

Website Edition of August 2013



## The Editor's Mailbag

Apologies to those who have called me on my cell phone and been disconnected. Something to do with my living in a tall building with steel girders plus the location of the cell phone tower. . . Thanks for contributions to this newsletter from MR3 Rick Dias (65-67), FP2 Norm Eldridge (52-55), and PC3 Jim Nordin (65-66) . . . The late BM1 Henry Sala (Taps) was Commander River Patrol Flotilla Five and served three tours in the Republic of South Vietnam. . . As this newsletter was going to press, word was received that plankowner GM3 Irvin I. Sisler died July 15. He attended the 2013 reunion and was an early and frequent participant in our reunions. He and fellow plankowner GM2 William F. Hastings (44-46), who died in 2003, married sisters and lived in the Shenandoah Valley of Virginia. . . Shipmate SH3 Al Eisenbraun (63-67) received an award, a wristwatch, for volunteering for 1000 hours at the Navy Marine Corps Relief Society store. The award was presented by Capt. Michael Coury, C.O. of Naval Station Everett. Al wore his Hubbard shirt and hat for the occasion. By the way he has 350 friends on Facebook, mostly Hubbard shipmates and families of deceased shipmates. . . Do you recall what was the breakaway song after refueling? . . . There was another USS Hubbard, DE-211. It was commissioned March 1944, three months before DD-748 and was decommissioned 15 March 1946 and scrapped in 1966. It was named for Cdr. Joseph C. Hubbard, who was killed in action at Guadalcanal November 1942. . . Thanks to RD2 Don Johnston (63-67) for purchasing the deck logs for November 7 to December 16 1965 and making them available to interested shipmates. It is 82 pages on paper or 27 MB as a pdf computer file . . . In the book *At War with the Wind* by David Sears (2008) you will find a picture of Don Lorimer (FCS3 50-51) aboard USS Intrepid (CV-11) during WWII. . . You can join DD748 yahoo group by sending an email to [DD748-subscribe@yahoogroups.com](mailto:DD748-subscribe@yahoogroups.com) . . . Winner of the free room night drawing at the reunion was ET1 Ernie Moore (50-51). . . If you are getting your copy of this newsletter on the website please send me an email at [dd748@mac.com](mailto:dd748@mac.com) with the codeword below. I need to keep track so I don't waste postage mailing to those who already have it. If you have previously notified me you CAN get it on the website, tell me again as situations change with computers, viruses, email addresses and internet providers. If you get a postcard notification, please respond promptly. Thanks. . . Editor, *Dick Oliver*

Delivery Confirmation Codeword: **Bayou**

## Details Pending for Baton Rouge Reunion May 14-18 2014

Shipmates voted in 2012 to hold the 2014 reunion, the 26th, in Baton Rouge and reaffirmed that vote this year at the 2013 reunion in Virginia Beach. Looking at Louisiana events and weather May 14-18 2014 was selected. The dates are being put out now so that shipmates can clear their schedules and start the search for the best airline fares and connections if they are flying. There is at least one company offering ground shuttle service between Baton Rouge locations and the New Orleans airport, Tiger Airport Shuttle. There are probably others. The cities are about 50 miles apart.

Our hotel, the Belle of Baton Rouge, has pickup at the Baton Rouge airport. The rate is \$99 a night. It is conveniently located for visits to the USS Kidd (DD-661), a Fletcher-class destroyer on display as a historic ship. The destroyer has been restored to its August 1945 configuration and sits in a cradle at the edge of the Mississippi River. Part of the year the cradle is surrounded by water and part of the year it sits on dry land due to the changes in river level. About 65 1969 shipmates transferred from Hubbard on decommissioning to the USS Mullaney (DD-528). Mullaney was a Fletcher-class destroyer. Many of our shipmates served on other destroyers of this class, particularly those who made the Navy a career. Hubbard was a Sumner-Gearing class, slightly larger and with more guns.

The schedule of events during the reunion is not yet set but will likely include optional tours on Thursday and on Friday. The Houmas House Plantation may be one such tour. Those choosing do-it-yourself tours might want to visit the old and

new state capitols near the hotel. On the steps of the old capitol the populist governor Huey P. Long, known as Kingfish, was shot and killed September 1935 and is buried on the grounds. An observation deck on the 27th floor of the new capitol building provides a view of the city and much of the delta and lowlands comprising the southern part of the state. A number of dirt and log forts were built in the bend of the river starting in 1779 but only traces remain. Forces assembled there for the Battle of New Orleans but the oldest military structure there now is the Pentagon Barracks built in 1825. Adjacent to the USS Kidd is the Belle of Baton Rouge casino. As usual, we will hold our memorial service, business meeting and banquet on Saturday night

## **43 Shipmates and 48 Guests Attended Virginia Beach Reunion**

We were blessed with excellent weather in Virginia Beach during the reunion May 15-19 2013. That was great because two of the days most of us were on cruise boats in Norfolk Harbor looking at the modern Navy.

Thanks to those who donated items for the Silent Auction. Among the handmade items were a Hubbard clock by Claude Blackwell and a New Mexico plate with stand from Mike Peters. There were two paintings of the ship donated by Fran Zanoth. Russ Miller donated his copy of Bob Shenk's book *America's Black Sea Fleet* and Roy Hoffmann donated a copy of his book *This is Latch*. Shipmates were generous with Hospitality Room donations.

Attendance was a bit below our recent averages. Over the previous 12 reunions, 2001 through 2012, we averaged 116 attendees, of which 62 were shipmates. This compares to 88 attendees and 43 shipmates for Virginia Beach. Location and airport connections are two big factors in attendance. 15% of our 773 shipmates are concentrated in three Western states: Washington 46, California 41 and Arizona 29. Consider proximity. Shipmates attending this year were from: Alabama 1, California 2, Colorado 2, Florida 4, Georgia 1, Kansas 1, Kentucky 1, Illinois 2, Iowa 1, Louisiana 1, Michigan 2, Missouri 1, Nebraska 2, New Hampshire 1, New Jersey 1, New Mexico 3, New York 2, North Carolina 2, South Carolina 1, Tennessee 3, Texas 1, Virginia 7 and Washington 1. Many of the first time attendees were from the immediate area. Nashville (168) in 2002 and Seattle (160) in 2012 have been two of our larger reunions so geography is not the whole story.

The new reality is that a number of our regulars are developing health issues that limit their travel. We are thankful that so many family members and friends attended. But our reunions, and all reunions for ships of our era, are becoming smaller as shipmates are less able to travel. This year there were a large number of last minute cancelations. I issued refund checks to those who booked in good faith but were unable to attend. There were some new attendees from the late 60's. This is good as the organization for years has been made up of predominantly WWII and Korean vets and we need the younger shipmates to get in the swing of attending reunions if we are going to continue to hold reunions.

In our organization it is the attendees who vote and determine where future reunions are held. I get questions about the lack of reunions on the West Coast or in New England but unless the shipmates who want reunions there attend the reunion and find a volunteer to host one it is not likely to change. Perhaps it would be good to have reunions in the center of the country. People in the Midwest tend to drive to reunions. Les Fraley and Wayne Sundberg drove together from Colorado for the 2013 reunion this year.

The shipmates had a choice for 2014 of Baton Rouge or New Orleans. Baton Rouge was the selection last year but some shipmates had suggested New Orleans might be better both for ambience and airline connections. The first vote in the business meeting was 14 for Baton Rouge and 13 for New Orleans. However, one shipmate indicated he might have misvoted. On the revote it was 17 for Baton Rouge and 14 for New Orleans. A big issue with New Orleans was parking fees. For 2015 the vote was 8 for Portland and 26 for Charleston, S.C. Portland is a possibility for 2016. The volunteers for Charleston are Bill Kanipe and Charles Shook. Stan and Jan Gorder (STG2 65-68) had attended the Seattle reunion last year and volunteered to hold a reunion in 2015 in Portland, Oregon, where the USS Harry E. Hubbard was scrapped, but did not attend the 2013 Virginia Beach reunion to make the pitch for Portland.

I asked Julie Wysong of Armed Forces Reunions Inc. to make a presentation at the beginning of the business meeting. Some shipmates have an unfavorable view of reunion planners due to past experiences but I am convinced that AFRI is a good company and that using a planner will reduce the headache of hosting a reunion and encourage more shipmates to volunteer as hosts. Julie's handouts detailed the services and costs of their firm and responsibilities of the host shipmate. If anyone would like a copy of the handouts I can mail or email them. Since Bill Kanipe and Charles Shook indicated they were going to use AFRI for their reunion, I decided that they should not have to be first. I will use AFRI for the Baton Rouge reunion and get the kinks and start-ups out of the way. Shipmates will be sending registration fees and banquet/tour money direct to AFRI rather than to me for the next reunion. That will be detailed in the next newsletter, which will contain the registration form. There will be an AFRI Hubbard website for those who wish to sign up on line.

As you can see in the financial reports, it is the shipmates attending reunions who are funding the organization. If you cannot attend a reunion but enjoy the newsletter, you may wish to send in a donation to help support it.

## Reunion Financial Report

Advance receipts	\$6640.00
Receipts at reunion	\$1401.00
Banquet expense	-\$2918.23
Tours expenses	-\$3274.00
Hospitality room food & drink	-\$412.33
Printing, postage	-\$69.39
Badges, name tags	-\$431.32
Refunds to shipmates	-\$506.00
Balance to Association checking account	\$429.73

## Association Financial Report

Balance 1/24/13 (Last newsletter)	\$4360.69
Donations to newsletter	\$70.00
Printing expense	-\$381.27
Seattle reunion expenses	-\$647.05
Postage expense	-\$660.10
Office supplies	-\$39.16
Replenish stationery fund (Al)	-\$300.00
Proceeds from Virginia Beach reunion	\$429.73
Silent Auction proceeds from Virginia Beach	\$762.50
Ship Store proceeds at V. B. reunion	\$622.00
Balance as of 8/1/13	\$4217.34

## Attendees Virginia Beach Reunion

MMCM Claude Blackwell (MM3) 1949; LTjg Ed Blanchard 64-67; FT2 Otto Brock 56-57 and Charlene Brock; RM2 Harvey Bryant (RM3) 45-46 and Eloise Bryant; HMCS Jack Cole (HM1) 63-65 and Sonja Cole; EM3 Jesse Crim 66-69 and Phyllis Crim, son Jesse Crim III and Lacey Crim and granddaughters Addie and Summer Crim; ICC Dennis Ditsch (IC2) 68-69 and guest Diana Stanton; SH3 Al Eisenbraun 63-67 and daughter Theresa Bird and grandson Brandon Bird; FP2 Norm Eldridge 52-55 and Sally Lahaye and friends Keith & Myrt McCurdy; ME3 Vern Fairchild 55-57 and Carolyn Wren; STG2 Mike Foyle 66-69; SO2 Les Fraley 51-52; SN John Fried 59-61 and Susan Fried; BT2 Gordon (Hoot) Gibson 62-66; QMC Richard Gossett 67-68 and Lynn-Marie Gossett; LT James Graham (HM1) 60-61 and son John Graham; SMSN Ed Hayden 46-47; SK3 J. T. Hill 50-54; Plankowner Seaman First Class Marvin Hill 44-45; RADM Roy Hoffmann (LT) 50-52 and Mary Linn Hoffmann; SOG2 Gene Hyde 57-59 and Margaret Hyde and daughters Leona Cerretani and Kathleen Bailey; MSCM Ed Jose (TN) 67-69 and Elisa (Ely) Jose; FP3 Bill Kanipe 55-57; BT3 Gene Konkoski 57-58 and friend John Mongello and cousins Vic & Angela Lewandowski; GMG3 Don Livingston 62-66; SF3 Jimmy Loy 68-69 and guests Mary Davis and Trenton Montross; RD2 Jon Marshall 61-62 and Adele Marshall; LTjg Russ Miller 65-67 and Sherry Miller; RM3 Milton (Mickey) Mizell 62-63 and Beverly Mizell; ET1 Ernie Moore 50-51 and Betty Brauss; FTG3 Michael Moran 63-65; LT Dick Oliver (Ensign) 68-69 and Natalie Oliver and friends Tom and Marie O'Day; GMCM Mike Peters (GMG2) 60-66; QM3 Bill Pollok 50-53 and Clementine Pollok; IC1 Sandy Reid 50-52 and son Glenn Reid; ET2 Ken Satterlee 56-59 and Bev Satterlee; IC2 Andy Schavland 66-67; Capt. Bob Shenk (LTjg) 66-68 and Paula Shenk; RD1 Charles Shook 54-57 and Betty Carney; Plankowner GM3 Irvin Sisler 44-46 and daughter Wendy Laub and Dave Laub and grandsons David and Dan Laub; BT3 Wayne Sundberg 61-62; MM3 George T. Young 62-66 and Cherry Young; and BT3 Fran Zanoth 65-68.

Rhonda Eastwood and Renee Erickson, daughters of the late RM2 Marvin Lang 62-66, and their mother Marlene Keeling attended the memorial service. Shipmates Otto Brock and Mikey Peters were assisted in the two-bell ceremony by shipmate Bill Pollock, a retired Methodist minister.

## Welcome Aboard

S 1/c Herbert **Bressman** (44-46) Cleveland Heights OH; MM2 Leonard F. **Kenworthy** (FA 65-66) Attica IN; MMC Robert M. **Maupin** (MM3, 63-66) Port Orchard WA; ETN2 Larry Allen **McCaslin** (61-63) Aurora OR; RDC Joseph D. **O'Donnell** (64-65) Spring Valley CA; ICFN Jackie R. **Paulk** (61-63) Jonesville LA; BT2 Kim **Tunstall** (1967) Apache Junction AZ; SK3 John D. **Wakeham** (68-69) Irvine CA

## Taps

FT2 Clifford E. **Alexander** (58-61) 3/25/13 Moses Lake WA; RD3 Roman W. **Botz** (59-60) 11/17/97 Minneapolis MN; RDSN Leland L. **Baldwin** (51-53) 2/9/13 Fruita CO; YNC Arthur Ray **Calton** (YN3, 59-60) 2/15/13 Modesto CA; SN Larry M. **Clement** (66-68) 5/6/10 Odessa TX; SN Franklin L. **Clifford** (58-60) 5/27/12 Blaine WA; SN William S. **Dockery** (53-54) 9/1/10 Shreveport LA; EM2 Verne Lee **Irvin** (66-69) 5/6/13 Chino CA; Plankowner LTjg Gilbert J. **King** (44-46) 3/21/13 West Falmouth MA; RM2 Marvin W. **Lang** (62-66) 3/12/13 Mandan ND; Plankowner SN Joseph **Richiusa** (44-46) 8/27/12 Pleasant Hill CA; BM1 Henry **Sala** (65-67) 5/14/12 Canonsburg PA; Plankowner GM3 Irvin I. **Sisler** (44-45) 7/15/13 New Market VA; EM3 Frank J. **Tullier** (1949) 12/22/12 Wilburton OK; ETR3 Dallas **Van Dyke** (57-59) 2/27/13 Everett WA

## Lost Contact, Return Mail

MM3 Glenn S. **Armistead** (68-69) 6/11/13 Cle Elum WA; EM3 Bill **Mullis** (50-54) 3/16/13 Silver Springs FL

## Memorial Pages Additions

In his search for unlocated shipmates, Al Eisenbraun (SH3 63-67) often has the frustration of tracking down a shipmate phone number and calling to find out that the shipmate is deceased. He has now embarked on a new tack of searching grave registries to find deceased shipmates. When he finishes his current list he will then be able to pursue the remaining names fairly confident they are not deceased, giving him a better chance of success. So, most of the list that follows are from the grave registry and represent matches of Navy rank/rate with name and appropriate age. They have been added to the Memorial Pages on our website. They are arranged in this list by the year they reported aboard.

PO3 Joe D. **Miller** 51-54; BM3 Grover V. **Laney** Jr. 53-57; BM3 Louis J. **Gower** 54-57; BT2 Herschel L. **Bailey** 55-58; FN Richard E. **Bryant** 56-57; SK3 Vincent **Lamentino** 56-57; SN Darrell D. **Brandon** 56-58; SN Eddie L. **Dix** 56-58; MR3 Claude Lee **Burchard** 57-58; SM2 Robert R. **Knowlton** 57-58; Capt. John **Avila** Jr. (LTjg) 58-59; SFM2 Roy Nathan **Bailey** 58-59; SK1 Roy Frank **Carlson** (SK2) 58-59; GMMC Hartwell S. **Archer** (GM2) 59-60; EMC Corbett A. **Burger** 59-60; RD2 Alfred W. **Layman** 59-61; GMG2 Amaziah B. **Jefferson** 59-63; GM3 Vicente P. **Diaz** 1960; GMG3 Steven M. **Crane** (SN) 60-61; SD3 James M. **Davis** 60-61; TM3 Gene **Large** 60-63; GMG3 James A. **Allen** 1961; SHC Angelo T. **Kontos** (SH1) 1961; RDSN Adelbert F. **Bayles** 61-62; SD1 Jose A. **Cruz** 61-63; BT1 Harold L. **Duffy** 61-63; QM1 Chester D. **Dale** 61-64; BT2 Donald D. **Carey** 62-63; SA Reginald P. **Kellett** 1963; RD2 Cornelious **Atkins** 63-64; SN John H. **Beck** 63-64; FN Donald R. **Broussard** 63-64; MR1 Frederick C. **Brenstuhl** 1964; QM1 Joseph B. **Kowalczyk** (QM3) 1964; FTG3 Grady Mac **Gunnels** 64-66; CS1 John A. **Harbison** 64-66; SN Steven R. **Kulp** 1965; FA David Lee **Ling** 1965; GMG1 Vance G. **Anderson** (GMG2) 65-66; YNC Martin **Lasher** 65-66; IC2 Michael Gene **Walker** 65-66; MMC Ralph L. **Dobson** 65-67; ET1 Wayne Edward **Walker** 65-67; SOG2 Norman I. **Dietrich** 65-69; BT1 Robert James **Carpenter** (BT2) 66-67; QM2 Curtis **King** 66-67; BT2 Curtis Dean **McGlothlin** 66-67; SFM2 John Wesley **Kinney** 66-69; SN James D. **Lemke** 66-69; SH3 Stephen Donald **Marchese** 1967; SN Larry Lynn **Carpenter** 67-68; BM1 Elbert **Dunn** (BM2) 1968; EN3 Kenneth R. **Bost** (FN) 68-69; ST1 Louis R. **Schlemlein** 1969

## Man Overboard, Update

For the February 2012 Hubbard Herald I wrote a story about the loss of a young Fireman in a man overboard February 19, 1957. After an exhaustive search he was not found. What made it particularly tragic was that his older brother witnessed the event and the unsuccessful search. The sailor lost was 18-year-old electrician striker Kenneth David Bryant. His brother Richard Earl Bryant, FN, 19, remained on board ship a short time before being transferred for medical treatment. SH3 Al Eisenbraun (63-67) debated whether we should attempt to locate him. Eventually Al decided to do so. We now know that Richard Earl Bryant died August 23, 1998 in Paducah, KY, where the two brothers were from. Al talked to his widow. He was born May 17, 1937. Kenneth was born Dec. 16, 1938. Both reported aboard in 1956. I also wrote a version of the story for Tin Can Sailor, where it appeared in the Oct-Nov-Dec 2012 issue.

## *Sworn to Secrecy*

I was going through my "pending" file clearing out papers when I ran across an item about a proposed book on sub incidents during the Korean War. The working title was *Sworn to Secrecy*. According to emails sent to me by a USS McKean (DD-784) sailor in late 2008 and early 2009, the author Ken Sewell was interviewing radarmen and sonarmen of the USS McKean and USS Frank Knox (DD-742) for a book about the report that they sank a sub Dec. 18, 1950 off Sasebo, Japan, some six months after the USS Walke incident in which Hubbard was involved. The declassified McKean report on the incident indicates an aircraft that was aloft to participate in a gunnery exercise confirmed an underwater sub

silhouette. The ships reported indications of a sub such as sonar countermeasures and torpedo wake and sounds. The next day the USS Greenlet (ASR-10) sent down a diver to look at wreckage in the area and found a sunken ship with the name Iona Maru on the stern.

## What does the Future Look Like?

I have been pondering the future of this organization and this curious fact: Our numbers keep growing but attendance at reunions is declining and we have a problem finding shipmates to host reunions. Perhaps we need to look at questions like these: What is the purpose of the organization? What are we trying to do? How should we go about doing it?

Perhaps some history will help. I have recounted before how John Sarff (GMG2, 62-66) contacted a few shipmates with whom he had kept in touch and they set about trying to locate others. The 51-52 cruisebook listed all the Korean War shipmates and their hometowns and that helped. They used city phone directories a lot. The first reunion was in Cape Girardeau, MO April 27-29 1989. Robert Carson (SHSN, 50-53) volunteered to host the next one, in Atlanta June 7-10, 1990. Ed Drummond (GM1, 50-51) hosted the third, in Baton Rouge 6/20-23, 1991 and became the informal head of the group. At each reunion someone volunteered to hold another one for the next year and so it went down to the present. It started as a spontaneous thing and has continued in more or less unstructured fashion ever since.

The mailing list was passed down year-to-year from reunion host to reunion host and the early ones were handwritten. Shipmates were located by putting notices in veterans magazines like American Legion and DAV with the name and phone number of the reunion host for the coming year. I had somewhere run across the publication *Tin Can Sailor* and when I subscribed they sent my name to Charles Shook (RD1 54-57) who then sent me info about the reunion he was hosting in Asheville in 1995. I flew in from Germany to attend. There were 78 total attendees, 68 of them at the banquet.

When J. T. Hill (SK3, 50-54) was co-hosting the Chattanooga reunion in 1997, he purchased a computer program that kept track of reunion receipts and addresses and that became the basis for our first computerized roster. It was in DOS. An early version, sorted by states, consisted of 270 shipmates. That was 1995 or 1996 as it lists me still in Germany. The ship's store was started and operated by IC1 Sandy Reid (50-52) and he made the mailing list available to shipmates for the cost of duplicating and mailing. Reunion attendees were given copies of the roster to take home. When SH3 Al Eisenbraun (63-67) acquired the list as the upcoming host of the Tacoma reunion for 1998 it consisted of 287 names, of which five were marked through as bad addresses and two recently deceased. He started work expanding the list and has been at it ever since.

When I was heading into hosting my first reunion, 2002, J. T. came down to St. Petersburg to show me how to operate his computer program and provided me with a printer that had a typewriter ribbon and mailing labels on a large spool. Before there had usually been one mailing, in the spring, consisting of information about the upcoming reunion. I expanded into an 8-page newsletter and began including information about the previous reunion. Over time I included notes of the annual meeting, a financial report, roster information, bits of history and articles sent in by shipmates. There were 59 shipmates and 44 wives and other guests at the Omaha reunion in 2001 and 87 shipmates and 81 guests at the Nashville reunion in 2002. The December 2001 newsletter reported 57 shipmates added, 9 deaths and 19 lost contact. The third newsletter, March 2002, included the names and addresses of 586 shipmates. The October 2006 roster consisted of 651 shipmates. Our total as of this newsletter is 773. Remarkable that we can grow when we are dealing with a base that is increasing in age. It is a tribute to the search efforts of Al Eisenbraun.

As I said we have problems getting shipmates to host reunions. The upcoming reunion will be the fourth that Natalie and I are hosting, all of them at locations some distance from our St. Petersburg home. John Kraft (SN, 66-67), Jim Minard (ET2 66-68), GMCM Mike Peters (GMG2 60-66) and Tom Cunningham (MM1 52-55) have hosted two each. Using a reunion planner is a means of making it easier to host a reunion and thus may encourage additional shipmates to volunteer to host them.

Attendance at reunions is falling off. What to do? We could meet concurrently with the annual Tin Can Sailor convention, as a number of destroyers do. Some ships have their reunions jointly with another ship, or a destroyer squadron. It might even be that the reunion idea is a thing of the past, that the new thing is shipmates getting in touch with each other individually. Think about it. We will continue to talk about such things at upcoming reunions. Let someone know what you think.

## Ship's Store Merchandise Available

Joyce Davis continues to operate our ship store in association with ETN2 Jim Renneker (60-63) from their home in Warroad MN. You can reach her at (218) 386-3879 or email at [jdavis@mncable.net](mailto:jdavis@mncable.net). Our four lines of merchandise are hats, t-shirts, polo shirts and sweatshirts. All come with our Hubbard logo shown here.



Regular prices are: hats \$16, t-shirts \$16 to \$18, polo shirts (men & women sizes available) \$25 to \$28 and sweatshirts \$30 to \$32. Sweatshirts with hood are \$35 to \$37. Shipping is \$4 to \$10 depending on size of order. Call or email to discuss specifics. Some merchandise may be available at the reunion but we usually sell out whatever we manage to carry to the reunion. Better to order now and have it with you when you get to the reunion. On the hoodies and sweatshirts that are made to order we are now including adding your name on the hood, sleeve or front. We also have license plate holders.

### Cruisebooks

There were five cruisebooks published over the life of the ship. 1951: *The Hubbard's Far Eastern Forays*; 1953-4: *The Wake*; 1965-6: *Westpac*; 1967: *Avenger*; and, 1968-9 *WestPac Cruise*. Copies have been reproduced by photocopying each page. Contact Al if you want to get one at whatever his cost is. You can also find copies for sale on the internet.

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### What are Signal Flags for ?

Someone sent me an article from the Wall Street Journal about a flap over signal flags at the Navy Memorial in Washington, D.C. It seems that, with good intentions, they arranged signal flags to spell out U.S. Navy Memorial, 14 flags, on the mast in front of the memorial. Some yachtsman lawyer pointed out that groups of two or sometimes three have special meaning. M-E-M means "vomiting is present" and V-Y means "icebergs are present." And so forth. Flags, it seems, are not intended to spell words without first signaling your intent to do so.

In the signals manual there are indeed groups of flags with special meaning. B-Z, bravo zulu, for example means "well done." There are special flags to indicate course, speed, turn, etc. when combined with numerical flags or pennants. Some single flags have special meaning. "B" for bravo indicates fueling, "M" for mike diver below and "O" for oscar man overboard. Flags are mostly rectangular, and pennants are sort of triangular. For ceremonial occasions when flags and pennants are strung aloft for "dress ship" a manual tells you in what order they are to be displayed, lest someone decide to spell out an obscenity or some other mischief.

Semaphore flags and flashing light with Morse Code are other means of signaling. The Signalmans rating, SM, was combined with Quartermaster, QM, in 2003. SM had been a separate rating from QM 1921 to 1948 and 1956 to 2003

**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. The items below include an extract from the diary of Marvin Hill and from a history Les Fraley wrote for his family. I learned about them at the reunion this year. If you have similar material let me know and we will share it. Don't worry about size, form or spelling.

**Recommissioning 27 October 1950** From the program for the ceremony, the list of assigned officers. Burriss D. Wood, Jr., Commander, U. S. Navy, Commanding Officer; Harry A. Burns, Jr., Lieutenant Commander, U.S. Navy, Executive Officer; Richard J. Pabst, Lieutenant (jg), U.S.N.R., Operations Officer; Charles K. Presgrove, Lieutenant (jg), U.S.N.R., Combat Information Center Officer; Albert W. Coset, Lieutenant (jg), U.S. Navy, Communications Officer; Lane C. Kaley, Lieutenant, U.S.N.R., Gunnery Officer; Harry D. Train, Ensign, U.S. Navy, First Lieutenant; Darrell H. Zwemke, Lieutenant (jg), U.S.N.R., Anti-Submarine Warfare Officer; Donald F. Adams, Lieutenant (jg), U.S.N.R., Engineering Officer; Lewis A. Shea, Jr., Ensign, U.S. Navy, Damage Control Officer; Robert L. Rigel, Lieutenant (jg), SC, U.S.N.R., Supply Officer. Ensign Train reached the rank of four-star Admiral. Retired, he lives in Norfolk but was unable to attend our reunion there in May.

**FTG3 Robert Gilbreath (63-67)** I do recall our visit to the Port of Stockton back in 1965 and two things stick in my memory. First is the lazy cruise up the Sacramento River on that warm, sunny day. We shared the river with quite a few pleasure craft, more than a few crewed with beautiful, young, scantily clad women, all waving and smiling to the sailors in their dress whites waving back. Eagerly. We were also offered beer and drinks but, sadly, only in jest. Second was a day spent at the Calaveras Big Trees State Park east of Stockton. A middle-aged woman contacted the ship and offered to take 3 or 4 sailors up to the foothills of the Sierra Mountains to see the giant Redwoods. Word came down to the 2nd Division and several of us FT's, including Mike Moran, Dale Smolnisky and myself, jumped right on it. I cannot remember the woman's name but she picked us up at the gangway and drove up to the park. While she worked on her graduate degree at a picnic table near the car, the rest of us spent the day exploring the park in our dress whites and climbing up onto the enormous Redwood tree stumps, some over 15 feet in diameter, wearing our slippery, leather-soled dress shoes. She even provided a picnic lunch. We returned to the Hubbard before dark, weary and slightly sunburned with memories to last a lifetime.

**LT Tony Felice (63-65)** I remember the voyage up the San Joaquin River to Stockton very well, fairly certain we were there for Armed Forces Day. We had to have a river pilot guide the ship. I believe we were accompanied by the USS Samuel E. Moore (DD-747) or some other ship from DesRon 13. The river did some serious winding. It was really strange to look out over the flat fields and see the superstructure of another destroyer sticking up from the greenery. My recollection of Stockton was that it was flat and boring.

**DK3 Steve Holeman (66-68)** The review of Bob Shenk's book "America's Black Sea Fleet" was interesting to me because it mentions the USS Bulmer DD-222. My father served on the Bulmer in The Asiatic Fleet in 1936, 1937 and 1938. He has many pictures from that period in his life, and enjoyed his time there very much.

**BT3 Gene Wisheart (50-54)** I came out of Boot Camp in San Diego and was assigned to help put the Hubbard back in commission October 1950. I stayed on the Hubbard until I was discharged at Treasure Island when we returned from our third trip over to Korea. I was a BT3 and in number 2 fireroom. I remember most all the experiences we went through. I was Oil King for over a year. Pumped oil in the wrong tank one time and had to spend time cleaning oil over the side of the ship in Yokohama.

**S02 Les Fraley (51-52)** The other common duty assignment for the Hubbard was shore bombardment, usually shooting at transportation facilities. Starting 7 July 1951, we spent most of the next month on that duty. After a couple of weeks off Songjin we joined the bombardment group at Wonsan harbor. There were two major concerns when in Wonsan harbor. One was being shelled from shore battery placements, either from the mainland or from one of the three islands near the harbor entrance. The other was mines. The harbor was heavily mined and minesweepers continually worked to destroy the mines, some of which would drift into the lanes we used while underway in the harbor. Minesweeping was hazardous duty and several minesweepers were sunk after hitting mines. We spent two weeks in Wonsan harbor bombarding railway bridges, railroad yards and other supply lines. During the day the ships in the group would sail at about five knots in a big circle, opening fire when the window of opportunity presented itself. At night, we would anchor in the harbor. On occasion, almost always on a very clear afternoon, the North Koreans would roll cannon out of caves in the hillside, apparently look down the barrel and open fire on the ships in the harbor. When we were their target the first shell would land about 100 yards or so behind us. They had apparently never hunted birds and didn't know about leading a moving target. All of the ships in the harbor would immediately sound general quarters and go full speed ahead. The next shell might land a few feet behind our ship and by then we would be shooting back. The North Koreans would then cease firing and pull their cannons back into the caves. This happened several times during the two weeks we were there

and we never got hit, although one ship did get hit on the fantail, without human casualties. My bunk in the O Division quarters, two decks below the main deck and right at the waterline, was next to the ammo elevator that carried projectiles and powder cases to the #2 twin 5/38 main gun mount. When the Hubbard was bombarding at night the noise was tremendous but I learned to sleep right through it. On 25 August 1951 the Hubbard joined the USS Rogers DDR-876 and the USS Helena CA-75 for shore bombardment and to act as radar picket and lifeguard ship in conjunction with a 30-plane B-29 raid on Rachin, a transportation hub just south of the Russian border. The B-29s were escorted by 12 F2H2 (Banshee) and 12 F9F (Panther) jet fighter aircraft. During the night as we were headed to the target area, we operated farther north than any other U.N. ships had, we could see the glow of the lights of the USSR port of Vladivostok. We were probably thirty to forty miles from the port. The raid was carried out by the B-29s but apparently one of them couldn't release its bombs. The plane's crew did so as they were on the return trip, not far from the Hubbard, where we watched them fall, hit the ocean and detonate. We rejoined Task Force 77 until 22 September 1951, when DesDiv 31 relieved DesDiv 13, and we headed for home in Long Beach via Yokosuka, Midway and Pearl Harbor, not stopping long at any one place. We had traveled 69,300 miles, burned 930,000 barrels of fuel oil and expended 8,342 five-inch ammo rounds. My three-year hitch was to be finished in July 1952 but President Truman had extended all tours by nine months, so I was in longer than I had planned.

**Plankowner Seaman 1/c Marvin Hill** Logbook entries 7/12/44 Left Norfolk, Va. for New York by train. After traveling all night arrived at Penn Station at 0700. Then went to Flushing Avenue barracks before seeing the USS Harry E. Hubbard DD 748 7/22/44 The USS Harry E. Hubbard was commissioned today at 1200 at Brooklyn Navy Yard by Admiral Monroe Kelly with Cdr. Leonard William Bailey as Commanding Officer and Lt. Cdr. Irving E. Dewey as Executive Officer. 7/22/44 to 8/7/44 Spent two weeks putting finishing touches on ship. 8/7/44 En route to Bayonne N.J. for degaussing of ship, then anchored off Coney Island to load ammunition from barge. Remained at anchor all night. 8/8/44 Underway for trial run around Long Island in order to test engines and guns. Anchored off New London, Conn. several days. 8/11/44 Returned to New York at 1600. Went to Coney Island. 8/12/44 0600 Reported back to ship, which got underway for Bermuda, B.W.I. for shakedown cruise. 8/14/44 Arrived at Murray's Anchorage, Bermuda, and I, for one, was glad that trip was over. I have never been so sick. We tied up alongside destroyer tender USS Hamul AD-20. Routine of actions at Bermuda were AA firing, torpedo firing, speed runs, etc. Spent approximately one month there. 9/13/44 Completed training and got underway for N.Y. 9/14/44 Tried to break speed run for Bermuda-N.Y. run, which is 22 hours, but we ran into a hurricane which slowed us down quite a bit. We rammed dock at Bayonne, N.J. while going alongside to unload ammo. We were too late to enter N.Y. harbor that night as the nets were closed at 6:00 P.M. So we anchored off Sandy Hook overnight. 9/15/44 Arrived in Brooklyn Navy Yard and went on a five-day leave. 9/20/44 Reported back aboard ship for about two more weeks while any adjustments were being made. 10/1/44 Sailed for Norfolk. 10/2/44 Arrived Norfolk at 0900 and moored at Conway Escort Piers outside of Naval Base. Ship assigned as training ship. Spent about four months as training ship. 1/16/45 Received orders to get underway. Rendezvoused with USS Guam CB-2 off Delaware Bay. 1/19/45 USS Guam and USS Hubbard met USS Shangri-La CV-38 off Cape Henry, Va. Also USS Forrest DMS-24, high speed minelayer. The four of us headed to Panama. 1/21/45 USS Guam, damaged, left in company of USS Forrest for Cuba. USS Shangri-La and USS Hubbard continued to Panama. 1/23/45 Arrived in Colon, Panama and had liberty in Cristobal and Colon. (to be continued)

**RD3 Charles Stookey (67-69)** I left the ship in late '68 to have a cyst removed from my posterior. Quite a trip off the catapult of the carrier and flying to Subic. The plane crew was very laid back but I recall being very nervous. I returned to the ship in Subic Bay and went to Australia and New Zealand on the final WestPac cruise. A few weeks after arriving in Long Beach I had to go to the hospital to have my surgery redone. This took two weeks and during my stay a close friend of mine aboard the USS Frank Knox died when the ship was cut in two by an Australian aircraft carrier. They were on their way to Singapore for R & R. A truly sad time. I attended Radarman "A" school with him and our wives were close. He had just had a baby boy before his final cruise. There is a memorial to the crew in Long Beach but none of them are listed on the Vietnam Memorial. When HEH was being converted to reserve status I was transferred to the USS Henderson, DD-785, where I served out the remaining few months of my enlistment.

**BTCs Pete Pilgrim (64-67)** I went through Boot Camp in San Diego in 1945 and remember very well all the shots, and after receiving them going to the drill field and doing physical drills just to loosen up the arm. I later received my first shot with one of those fancy spray guns in 1960 while aboard the USS Bausell. The damn thing nearly knocked me to my knees. Later when pushing boots in Great Lakes 1961-64 I had several of those "painless" shots, all of which hurt like hell. I remember vividly when I would take my Company for shots that several of them would come out of the line with blood streaming down their arms. I am not sure when the Navy went back to the needle but when I retired in 1967 we were receiving shots the old fashioned way, with NEEDLES! Wonder what they are doing now?

**EMP3 Tom Sarbeck (50-52)** Am I the only Hubbard shipmate who didn't go to boot camp? I joined the St. Petersburg, Florida Reserve Unit in 1948. Probably because I was activated after I'd taken two summer training cruises (one to Havana and one to San Juan), someone decided to send me straight to HEH in San Diego, where I helped take her out of mothballs. I'm now at the Veterans Home in Yountville, in California's Napa Valley.



**RM3 Fred Albridge (59-61)** I served aboard Hubbard with a man who had been in the Navy for quite a period of time, then had gotten out for a long while and was somehow able to come back in and work toward the several years he needed for retirement. He was the oldest enlisted shipmate I ever served with. He was from Yonkers, NY, 55 years old, John Bodkin, Carpenters Mate 2nd Class (CM2). His crow had the axes and he was on record as a carpenters mate. He looked after the ships damage control lumber bracing, wooden plugs, wooden bridge grating, boat gear etc. He had somewhat limited duty being handicapped by very poor eyesight and ultra thick eyeglasses. He was assigned to OC Division. The young guys called him "Pops" and he sure didn't like that. Wooden DC timbers and plugs were stored in racks in the inboard passageway and at other locations around the ship. [Ed. note: It was one of the oldest ratings, dating from 1797, and continued even after wooden ships were almost entirely replaced by metal ones. In 1948 the ship CM rating became Damage Controlman but continued as a rating within Construction Battalions (CB) ashore doing actual carpentry work with wood.]

**LT Dick Oliver (Ensign 68-69)** I was rereading old e-mails and in one it said GMM3 Bob Fabianski (50-51) had built a Hubbard model originally with one motor whaleboat (MWB) and then corrected it by adding a second one. There is a picture of the model in the March 2009 Herald. I only recall one MWB (port side?) from my time on board but someone from Deck told me we had offloaded one in Subic early in the cruise and then retrieved it later before our return to Long Beach. Or maybe we left it in Long Beach or somewhere else? Was it standard practice to do WestPac with only one MWB and if so why and which side? We get suggestions that the group should bring such a model (or buy and build one) to each reunion. The problem is that with our reunions shifting all over the country transportation is both awkward and expensive. At present we have two life rings making the trip and even that is cumbersome. Besides which, the life rings are not genuine but were hand painted and stenciled years ago and have recently resurfaced in time for the Virginia Beach (and Baton Rouge) reunions. The WWII flag that used to make the reunion trips was owned by a plankowner who is now deceased and the son who has it now wishes to keep it framed and mounted in his living room. The framed pictures of former Commanding Officers also became too cumbersome and expensive to ship. Our giant Hubbard banner was mounted at the Virginia Beach reunion. It was too big to mount in Seattle. New Mexico may have been the last reunion with a space big enough to mount it stretched out full length. Any new memorabilia should probably go into the Silent Auction as we have no way to store and transport material, particularly with the airline baggage charges nowadays for excess baggage.

**SK3 J. T. Hill (50-54)** I was on condition 3 watch on the bridge as the phone talker for the conning officer when the USS Walke hit the mine. The officer and I were on the open bridge and I was looking in the direction of the Walke and saw the explosion. I told the officer I thought the Walke had fired a K Gun to shoot a depth charge out but I didn't see the depth charge. We were astern of the Walke in the Task Force 77 formation and since we were closest to her we were directed to render assistance. After lowering a motor whaleboat and the crew having taken some bodies off the Walke, one of the ships near the Walke had a sonar contact. We were told again to break off and assist in the sonar contact leaving our boat with the Walke, which had a damaged port screw shaft and could only make 3 knots as she turned toward Sasebo, Japan. We also had a good solid contact and started attacking by dropping depth charges with the other ship. She would make an attack and we would do the same one after the other. We dropped some seventy depth charges along with firing hedgehogs. After one of the passes, the sonar guys asked me to tell Captain Wood to look at the sonar repeater and listen to the sub breaking up. The sonar guys thought we got the sub. We then picked up the motor whaleboat with the bodies and later transferred them to the USS New Jersey. The crew of the whaleboat felt all alone in a very big ocean with a crippled ship as we chased the sub beyond the horizon. By the way, at the first contact the sub tried to hide under the Walke.

**SM3 Walt Coleman (1946)** I was in Boot Camp in 1944 and Signal School at Great Lakes until June of 1945. It snowed in early June, not much, but it was the only June snow I have ever seen. A really long time ago.