

Edition of August 2012



## The Editor's Mailbag

Capt. Arne Soderman (LTjg 66-68) reports that he cruised past Hon Matt Island on his recent cruise to Southeast Asia and also went up the Saigon River to Ho Chi Minh City. . . There are 462 e-mail addresses in the Yahoo groups for DD-748. This is one of the main ways we pass information in between the publication of the newsletters. If you are not in it, you might want to be. Contact Gary Bowles (RM2 64-66): [Medford.gary@gmail.com](mailto:Medford.gary@gmail.com). . . Thanks to the following for recent donations to either the newsletter or the muster rolls research project: SN John F. Byers (58-61), Eloise Drummond, CS2 Robert Hannaford (50-51), SN Larry Lowe (57-59), BT2 Perry Massey (67-69) and SKC Elliott Stuart (57-59). We are now working on 1944-46 and will post the results on our website. . . Our radio experts are RM2 Bill Harner (RMSN 1949), ET2 David Day (62-66) and LT Jim Carmody (LTjg, 67-69)(NN50, E18KB). The destroyer radio net is 14.255 @ 2000Z. Contact one of these guys if you have ham or short wave radio questions. . . The Spratley and Paracels island atoll groups in the South China Sea are claimed by several countries and have been in the news lately. Hubbard sailed close to them occasionally, as some of you may recall. . . The Navy no longer mails the retiree publication *Shift Colors*. Instead you are expected to receive it by e-mail. To get on the mailing list send an email to [Mil\\_ShiftColors@navy.mil](mailto:Mil_ShiftColors@navy.mil) Anyone can view the current issue at <http://www.shiftcolors.navy.mil>. . . I keep having more material than I can fit into a newsletter and hate to leave good stuff out. We are limited to eight pages for the printed version in order to mail at the standard rate of 45 cents but have no such restriction on our website. So, this time the website version is longer and besides that it is in color with links to websites. . . We continue to try to deliver as many Hubbard Heralds as possible by having the shipmates go to our website [www.dd748.org](http://www.dd748.org) to read the newsletter. If you do so, email me at my email address [dd748@mac.com](mailto:dd748@mac.com) so I can take you off the postal mailing list. If I don't hear from you I will mail you the next newsletter, having vowed to leave no shipmate behind. So let me hear from you. We not only save the postage but also the printing cost, which together amount to about a dollar per copy. If you are receiving a printed copy we would appreciate a donation to help cover costs. Thanks. *Dick Oliver*

## Shipmates Shift to East Coast for a 2013 Reunion in Virginia Beach

At the Seattle reunion May 16-19 2012, 81 shipmates and 74 guests enjoyed exploring the city on their own -- no big bus tours. The reunion hotel was conveniently located in the heart of the city. The turnout for the memorial service on USS Turner Joy (DD-961) was 130. Coverage of the Seattle reunion begins on page 3.

Virginia Beach May 15-19 2013 will be another Navy town to look at gray ships and recall the Old Navy. The shipmates voted to visit Louisiana and the USS Kidd (DD-661), a Fletcher-class destroyer, in 2014. In 2015 we will be in Portland Oregon, where Hubbard was cut into pieces and scrapped.

The Virginia Beach reunion is more about Norfolk than Virginia Beach. A harbor excursion is planned for Thursday at noon aboard the 135-foot three-masted topsail schooner *American Rover*, shown below.



On Friday a harbor cruise is booked at 11 a.m. on a 95-foot aluminum-hulled triple screw double deck vessel, *Victory Rover*. It goes just beyond the ends of the Navy piers, where you will see the ships closer than you would from a bus tour of the Navy base. The narration for the tours is excellent in detail and scope. It is a



two-block walk from the hotel to the metro, which runs every ten minutes, and a three-block walk on the Norfolk end to the boat landing. On the registration form please indicate if you need door-to-door transportation and I will work something out for those individuals. We have an excellent rate of \$25 per person for the sailing ship but I need a minimum of 40 passengers to book the vessel for the two-hour sail. For the Friday harbor cruise I will buy the tickets at the discounted rate of \$18

(regularly \$20). Capacity is 150. The websites are: [www.americanrover.com](http://www.americanrover.com), [www.gohrt.com/services/the-tide/](http://www.gohrt.com/services/the-tide/) for the metro, and [www.navalbasecruises.com](http://www.navalbasecruises.com) for the *Victory Rover*.

If you have the time, another way to see the water is the paddlewheel passenger ferry from Norfolk to Portsmouth across the harbor. It is powered by natural gas and runs every 30 minutes. On the Portsmouth side is the Naval Hospital. Also on the south side is the Norfolk Naval Shipyard and Reserve (mothball) Fleet.

You may see the USS Abraham Lincoln (CVN-72) which is undergoing refueling and overhaul at the Newport News shipyard on the west side of Hampton Roads. The Navy has a bus tour of the main Navy base in Norfolk for the public, leaving from the front gate, depending on the terror threat level. Some other sights worth seeing are the 1797 Cape Henry Lighthouse at the entrance to the Chesapeake, the battleship Wisconsin (BB-64) and Nauticus museum next to the harbor cruise landing, the 31-foot statue of King Neptune on the Virginia Beach boardwalk, the MacArthur Memorial, the Chrysler Museum of Art and Glass Studio, Norfolk Botanical Garden, the Edgar Cayce Association for Research and Enlightenment (A.R.E.), Oceana Naval Air Station, Little Creek Naval Amphibious Base, beautiful beaches, shopping galore, the Mariners' Museum in Newport News, Colonial Williamsburg, Jamestown settlement and the Yorktown battlefield. Tours can be arranged or you can pair up with a shipmate who brought a car to the reunion.

The hotel for the reunion is a great one. It is Holiday Inn Virginia Beach-Norfolk Hotel and Conference Center at 5655 Greenwich Road, Virginia Beach. The website is [www.HIExecCenter.com](http://www.HIExecCenter.com). The direct line is 757 499-4400 or use 800 465-4329, which is central reservations for Holiday Inn. We have a great rate for the reunion, \$89.00 per day, and each registrant gets a coupon for a full, hot breakfast at the hotel restaurant, Ashley's. Another ship I served on just paid \$20 more per night without breakfast. I was impressed by the food in the hotel but other restaurants are nearby. I would not book a hotel where I did not like the food.

Ground transportation from the Norfolk airport is included. There is a phone for the hotel in the baggage claim area. The vans have the name of the hotel on them. It is a short ride to the hotel but far enough from the airport to avoid the noise.

One more thing. We have never done this before, so pay attention. The hotel is giving us some free room nights. To encourage early sign-ups and better attendance there will be drawings for free room nights. The first 20 shipmates to register for rooms at the hotel will have their names in a drawing for a free room night. When we have 40 registered, another name will be pulled from the hat. When we reach 60, another name will be drawn. Additional names will be drawn at the business meeting.

So, being an early hotel registrant gives you three shots or more at an \$89 bonus. The earlier you sign up the better your chances.

The memorial service will be held at 1 p.m. in the hospitality room Saturday just prior to the business meeting.

The registration form is the last page of the newsletter. I will need to get the form early to get the blue plastic nametags made by our source in California.

Keep rechecking the website for new info. Note that we are trying to reduce printed and mailed copies, so if you get this on our website [www.dd748.org](http://www.dd748.org) let me know. The on-line version is 10 pages and is in color with hyperlinks you can click on for more information. The mailed version is in black and white and limited to 8 pages for the 45 cents rate.

Dick Oliver (Ensign aboard in 1968-69) and Natalie

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## Taps

SH3 Charles **Dougherty** (1961) 2/15/12 Las Vegas NV; BTFN Cecil **Garrett** (54-56) 4/17/11 Thompson Falls MT; WT 1/c Jack W. **Groves** (44-46) 12/29/11 Bloomington IL; Capt. Edward A. **Hamilton** (LCDR, XO, 64-66) 7/12/12 McDonough GA; MM2 Emmery D. (Ed) **Hancock** (50-54) 1/15/12 Rowlett TX; SN Claude Wayne **Hart** (66-68) 10/24/09 AZ; FT2 William S. **Hart** (58-60) 9/26/07 Longview WA; BM3 Rex A. **Hinegardner** (68-69) 1/16/12 Morganton NC; Robert D. (Bob) **Hitt** (53-54) 12/18/08 Boise ID; TE2 Edward **Hubbard** (50-53) 1/26/12 Maxwell IA; RM2 William L. (Bill) **Johnson** (SN, 59-60) 5/15/07 Glen Allen VA; HM2 Rufus R. **Knight** (50-54) 1/10/12 Daytona Beach FL; BT2 Donald R. **Palardis** (68-69) 8/19/07 Campbell MN; SN Larry **Simpson** (50-52) 5/5/12 Homosassa FL; SO2 John **St. John** (50-51) 5/14/12 Scottsdale AZ; RM2 John T. **Strain** (51-52) 2/25/04 Chicago IL; Clifford Wayne **White** (52-54) 1/23/08 Tacoma WA; MM1 Elton I. **Willard** (60-61) 10/19/11 Newberg OR; BT2 Eugene B. **Zenzius** (1963) 3/28/04 Cutbank MT

## Captain Edward A. Hamilton, XO 64-66

Captain Edward A. Hamilton died July 12, 2012 in McDonough Ga. He served as Executive Officer of the USS Harry E. Hubbard (DD-748) from December 1964 to September 1966 and is remembered with fondness and high regard by those with whom he served. He subsequently was CO of the USS Hamner (DD-718). He was a native of Hawaii and graduated from Oregon State University, where he received his Naval commission upon graduation. He went to graduate school at USN Postgraduate School Monterey and Georgia State University. He served aboard six destroyer types. His last duty station was as CO of the Navy and Marine Corps

Reserve Center in Atlanta. Following retirement he lived at Whidbey Island, Washington before returning to Georgia in 1999. His decorations include the Bronze Star with combat "V", Meritorious Service medal, two Navy Commendation medals and the Vietnam Service Medal with eight stars. The Hubbard reunion association sent flowers to the memorial service held July 15.

## Welcome Aboard

LCDR Robert C. **Beers** (62-63) Moorestown NJ; LTjg John R. (Ron) **Blue** (58-59) Arlington TX; SK3 Gene C. **Daniels** (54-55) Paramount CA; FTSM Cephias P. (Pete) **Fulton** (FTA2 57-59) Indianapolis IN; SN Herbert E. **Griffie** (68-69) De Witt AR; GM3 Joseph L. **Griffie** (66-69) Burdett KS; SN Robert L. **Dicus** (56-57) Bruceton TN; RD3 George L. **Matthews** (65-68) Colgate OK; Capt. Larry G. **Ostertag** (LTjg 61-62) Overland Park KS; FTG3 William L. **Otott** (60-63) Dallas GA; LT John B. **Winningham** (ENS, 1969) Old Greenwich CT

## Seattle Reunion May 16-19 2012

The 25th annual reunion, hosted by shipmate Jim Minard and his wife Debbie and assisted by Mike Noonan (Nanook of the North) and Vicki Hall had some new wrinkles that proved very successful with the 81 shipmates attending along with 74 wives and other guests.

With a hotel close by the Space Needle it was our first center city reunion since Houston. We had no big bus tours as most people got around with city transportation and for the others Jim in his big white bus and Al Eisenbraun with his van transported shipmates and guests door to door when necessary. This proved handy as we took the Bremerton ferry across the Sound for a memorial service aboard the USS Turner Joy. It turns out that the fifth CO of DD-951 was one of our XO's, Ed Briggs, in 1966-68. CO/XO lists are on page 6. Attendance at the memorial service was 130. At the banquet remarks by Neil Oldridge and Bill Carter were followed by a report from Captain Fred Adair, the last CO, on the final days of the ship.

The list of the attendees and their ranks, rates and dates aboard follows this report, as does the business meeting minutes and the financial report.

After the reunion, several dozen shipmates boarded the Holland American line MS Oosterdam for a tour of Alaskan waters, leaving from and returning to Seattle.

## Seattle Reunion Attendees

Due to space limitations only shipmate names are listed. GMGSN Walt Abbott 59-63; Capt. Fred Adair (Cdr. on board, CO) 1969; BT2 Burney (Red) Allen 54-57; GMG3 Terry Barton 67-68; LTjg Ed Blanchard 64-67; RM2 Gary Bowles 63-66; FT2 Otto Brock 56-57; SF3 Terry Capps

66-68; LTjg William Carter 63-66; SFP3 Robert Chavez 66-69; RD2 Thomas Connolly 65-67; MM1 Tom Cunningham 52-55; ETR3 Tom Dawson 65-67; SFP3 Jerry De Flores 66-68; LTjg John Duffy 64-67; SH3 Al Eisenbraun 63-67; FP2 Norm Eldridge 52-55; CSG3 Cy Elliser 50-51; LT Tony Felice 63-65; STG2 Mike Foyle 66-69; SN John Fried 59-61; FTSM Steve Gann (FTG3) 54-57; LT David Glaser (LTjg) 52-54; LT James Graham (HM1) 60-61; STG2 Stan Gorder 65-68; FTG3 John Grimmke 65-67; CS2 Robert W. Hannaford 50-51; ETR2 Robert Hansen 64-66; SMSN Ed Hayden 46-47; SK3 Shane Hayes 68-69; LTjg Brad Howe 64-67; TM3 Jim Janke 1969; MM2 Ed Jantzson 58-61; RD2 Don Johnston 64-67; MSCM Ed Jose (TN) 67-69; FP3 Bill Kanipe 55-57; Cdr. Jim Kelly (LTjg) 66-68; QM1 Bill Kelly 68-69; SFM2 Bob Knowles 63-64; RM2 (SS) John Kraft (SN) 66-67; DC3 Lafe Lawyer 66-69; MM2 Doug Leland 66-69; FCS3 Don Lorimer 50-51; FC2 George McClanahan 50-52; RM2 Bob McConaughy 66-67; LTjg Russ Miller 65-67; ET2 Jim Minard 66-68; ET1 Ernie Moore 50-51; BT2 Dick Needham 66-69; SK2 Jesse Newman 51-53; ETR3 Mike Noonan 66-69; PC3 Jim Nordin 65-66; LCDR Jack Nordstrom (LTjg) 51-52; LTjg Neil Oldridge 62-65; LT Dick Oliver (Ens) 68-69; RMSN Ron Oswald 66-69; GMG3 Lynn Patterson 60-64; SM1 Ron Petrie 67-69; MM3 Bob Phillips 63-66; EM1 Barry Phipps (FN) 60-61; LTjg William Pollok 63-64; RD1 Leonard Powell (63-66); RD3 Mario Ramirez 63-66; BM3 Jack Regus 65-67; IC1 Sandy Reid 50-51; RD3 Ray Rexroat 65-67; YN2 Bernard Robinson 64-65; ET2 Ken Satterlee 56-59; YN1 Robert Scigliano 44-46; Capt. Bob Shenk (LTjg) 66-68; RD1 Charles Shook 54-57; EM2 Donald W. Smith 54-57; MM3 John Sprada 59-61; LT Bob Stivers 64-66; BT3 Tim Stone 66-67; BTFN Arthur (Whitey) Stout 68-69; FT2 Dan Talbott 60-61; MM2 Rick Twardzik 66-69; BT3 Steve Wickes 54-57; MM3 George Young 62-66; and BT3 Francis Zanoth 65-68.

## Buffalo Bill Cody

In my 1968-9 cruisebook is a picture of Fireman Arthur Stout. He has changed a bit as this picture



taken at the Seattle reunion indicates.. Whitey, as he prefers to be called, travels around to rodeos and the like dressed as Buffalo Bill Cody. The real one is on the right, Whitey on the left. Buffalo Bill was one of the founders of

Cody, Wyoming, for whom the city was later named. Whitey lives nearby in Gillette.

## **Business Meeting May 19, 2012**

The business meeting was moved from 3 p.m. to 2 p.m. to give the hotel staff more time to reconfigure the room for the banquet, causing some shipmates to miss the meeting. The meeting opened with a pledge of allegiance to the flag. Thanks were expressed to Jim Minard, Mike Noonan and Al Eisenbraun and their wives for their efforts in a very successful reunion. A collection was taken up to pay for the use of the USS Turner Joy for the memorial service aboard the ship on Friday. New members were introduced. Two shipmates, Don Lorimer and Charles Shook, have attended every reunion. Notice was given of closure of the Silent Auction after the business meeting. John and Darlene Kraft set up this year's Silent Auction. Get-well cards were passed around for signature.

Dick gave the financial report for the period 4/8/11 to 5/18/12 showing a net change in balance from \$5075.57 to \$4133.20. Income consisted of \$726.68 net from the Branson reunion and donations of \$1095.00 for a total of \$1821.68. It is noted that this group does not charge dues and relies on donations. Ship store report was unavailable. Expenses were slightly higher than usual due to some one-time expenses on setting up the website and paying for shipmate crew lists from National Archives. Expenses were: \$674.53 printing, \$672.00 postage, \$96.62 office supplies, \$475.90 website and computer expenses and \$875.00 National Archives. Some of the donations were earmarked for crew list purchases.

Locations proposed for future reunions were: Baton Rouge, Cincinnati, New England, San Diego and Tampa. Two votes were taken, one to pick the top two votegetters and one as a runoff. The initial vote was Baton Rouge 12, Cincinnati 3, San Diego 14 and Tampa 11. On the runoff the vote was Baton Rouge 24 and San Diego 21. The selling points seemed to be the Navy connections. In the case of Baton Rouge it was the museum ship USS Kidd (DD-661), a Fletcher-class destroyer. Stan and Jan Gorder volunteered to host the reunion in Portland Oregon in 2015 and the offer was unanimously accepted.

Meeting adjourned at 2:50. Minutes and financial report by Dick Oliver.

## **Info Sought on PSI Program**

Beginning in late 1965 a number of sailors were sent to Hubbard directly out of Boot Camp under the PSI program. They were to serve for a short time and then go on to school or other assignments. One was an Airman Apprentice (AA) and another was a Construction Apprentice (CA). Neither stayed very long. A few came aboard and stayed but there may have been others as our

records are sparse for the year 1966. Do you know anything about this program?

## **Roster and Crew Lists**

We maintain a roster of shipmates which serves as our mailing list. It normally contains the mailing address, email address (if any) and phone number. It also contains the rank/rate on board, years aboard Hubbard, name of wife and subsequent rank/rate if different from that on board Hubbard. In the early days of reunions the numbers of shipmates listed were so small that we routinely Xeroxed and handed out the list to all members attending a reunion and to any other shipmates who requested it.

We no longer hand out rosters routinely for two reasons. One is the size. It is 18 pages of small print. Second is privacy concerns. Unfortunately some individuals use the email addresses to bombard shipmates with political, religious or patriotic emails, which many find to be annoying. Identity theft is a potential hazard as well. We will do all we can to help shipmates find old buddies. We also will respond to requests for info on shipmates who served at the same time, or all those who were in the same division or department. Sometimes there is a request for all shipmates in a given city or state or region. We try to honor all requests.

In recent years we have developed another database. This we refer to as the crew list. In late 2010 Al Eisenbraun and I realized the utility of purchasing crew lists from National Archives. These are called muster lists. In WWII ships filled out long forms listing every man on board and mailed them off before setting sail into combat. This provided a record of those on board in case the ship was lost. Changes were filed as occurring and mailed off prior to sailing. Later when IBM processing became available the same process used daily personnel logs and the lists were generated ashore by computer. These lists were later photocopied onto microfilm and the original paper copies destroyed. The microfilm has since been transferred to computer disks. We normally pay \$125 per year of records requested.

Al has found the information very useful in that it generally gives a full complete name. Sometimes there is also information on destination after release from service. So far we have processed information for 1969, 1968, 1967, 1965, 1964, 1963, 1962, 1961, 1960, 1959, 1958 and 1957. The information for 1966 was either never microfilmed or was lost after being copied. Recently we purchased the WWII records (45-46) and will process those and post the lists on the website. For the years 1957-1969 we are able to provide lists of men on board and usually their reporting date and source and their departure date and destination. We can sort by rating. Our crew lists indicate whether we have located the individual or whether he is known to be deceased. The complete list for 1957 to 1969 for crew list consists of 45 plus pages with 44 names per page but it is sortable

for any time interval within that period. You can send your requests to Al at [alvin.eisenbraun@comcast.net](mailto:alvin.eisenbraun@comcast.net) or to me at [dd748@me.com](mailto:dd748@me.com). You can contact Al at (360) 572-0075 or me at (727) 363-3059. My mailing address is Box 918, St. Petersburg FL 33731-0918. If you wish to contribute to this research effort it would be appreciated and acknowledged.

Our present roster consists of 808 shipmates. 7/30/11 it was 768. It was about 600 before we began the muster list project. Al recalls that in 1998 at the Tacoma reunion the entire list was 200 names. Our research has both expanded our rolls and improved the quality of the information. Ours is a growing and vibrant organization because of it, whereas some other destroyer reunion groups are disbanding because old members are dying off and not being replaced by new ones. Looking at the attendee list of the Seattle reunion you will see numerous shipmates attending their first reunion, having just been recently located. We hope to see them at the next reunion as well as other newly located shipmates and the old standbys.

### Commanding Officers

Rank shown is on board, not reflecting subsequent promotions. \* is deceased, # is on active roster. July 44 to January 45 CDR Leonard W. Bailey\*, January 45 to January 46 CDR Arthur M. Purdy\*, January 46 to January 47 CDR David S. Brown, May-September 1949 CDR Robert H. Wanless\*, October 50 to December 52 CDR Burris D. Wood, Jr.\*, December 52 to December 54 CDR Carl R. Bower\*, December 54 to October 56, CDR Edward D. Sullivan, October 56 to December 58 CDR Calvert B. Gill\*, December 58 to April 60 CDR Gerald F. Carney#, April 60 to April 62 CAPT Robert F. Reilly\*, April 62 to November 63 CDR John P. Pabarcus\*, November 63 to July 65 CDR L. Grant Hinchcliff#, July 65 to October 67 CDR Phillip R. Bush,\*, October 67 to May 69 CDR Roy E. McCoy#, May to October 1969 CDR Frederick S. Adair#.

### Executive Officers

Rank shown as on board. LCDR Irving D. Dewey\* 44-45, LCDR W. A. Parker 1945, LCDR Russ Stahl\* 45-47, LCDR John B. Thro 1949, LCDR Harry A. Burns\* 50-52, LCDR Sprague 52-53, LCDR John Golumbeske\* 53-54, LCDR Harry Johnston 54-56, LCDR Harley Gaylord Leland\* 56-58, LCDR Luke Conerly, Jr.\* 58-59, LCDR John Carpenter\* 59-61, LCDR Theodore R. Johnson, Jr.# 61-62, LCDR Edward S. Briggs# 62-64, CDR Charles S. Christensen\* 1964, LCDR Edward A. Hamilton\* 64-66, LCDR John P. Cryer\* 66-67, LCDR Roger Firey# 67-69, LCDR Ralph Kemper# 1969

### Our Reunion History

Cape Girardeau MO 4/27-29/89; Atlanta GA 6/7-10/90; Baton Rouge LA 6/20-23/91; Las Vegas NV 4/29-5/2/92; Chicago IL 4/16-18/93; St. Louis MO 6/9-12/94; Asheville NC 5/11-14/95; San Diego CA 4/18-20/96;

Chattanooga TN 4/16-19/97; Tacoma WA 5/21-23/98; Minneapolis MN 5/20/22/99; Mobile AL 4/5-8/2000; Omaha NE 5/10-12/01; Nashville TN 5/15-19/02; Houston TX 4/23-27/03; Arlington VA 4/21-24/04; Ontario CA 4/27-30/05; Albuquerque NM 4/26-30/06; Jacksonville FL 4/25-29/07; Baltimore MD 4/17-20/08; Green Bay WI 7/26-31/09; Albuquerque NM 10/7-11/10; Branson MO 5/3-7/11; Seattle WA 5/16-20/12.

### Memories – sent in by shipmates

**SK3 David Lasser (68-69)** We weren't entirely successful in evading Tropical Storm Bess in the South Pacific returning to the U.S. in early 1969 from Hubbard's last deployment. During the worst of it I had the wheel for an entire four-hour watch. The pendulum clinometer was hung from the overhead just in front of the helm, giving me a great view of it if I would have had time to watch it. There were a number of times the pendulum was pointing at 50 degrees. I suspect that this particular device wasn't too accurate but I guess it was accurate to within plus/minus 2 degrees. I was told that our calculated capsize angle was 52 degrees, which didn't comfort me a bit. We probably skirted capsizing pretty closely that night. If I hadn't been able to hold course, we might have found out just how far over she COULD go and come back. Or not come back. I was very glad that Capt. McCoy ordered turns for 20 knots to give the rudders some additional flow. Without that and the fantastic engineers we might have gone over. I remember that at about 2330, the BMOW asked me if I wanted a relief. I had been on the wheel since the beginning of the watch. A voice behind me said, "Leave him alone, he's doing fine!" It was Capt. McCoy, in his pajamas, holding on to the overhead. I had no idea how long he had been there behind me. I was busy. I did get relieved about midnight as we had passed the worst of it and the weather was moderating. If that 52 degree capsize figure was accurate, I expect that there were other close ones, but none of them much, if any, closer.

**LT Rob Kunkle (LTjg 60-63)** U.S.S. Hubbard was steaming in a screen formation off San Clemente. Position in the screen was on the point with other DDs arranged on either side in a protective, anti-submarine arc. Hubbard always had the most prominent role as Capt Reilly was the senior destroyer skipper in the entire fleet! Signals went up, TURN 35, meaning the entire formation was to turn to starboard by 35° - probably to get better air flow across the carrier's deck or better sea conditions for a pending refueling. As the conning officer I acknowledged the signalman's announcement and waited patiently for "Execute." When "Execute" was received I shouted to the helmsman, "Right standard rudder" and gave him the new course. I watched as the formation swung to starboard, suddenly realizing we were turning to PORT! I shouted "Shift your rudder" and the helmsman frantically swung the helm to starboard as we tried to get back aligned and on station - and before being run over by the nearest destroyer to port. It must have been a whale lazily swimming down through the

formation, minding his own business, when the Hubbard's stern swung right (that's how you turn to port) – then hard left! Bang, we took a hit and immediately felt the vibration throughout the ship. We apologized to the Commodore and limped back into port. The left shaft was bent and we could not make much speed without vibrating ourselves silly and rattling everything. Never did see the whale but he probably did not survive. Upon return to port we had a new “award” posted on the bridge, below our battle ribbons - a little blue whale complete with raised tail and water spout!

**RDSN William E. Splinter (51-51)** I am going to take one last shot at disagreeing with the Navy and most everyone else about the Walke. First, it could not have been a floating mine. Our ships were turning to port. The rudder at the stern swings the stern outward in sort of a skid, much as a small boat powered by an outboard does in a sharp turn. Therefore a floating mine would have struck the starboard side. There were indeed floating mines as our chief bosun mate (I think) tried to explode one with a Garand but could not hit it since it was bobbing around with the wave action. I will admit that I should have gone to Captain's Mast for not staying in CIC during this time at GQ but the officers in CIC stepped out and those of us not on the scopes would take turns. I was watching as we lay alongside the Walke transferring the doctor and corpsmen and saw, along with our Executive Officer, the sub broach after a depth charge run by another destroyer. I asked him why we did not train our guns but he said it took too much time. We immediately left the Walke and headed for the location of the sub. I was then on the plotting board with Sonar. We made two depth charge runs with no effect but on the third we used the acoustic depth charges, which evidently did enough damage that sonar could no longer get a return. When we sailed back through that location there was oil and other debris on the surface. Again I stepped outside along with Lieutenant Prescott and I asked him why we did not take samples of the oil and debris. We just sailed through. Now, the question is, whose sub was it? Vladivostok, the Russian Navy base was a day's sail north. I have to conclude it was Russian, participating the same sneaky way as when they flew MIGs out of Chinese bases. I think the sub was laying mines but got frustrated that nothing was working so he decided to fire torpedoes. As I look back on it we did not exercise discipline during GQ and this could have been disastrous if we were under attack. However, it was an experience I will never forget.

**Note from the editor:** Bill Splinter's contribution was prompted by the poem “Humphrey Says” in the last issue. A lengthy article appeared in the *Hubbard Herald* January 2008 (Did USS Harry E. Hubbard (DD-748) Attack and Sink a Russian Sub June 12, 1951 During the Korean Conflict?). The story was based on declassified action reports and logs originally classified Top Secret. If you missed the original, write or email me for a copy.

**SK3 J. T. Hill (50-54)** The Admiral in charge of Task Force 77 was concerned about a big railroad switching yard near Vladivostok Russia. He sent three ships, the Hubbard along with the cruiser Juneau and another can to bombard the place. We hit them after midnight, shelling the target as we got in range, then turned around and gave them some more on the way back out.

**GMM3 John Isenhardt (51-55)** We sank a sub on the second cruise back to Korea. After 90 days shore bombardment and a short return to Yokosuka we were sent back to Korea and then up toward Russia. FT2 Bill Randecker reported a sub had just fired two torpedoes at us. GQ was called. The torpedoes missed the Hubbard. Every depth charge we had was sent overboard. That left the ship with only the hedgehogs, a rocket propelled depth charge. I was the mount captain of gun mount two and was trained to load the charge on the hedgehog firing posts. The bridge told me to go out and load two hedgehogs. The ear phones cord was in the way so the orders were verbally relayed down from the bridge. After three or four of the hedgehogs were launched the OOD said, Isenhardt good job, contact was made. I remember seeing the oil slick of the sub and hearing over the phones that the sub was really sunk. When we got back to Sasebo we were told it was all classified and to never discuss it but that was a long time ago.

**SH3 Al Eisenbraun (63-67)** When I was aboard Hubbard we were in Viet Nam '64, '65, '66 and '67. I flew back in July '67. My transfer travel orders said Treasure Island but the plane landed in Seattle and I chose to take my discharge there. While waiting for my discharge I went to Boeing and applied, was hired in ten minutes. My first Boeing badge had a picture of me in my Navy uniform. I retired six years ago at age 60 with 36 years there. I met my wife Gladys in Bakersfield in 1965 and we got married before the ship went to Viet Nam that year. That's 47 years as of this July.

**Capt. Charlie Ulrich (LTjg, 54-57)** The story on the man that fell overboard in the last issue was just as it happened. The men were brothers, not twins. I think one was 17 and the one that was lost was 19.

**SK3 Rory Shane Hayes (68-69)** Thinking about the Seattle reunion I remembered the PBRs (Patrol Boat, River) were built in my hometown Bellingham, WA 90 miles north of Seattle. While we were deployed in late 1968 aboard Hubbard, during one of our firing missions, several crew members including myself went for a ride on a PBR. As the forward twin five inch guns of Hubbard continued to fire, I was experiencing the PBR's dual 220hp diesels at about 28 knots. After Hubbard was decommissioned and after I had a stint on another destroyer, I was transferred to Seattle for shore duty. The Chief of Naval Operations, CNO, Admiral Elmo Zumwalt was the one who gave the order for the Navy to use Agent Orange in Vietnam. His son served on a PBR, got cancer and was coming to Seattle for treatments.

When Admiral Zumwalt came to visit his son, I was his driver.

**LTjg W.W. (Bill) Marshall (58-59)** We had been operating out of Pearl for space-capsule recoveries from missiles launched from Vandenberg AFB California in the early days of the space program. When we sailed from Pearl for Long Beach in April 1959 XO LCDR Luke Conerly was absent. The junior officers had no idea where he was or what happened. When we got to Long Beach LCDR John Carpenter came aboard as new XO. He was a former merchant marine officer and did not have much experience handling destroyers. This led to some interesting experiences, such as a near miss from hitting the seawall in Long Beach as Mr. Carpenter was bringing the ship in and CDR Carney had to shout at the last minute, "This is the Captain! I've got the conn! All back full!" All the while Mr. Carpenter was looking calmly through his binoculars as though he was sighting a distant vessel! I was on the bridge and remember it distinctly.

**LTjg John R. (Ron) Blue (58-59)** In 1958 I flew from San Diego to board Hubbard in Yokohama, Japan to relieve a "chronically sea-sick" Supply Officer. Shortly after I came on board, I prayed, "God, please send someone to this ship who is a committed Christian." Bill Marshall reported for duty shortly thereafter. This dear guy was a wonderful blessing to me personally and to the entire ship. At the Captain's request, Bill and I alternately led the ship in prayer over the 1MC each day and were privileged to have services on the mess deck each week. I am a former missionary to Latin America and Spain and continue working as coordinator of the Spanish Doctor of Ministry program of Dallas Theological Seminary.

**LT Rob Kunkle (LTjg 60-63)** GMG1 Ralph Batson was a great mount captain for mount 53 on the stern of the ship. There were countless drills involving ammunition handling, firing exercises, cleaning the guns and the mount and so forth. He had a very efficient group. Of course there was always time for a few hijinks. He was in charge of every five inch shell and was responsible for their inventory. He maintained an accurate listing of each round by serial number as it was brought to his gun mount. As each shell was fired the spent shell casing was ejected through a port in the rear of the gun mount, rolling around on deck under the gun mount. Ralph had convinced one young impressionable seaman that he himself could sit inside the gun mount, watch the recoil of the 5" gun and read the shell casing as it was ejected out of the gun through the port and onto the deck. After each firing the GMG1 would watch very closely as the gun recoiled and then tell the seaman the serial number of the shell casing. The seaman scrambled out of the mount, chased down the still hot shell casing and checked the serial number. Damn, Batson was right again! The poor seaman watched countless gun firings hoping to detect the serial number as each shell casing whizzed past his position. Batson and the rest of the crew could hardly suppress their laughter.

**SM3 Les Oberlin (61-63)** I got the newsletter via the internet. That's great. Really wish I could make the Seattle reunion but being on Social Security the money just isn't there for travel. Was in Seattle, I think, in 1963 on our way back from Westpac. We made the northern loop so the carrier USS coral Sea could investigate the Russian trawlers operating up there. We stopped in Everett Washington for their annual shindig. Had my first and only fresh halibut there. A town I would like to live in and the people were so very friendly. Hope everyone has a great time sharing all the memories. I really had a lot of them while serving on the Hubbard. It was a special ship and the crew was like family.

**SK3 J. T. Hill (50-54)** Our ship's homeport was changed to Long Beach while we were on our first cruise. We took her out of mothballs at San Diego starting in October 1950 and started our first deployment in March 1951. We were in Hawaii for three weeks because we had to put in a steam generator. The shipyard cut a big hole in the deck on the port side near the quarterdeck. They made so much noise we could hardly work in the Supply Office. When we returned we went into the Mare Island Naval Shipyard at Vallejo on San Francisco Bay for more modifications and repairs.

**ETN2 Mike Caruccio (62-66)** We almost had a collision with the aircraft carrier Kitty Hawk during a refueling. I was standing on the port side watching and there was a band on the carrier playing away on one of the ship's elevators. We kept getting closer and closer and I looked up and could see the underneath of the elevator. Then we did an emergency breakaway and I think fuel spilled all over the deck. It was close but I don't recall any damage to the mast or radar.

**YN1 Robert Scigliano (44-46)** As I was writing a book about the Hubbard experience in Okinawa in combat, I more and more developed an appreciation for the leadership of Captain Purdy. In 1992 I wrote him a letter. I decided to let him know what I had done with my life and to thank him for the inspiration he had given to it. The reply came from his wife, who informed me that the Captain had died shortly before my letter arrived. She described the ceremony that she and some of their friends had performed in accordance with his express wishes. They took a launch (Coast Guard, as I recall) out into Narragansett Bay and there toasted him with martinis and threw the glasses into the water. I still have that letter.

**LT Andy Kremm (51-52)** Looking at the website I see that there is a campaign decoration missing. It is the China Service Medal, awarded to us for detaching from TF 77 to sail into the Yellow Sea, which was under British control in 1951. I remember it well because as navigator I had to use Japanese charts and remember the soundings were in meters, not fathoms, while I was dodging islands and reefs on night shore bombardment of Korea's west coast.

Registration form for Virginia Beach reunion May 15-19 2013

Name of shipmate for nametag \_\_\_\_\_

Name of guest for nametag \_\_\_\_\_



Do you have a blue plastic nametag from a previous reunion? If not, do you want one made for use at this and future reunions? Indicate if you want rank/rate on tag. If you do have one, be sure and remember to bring it.

Harbor Tours (you can take either or both or none)

Tour #1: Thursday noon departure from downtown Norfolk pier next to Battleship Wisconsin aboard the 135-foot three-masted topsail schooner *American Rover*. Price is \$25 per person. Transportation to pier is not included. Write me a note if you think you will need transportation. Many people will be taking the Norfolk metro, which has a station two blocks from the hotel. How many tickets for the *American Rover* do you need? Enclose \$25 per ticket.

Tour #2: Friday, 11 a.m. narrated boat tour aboard the *Victory Rover*. I am buying advance tickets for \$18 per person vs. the walk-up price of \$20. It is an excellent way to see the Navy ships and the other harbor sights. Duration is about 90 minutes. Transportation is not included. Write me a note if you think you will need transportation to and from downtown. How many tickets do you need? Enclose \$18 per ticket.

Banquet: The banquet is a sit-down plated dinner at 6:30 Saturday at a cost of \$35. Please select a menu choice for each gourmet and remit with this registration form. Atlantic Salmon with honey bourbon sauce \_\_\_\_\_ Chicken Breast Marsala with mushroom wine sauce \_\_\_\_\_ You will be advised if the menu changes. Actual price may turn out to be lower. The 2013 menus were not available when this was written and I ordered off the 2012 menu selections.

If you are staying at the hotel make those arrangements separately. For my info please indicate one of the following: Staying at hotel \_\_\_\_\_, local resident no hotel needed, \_\_\_\_\_ or staying with friends/relatives, no hotel needed \_\_\_\_\_ The hotel phone number is 757 499-4400. Ask for the Hubbard rate, \$89 per night with breakfast coupons included. If you are dialing Holiday Inn central reservations, 800 465-4329 be sure you have the correct hotel. It is the Virginia Beach-Norfolk Hotel and Conference Center, 5655 Greenwich Road, Virginia Beach. If you are flying the airport is the Norfolk/Virginia Beach International Airport. The hotel has a free van with the name of the hotel on the side and a telephone direct line in the baggage claim area.

Amount enclosed for tours, banquet, donation \_\_\_\_\_

Send form & check to: Dick Oliver, P. O. Box 918, St. Petersburg FL 33731-0918