** (59-62, 63-66) West Jordan UT; MR3 Carl M. **De Pooter** (63-64) Rock Island IL; SA Michael E. **Dibiase** (65-66) Wickliffe OH; BT2 Lawrence R. **Durlin** (FN, 59-60) Auxvasse MO; BT1 Larry K. **Echols** (BT3, 64-66) Washore Valley NV; MMC Benigno (Beni) **Ecija** (MM3, 65-67) Oceanside CA; CS3 Joseph E. **Ferro** (56-58) Sandy UT; SM1 Elvin **Foster** (63-65) San Diego CA; LCDR Tony **Froemel** (FTG2, 63-65) Gulf Breeze FL; ENC Isavel A. **Garza** (63-66) San Diego CA; GMCM Milo C. (Frosty) **Gjerdahl** (GMCS, 1965) Las Vegas NV; RD3 Clifford T. **Gosney** (56-57) Sparta WI; EM3 Alfred L. **Granzella** (60-61) Ft. Mohave AZ; EM2 Garrison K. **Grewell** (63-64) Thornton CO; SD1 Manolito T. **Grospe** (TN, 60-63) San Jose CA; RM2 Walter **Guerriero** (65-67) Forked River NJ; BT3 Adrian **Hadley** (FN, 68-69) Saucier MS; BTCS Bernard E. **Hartman** (BT1, 63-66) El Cajon CA; ETC Wayne E. **Hasty** (56-57) Moorpark CA; SK3 Rory Shane **Hayes** (68-69) Lynwood WA; SKCS Donald O. **Hildner** (66-68) Santa Clara UT; SOG2 Harold M. **Hoffmeister, Jr.** (59-61) Marshall TX; SN Frankie Jack **Hull** (65-67) Fredonia KS; IC3 Marshall R. **Inabinette, Sr.** (58-61) Vancleave MS; RD3 Michael J. **Irvine** (1967) Santee CA; BT3 Phillip E. **Kearney** (54-57) Grosse Isle MI; RM3 Herbert L. **Keeling** (59-61) Prescott AZ; GMSN Carlton N. **Kennon** (56-57) Amarillo TX; BTCM Benjamin A. **Kolas, Jr.** (BT3, 64-65) Galatia, KS; SFPFN David H. **Krouse** (58-62) Bossier City LA; LT Robert E. (Bob) **Kunkle** (LTjg, 60-63) Dallas TX; BT1 George V. **Kuntz** (BT3, 63-65) Roseburg OR; BTSN Arnold L. **Legler** (63-67) San Rafael, CA; 3 Vernon L. **Leible** (59-62) Cape Girardeau MI; YN2 Richard J. **Leonard** (54-55) Salt Lake City UT; RMSN Gerald D. **Lohman** (57-58) Patterson CA; MM3 James S. **Masingale** (58-60) Fresno CA; SFM3 Robert E. (Mac) **McAndrews** (57-59) Encintas CA; SN Theodore M. **McArthur** (59-61) Dacono CO; RMC Garrett (Ed) **Meadows** (RM1, 61-64) Kerrville TX; LTjg James H. **Miller** (59-61) Minnetonka MN; GM3 Leroy N. **Montoya** (SN, 60-61) Oregon City OR; MM3 Gary D. **Mullin** (63-67) Wichita KS; EN3 Glen H. **Nathan** (SN, 59-61) Bossier City LA; SM3 Corbin I. **Newell** (61-64) Dayton OH; SA Denver L. **Nimmo** (62-64) Tulsa OK; PC3 James S. **Nordin** (SN, 65-66) Boise ID; LTjg Douglas G. **Olsen** (63-65) Pewaukee WI; BT3 Howard L. **Parkin** (67-69) Yucaipa CA; MM3 Robert C. (Bobby) **Phillips** (63-66) Farmington NM; LTjg James E. **Prock** (57-60) Palm Desert CA; RD3 Mario **Ramirez, Jr.** (63-66) League City TX; RD2 Robert D. **Reaber** (58-61) Garden Grove CA; BM1 John D. **Reitz** (59-62) Pleasanton NE; Capt. Grahame P. **Richards** (LTjg, 59-62) Ambler PA; IC2 Endre (Andy) **Schavland** (66-67) Rockford, IL; MM2 Arthur J. **Sidoff** (61-64) West Allis WI; CDR John R. **Siemer** (LTjg 62-64) Crossville TN; BTFN Arthur (Whitey) **Stout** (68-69) Gillette WY; BT1 Orlo E. **Sturdevant** (66-67) Chino, CA; RD3 Melvin (Ken) **Trimble** (61-64) West Lafayette IN; HN Charles A. **Turturici** (60-62) Frisco TX; BTFN Edward L. **Tyree** (63-65) Rustburg VA; MM1 Jimmy **Winstead** (65-69) Georgetown IN; PC3 Kurt M. **Wolfe** (66-67) Fresno CA; RM2 Boyd D. **Wood** (63-64) Lenore ID; EM2 Thomas T. **Woodcock** (EMFN 66-67) Smyrna TN; FN Donald R. **Yule** (58-59) Citrus Heights, CA

Locate a shipmate, get a roster of men you served with, ask about a buddy?

Contact:

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Thanks to the following for recent donations to the research fund and/or the newsletter: GM3 Billy Denham (54-57), LTjg Blaine Huntsman (58-61), MM2 Charles B. Jenkins (52-55), FCS3 Don Lorimer (50-51), PC3 Jim Nordin (SN, 65-66), SKC Elliott Stuart (57-59), and GM3 C. Burl Wells (51-54)

Man Overboard, February 19 1957 - Tragedy at Sea

Page 6

February 1957 USS Harry E. Hubbard (DD-748) operated in and about the South China Sea with the carriers USS Shangri-La (CVA-38) and USS Bennington (CVA-20) and the cruiser USS Toledo (CA-133). The eight destroyers of Destroyer Squadron 13, the Black Cat Squadron, provided screen and plane guard duties. Destroyer Division 132, to which Hubbard belonged, operated with the Shangri-La and Destroyer Division 131 with the Bennington. Around this time the mainland Chinese communists were intermittently shelling Quemoy and Matsu, small islands the China coast, and threatening to invade Taiwan, where Chiang Kai-shek was establishing a rival Chinese government.

Frequent screen changes and flight operations kept the four Hubbard OOD's on their toes. These were LTjg Charles Ulrich, LTjg Charles Dedrickson, LTjg John White and LTjg Terry Ziemann. CO was CDR Calvert B. Gill and XO was LCDR Harley G. Leland. Water temperature was in the 70's and daytime air temperatures were similar. Seas and winds varied from day to day due to the proximity to mainland Asia. Days were occupied not only with flight ops but exercises such as firing at drones and of course frequent refueling 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 and replenished ammo from the USS Mt. Baker in preparation for returning to port at Subic Bay or visiting Hong Kong. Early the next morning Hubbard passed close to Balintang Island at the entrance to the Luzon Straits.

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 at noon. Sea water temperature was 76 degrees and the afternoon air temperature was 81. Wave height was 4 feet.

At 1432, just after the ship increased speed from 23 to 25 knots, the aft lookout reported man overboard port side. The Captain took the conn, changed course to port and slowed to 15 knots, then shifted rudder 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 was discontinued due to darkness.

Muster on station identified the missing man as FA Kenneth David Bryant. He and his brother, FA Richard E. Bryant, had reported aboard in 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 side past the depth charge rack and over the side, according to Charlie Ulrich's recollection of what he was told at the time. Charlie still remembers the surviving brother walking back and forth on the 01 deck crying. Some sailors were under the impression that the brothers were twins. According to Billy Parker (ET1, 54-57) 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. BMSN Leon Rowan (56-59) writes that he was painting back on the fantail and saw the sailor stretched out on a depth charge rack. As the ship increased speed, Leon hollered at the man. As Leon moved up to the 01 deck the ship had started to turn and he thinks that is what brought a big wave across the fantail. One shipmate recalls it was stormy and the quartermaster observations as recorded in the Deck Log seem to support the observation. All hands not on watch manned the railings, with some of the cooks excused in order to serve sandwiches on deck to those training their eyes on the seas. Other destroyers also manned the rail. Those on lower decks were in some cases tied to the ship or the ship railings. As Jim Woods (ET2, 56-57) notes, the water was so choppy that the missing man might have been one wave away and not seen.

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, according to Billy Parker. MM1 Don Fussell (63-68) was at that time on the USS Walke (DD-723) and saved the Plan of the Day that mentions the Hubbard man overboard. His inquiry to me initiated the requests for info that turned up these crew reports. Deck logs from National Archives were also used.

The surviving brother found it difficult remaining 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. *Dick Oliver*

Memories . . . is our most popular feature. This edition we expand to two full pages.

GM3 Caleb Wells (51-54) sent in the poem in the column to the right. In the last issue the editor asked the question, who is Humphrey? A number of shipmates responded. Arthur Ray Humphrey was a Steward aboard Hubbard. When the shipboard newspaper *Tars and Gripes* was started by **YN3 Bruce Kellner (51-52)** and **YN3 Jim Harrigan (51-53)** shipmate Humphrey became a regular contributor of a column of verse under the heading "Humphrey Says." He was a career Navyman in his 40's at the time and is likely deceased now but we are attempting to find out more via possible relatives in Texas. The newspaper name is a takeoff on the name of the official Navy newspaper *Stars and Stripes*. The Hubbard paper included the latest shipboard gossip, jokes, poems, division scuttlebutt, cartoons, a note from the chaplain, a pin-up girl, a calendar, a comic strip and movie reviews. More info and perhaps more of the columns -- depends on input from you, the Reader.

SH3 Al Eisenbraun (63-67): I replaced SH1 Feliciano Mislang (Taps, page 4) as barber on the ship in January 1966 when he was ready for discharge. Recently when I was trying to locate him I talked to his daughter. I told her he called everyone Homey and she said he did that at home also. She asked me what it meant but I didn't have a clue either. His nickname aboard ship was Homey. He had told me when he came aboard that he had a five-year-old daughter and a son. This was the daughter I was talking to. She said she was born in 1961.

RD3 Mario Ramirez (63-66): Once I got discharged, July 1966, the plan was to ride back to San Antonio on my motorcycle. Hiram Walker (RD2 Lowell Walker, 64-66) and I bought some Hondas when in Hong Kong and had them shipped to Long Beach. My plan was to take my time on the way home, visit the border towns along the way and enjoy life. However, once I left California, all I wanted to do was to get home, so I bypassed all the border towns, drove straight to San Antonio. I was one tired puppy when I rolled in about 3 AM. Once in San Antonio I stayed with my folks, went to college under the GI Bill, got an associates degree and worked for the Air Force repairing electronic test equipment. I got married in June 1969. I finished college going to night school and got my Bachelor in 1975. In 1976 I got a promotion but had to move to Wright Patterson AFB in Dayton, Ohio. Traveling with four kids we were welcomed by the Blizzard of 1978. After 12 years there I was able to move to Houston with the Air Force, working at the Space Center. I'm retired now but still doing logistics work, now for Boeing in Houston. Will be retired again by the time I see everybody in Seattle.

Humphrey Says

The story I am about to tell is sad but true,
 Not about the USS Cunningham, Evans or the Blue.
 It was the fateful morning June 12 1951
 When Task Force 77 was making its early run.
 Tuesday was the gloomy day, 0745 the time
 When the USS Walke was hit by a mine.
 Disaster had struck; ten injured, twenty six dead.
 Like hell'd broke loose in Georgia, the Captain said.
 Old DD-723 was the skipper's joy and pride,
 But had been crippled with a hole in her side.
 Smoke filled the sky, black oil on the sea.
 Men helpless dying praying Lord have mercy on me.
 You could see sad faces wailing furious full of sorrow,
 Thinking of the saying, here today, gone tomorrow.
 The mighty Hubbard was the first ship to her side.
 We cleared the spot from where the mine was laid.
 The fleet had high regard for Captain Wood.
 Just leave it to him and he will deliver the goods.
 We carried the mail, delivered some bodies too.
 Oh what a day for human being to live through,
 But they have to give credit where credit is due.
 And that's to the Hubbard and the entire crew.
 We're the big four - O'Brien, Hubbard, Walke, Brown.
 Thank the Almighty the Walke didn't go down.
 And may the old four soon be back together again
 Because we the people still have a war to win.

Richard E. Oliver, Editor Hubbard Herald

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Memories . . . Send in a recollection of your time on the Hubbard, or an update on what you've been doing. We will print all for which we have room, editing as necessary. Don't worry about grammar or spelling.

STCM Fred Smith (STG2, 66-67) In the Sonar Shack we maintained a constant vigilance for patrolling submarines and the depth charges, hedgehogs and torpedoes were generally kept in a ready state. In rough seas you had to hold tight to the grip rails on the "Sonar Stack" and being up forward we were thrown around quite a bit. When on operation Sea Dragon, I was on the stack and monitored the water for shells coming at us from howitzers on the cliffs. Cruisers USS Boston (CA-69) and USS Canberra (CA-70) were standing off, ready to unleash some awesome 8" gun firepower on the jungle-covered cliffside. Captain Bush was on the bridge of the Hubbard when he took the conn and gave a rudder order that spared our ship from taking a hit. When the smoke cleared the decks of the "Fastest Gun in the West" and we were out of the hazardous area, I went back to the fantail to check out our BT winch and depth charges, and Captain Bush was there as well. I recall him picking up a piece of shrapnel and placing it in one of the clear plastic bottles issued by sickbay. He said shells were detonating all around us. That was a white knuckle engagement that I will never forget.

GMSN Artie Durant (66-68) I reported aboard in October of 1966 along with Dennis Strach. We both came from boot in Great Lakes and it was a nice change from the cold weather. The day we reported the ship just pulled in and the Chief Gunners Mate was the OOD. Dennis & I told him we were GM strikers. He immediately took us from First Division and placed us in Second Division. During this time we met Jim Branson and Dorman Kompsi. We got to be friends with some guys from Arkansas. On weekends a bunch of us would go up to Jim Branson's place in Midpines, California. Not too many sailors up there! I think Dorman was dating Jim's sister. He used to talk about selling shellac manure to tourists in Michigan. One morning we were treated to squirrel and eggs from their garden. I wasn't told it was squirrel until after we ate it. Being a city slicker it was the first time to eat squirrel. Can't say I didn't like it! I left Hubbard in April or May of 1968. I reported to the USS Gearing DD-710 out of Newport, RI. On Hubbard I experienced many Great Times. If I had to go back to those times I would do so in a heartbeat. I should mention Rick Dias, a fellow New Bedford MA resident on board. He gave Dennis and me a tour of Long Beach Naval Base.

RD2 Henry Luna, Jr. (63-66) I remember the Harbor defense mission in Danang where we would anchor in the harbor during the day and patrol the entrance to same at night. I do not recall tying up to the pier there, but I could be wrong. In reference to Nha Trang, the briefing was for a shore bomb mission to shell Viet Cong that were digging trenches along an inlet or cove that we steamed into at night. I recall the ship going in darkened ship, firing star shells for the spotter and VT FRAG using flashless powder at the target. I don't recall who the radarmen and the officer were that met with the South Vietnamese. The only place I remember tying up to a pier besides Subic was in Apra Harbor, Guam, to refuel on the way back to CONUS.

SN Earl Lynch (51-52) I was on board in 1951 when we operated offshore Korea and visited Japan. I will always remember the Walke incident. It was a foggy morning and my bunk was at the area on our ship the same as where Walke was hit. I was detached when we returned to Long Beach and was sent to the hospital in San Diego for Hospital Corpsman school. From there I was sent back to Korea and served on a hospital ship. When it was returning to the U.S. I was dropped off at Yokosuka Naval Hospital for my remaining 18 months of service. I am 79+ now and have some disabilities that keep me from attending the reunions but still have fond memories of my time aboard.

QM1 Bill Kelly (68-69) It was our last tour on the Gun Line late December 1968 around Phan Thiet South Vietnam when Captain McCoy called me to the bridge. The navigator and I were standing port and starboard watches and I was supposed to be off. It seems we received a call for gunfire support that was at the max range of our guns and the CO wanted to close the beach to reach as far inland as possible. The navigator was the JOOD with the Captain having the conn. He brought the ship bow on to the beach within about fifty yards of shore. It was around 10 or 11 at night and we relied heavily on radar and fathometer for navigation. I'm not sure how many gunners mates and boatswains mates were of the fo'c'sle with M1s and machine guns but there were quite a few. After we completed the gunfire and cleared the area to deeper and safer waters it dawned on me the risk in closing the beach and maybe running aground and possibly damaging the sonar dome.

What's Next: 1. I am digesting all the stories sent in about how far a destroyer can roll and survive, and the stories that swear HEH did more than that. 2. I am in receipt of two excellent stories from LT Rob Kunkle (60-63). One involves a whale. The other is about a legendary mount captain, GM1 Ralph S. Batson.