



## The Editor's Mailbag

Thanks for contributions to the reunion/newsletter from Capt. G. H. McKelvey (LT) 1963-6, QM1 Bill Kelly 1968-9, SF3 Jimmy Loy 1968-9, HMC Thomas P. Bryant (HM1) 1969, MM3 George Young 1962-6, FT3 Armand Plante 1956-9, BT2 Frankey Stanley 1951-4, IC2 Sandy Reid 1950-2, SO3 Hayden Morris 1944-6, FP2 Norm Eldridge 1952-5, MM3 Charles W. Gattis 1956-9, MM2 Charles Jenkins 1952-5 and DK3 Otto Safranek 1956-9. . . With sadness we note the death of Sally, wife of FP2 Norm Eldridge (1952-55). They attended many reunions, most recently in Virginia Beach in 2013. . . Correction to the last newsletter. It should have read FP2 Bill Kanipe 1954-7 in the photo caption of him and his trike with friends Sonja and Cherry . . . Sept. 7 1953 Hubbard embarked EN2 Sok Kang Bong, GM1 Chi Ho Chung and GM1 Yong Chul Pak for gunfire missions on the Korean coast. Two ROK Navy Ensigns later embarked. All departed Jan 12 1954 in Yokosuka. . . An unverified story from a time and place unspecified that we won't be pursuing: ". . . leaving (port) at night with the XO passed out in his bunk and the CO on the bridge shirtless leaning on the helmsman." . . . We now have the complete crew list compiled into three files: WWII, 1949 brief recommissioning and 1949-1969. Some dates and pages, mainly 1966, are missing due to problems in the microfilming process. For some of the early years we do not have the officer lists as they were separate from the Muster Lists and it is too expensive to purchase the Xerox copies of the Deck Logs. We can sort by rate, dates on board, etc. So, if you would like a list for your time on board let me know. We also have the active roster, which we can sort in various ways. We have about 750 on our active roster. A few shipmates have asked to be removed from the mailing list and we honor their requests. SH3 Al Eisenbraun 1963-7 continues the search and updates our memorial pages on our website. Let him know if you are aware of a shipmate who is not on either our active roster or our memorial pages. . . Contributions to the cause are always welcome. You can make a check out to the ship and we will put it in the DD-748 bank account. . . Due to the amount of reunion and business details we have an abbreviated Memories section but those are always welcome. Write down as much as you can remember and count on the editor to correct spelling and punctuation and he will trim to fit the space. . . Best wishes and hope to see you at a reunion in the future. Next newsletter will be after the first of the year with the details and registration form for the upcoming Charleston reunion. *Dick Oliver*

## Baton Rouge 2014 HEH Reunion Ends, Make Plans for Charleston in 2015

There were 79 attendees at the Baton Rouge reunion May 14-18 2014, the 26<sup>th</sup> consecutive year for Hubbard reunions. The number of shipmates was 40 and included an increasing number from the last years of Hubbard, 1966-69. Some came in from nearby cities and adjacent states to spend all or part of a day with shipmates. See page 2 for names of the attendees. RD1 Charles Shook maintained his perfect attendance, the only shipmate to have attended every reunion. Attending was GMG2 John Sarff, who organized the first reunion 26 years ago. His remarks are on page 6. Shipmates visited the USS Kidd DD-661 close by to the reunion hotel, and the plantation tour of Houmas house and grounds was well received with 43 on the bus. A tour of the WWII museum in New Orleans was canceled when too few signed up to meet the minimum set by the reunion planner, AFRI. An unknown number visited on their own, including seven in a chartered van. The memorial service was held in the hotel on Saturday prior to the business meeting. At the business meeting SH3 Al Eisenbraun presided before turning it over to FP2 Bill Kanipe, who intended to host the 2015 reunion in Charleston S.C. Bill had an accident unpacking after the reunion, breaking his ankle and is continuing to recover from a serious infection that developed. RD1 Charles Shook (828 433-9223) has since stepped in as host. He will be assisted by MM3 George Young and his wife Cherry (cherryhyoung@hotmail.com). There was one proposal for 2016 and that came from RM2 John Kraft for Portsmouth NH. John had recently attended a submarine reunion in Portsmouth and hoped to arrange the same hotel and tours. Subsequent to the meeting John reported back that the New Hampshire deal was no longer available. The financial reports for the Ship Store and the Association were presented (page 5). Meeting began at 1020 and adjourned at 1055.

## Charleston, S.C. May 6-10 2015

The hotel is the Charleston Plaza Hotel, 4770 Goer Drive, Charleston SC 29406. The dates are Wednesday May 6 through Saturday May 9 with departure Sunday May 10, 2015. The number for reservations is 1-888-747-1900. As always, identify yourself as being with the Hubbard Reunion. Make plane reservations early if you are flying as it is Citadel Graduation weekend and Sunday May 10 is Mother's Day. Cut off date for reservations is April 6, 2015. If you don't make that cutoff date rooms will be on "space available." The hotel is at I-26 and I-526 right at the airport. We have a very nice space for the hospitality room and the banquet. The hospitality room will be just like the ones we are used to with snacks and "cold adult beverages." Anyone who is driving is encouraged to bring your "specialty" for snacking in the hospitality room, like we did in the past. If you are flying and have room in your luggage and want to bring something, feel free to do so. We have always enjoyed the "homemade" items in the past. As always bring your Silent Auction items. Ship's store items

will be available in limited quantities, so if you can you should order them now from our Ship Store (page 6).

The rate is \$109 per night, including breakfast for two people in a room. It is a buffet, a decent one, but you can also order a la carte. There is complimentary shuttle service to and from the airport. Call upon arrival 1-888-747-1900. The courtesy phone is in the baggage claim area. There is a complimentary shuttle within two to three miles of the hotel, including the Tanger Outlet Mall. There is a scheduled shuttle service to the Historic District and Visitors Center at 10 a.m., 2 p.m., 6 p.m. and 9 p.m. for \$10 round trip per person. Sign up at front desk. You can drive to the Visitors Center if you have a car, pay to park and take the trolley from there. There are three trolley lines. The one to the heart of the historic district is free. The Market is about four blocks long and is covered. George and Cherry Young, who provided these notes, ate at the Fleetside Restaurant. There is in fact a "Bubba Gump" restaurant, and many others. Another trolley goes to the Aquarium but there is a fee. The reunion banquet dinners will be Tuscan Chicken or Atlantic Salmon with salad etc. at about \$35 per plate, the exact price and other details to be revealed in the next newsletter. There will be a harbor tour, a carriage tour and one to Patriots Point where the destroyer USS Laffey DD-723, USS Yorktown CV-10 and USS Clamagore SS-343 are open for visits. The memorial service will likely be there. The business meeting will be Saturday along with the Silent Auction.

There is so much to do in Charleston, so come early and stay after. Discounted rates are available three days before and after the reunion dates. Thanks to Cherry Young for providing these notes and descriptions and helping Charles Shook set things up. The website for the reunion hotel is [www.thecharlestonplaza.com](http://www.thecharlestonplaza.com) Do not confuse it with the Crowne Plaza. You want the Charleston Plaza Hotel.

## Attendees at Baton Rouge Reunion

GMSN Mike Axell 1962-6 La Porte TX; LTjg Ed Blanchard 1964-7 New London NH; FTA2 Otto and Charlene Brock 1956-7 Las Cruces NM; HMC Tom Bryant (HM1) 1969 Jonesboro LA; GMSN Doug Byrd 1957-8 McGregor TX; SFP3 Bob and Patty Chavez 1966-69 Downey CA; HMCS Jack Cole (HM1) and Sonja Cole 1963-5 Elizabethton TN; EM3 Jesse and Phyllis Crim 1966-9 Waynesboro GA; EN3 Donald and Donna Dedon 1966-8 Walker LA; SFP3 Gerald and Barbara DeFlores 1966-68 Rio Vista CA; ICC Dennis Ditsch (IC2) 1968-9 Shawnee KS; SH3 Alvin Eisenbraun 1963-7 Marysville WA; CSG3 Cy Elliser 1950-1 Federal Way WA; GMM3 Bob Fabianski 1950-1 Norridge IL; SN John and Susan Fried 1959-61 The Villages FL; MM3 Charles Gattis 1960-1 Adamsville TN; LT James Graham (HM1) 1960-1 Niceville FL; FTG3 John and Pamela Grimmke 1965-7 Dundee NY; SMSN Ed Hayden 1946-7 Louisville KY; SOG2 Gene and Margaret Hyde 1957-9 Yantis TX; MM2 Charles Jenkins 1952-5 Lake Charles LA; MSCM Ed and Ely Jose (TN) 1967-9 Orlando FL; FP2 Bill Kanipe 1954-7 Calabash NC; Cdr. Jim and Beverlee Kelly (Ltjg) 1966-8 Los Angeles CA; SN John and Darlene Kraft (RM2 SS) 1966-7 Hartland

WI; MM2 Doug and Dorothy Leland 1965-9 Stafford MO; SF3 Jimmy Loy 1968-9 Wartburg TN; LTjg Russ and Sherry Miller 1965-7 Lincoln NE; LT Dick and Natalie Oliver (ENS) 1968-9 St. Petersburg FL; GMCM Mikey Peters (GMG2) 1960-6 Albuquerque NM; IC2 Sandy Reid 1950-1 Florissant MO; PN1 Al Romans 1958-60 Alto TX; DK3 Otto and June Safranek 1956-9 Paw Paw IL; GMG2 John and Pamela Sarff 1962-6 Chesterfield MO; Capt. Bob and Paula Shenk (LTjg) 1966-8 Mandeville LA; RD1 Charles Shook 1954-7 Morganton NC; EM2 Don and Bernadene Smith 1954-7 Anaheim CA; BT3 Wayne and Joan Sundberg 1961-2 Ft. Collins CO; SN Darrell Vincent 1954-6 Lafayette LA; MM3 George and Cherry Young 1962-6 North Augusta SC; and guests Jean Albarado, Kathleen Bailey, Betty Carney, Leona Cerretani, Mary Davis, Adell Foulkes, Lorene Gobert, James Graham, Marie and Tom O'Day, Glenn and Karen Reid, Johnathan and Abby Reid, Matthew Reid, Phyllis Sherl, Diana Stanton and Karla Teal.

## Agent Orange, the VA and You

I had a call from EN3 Robert Chapman 1959-64 the other day. He had been to the Veterans Administration to register and they asked him about Vietnam. Did his time aboard ship count as Vietnam service, he asked me. I said I did not know as I was aboard ship later and wasn't sure when the Vietnam Conflict began officially as the U.S. had a presence there before we made it official. However, it may not matter, I said, as what the VA wanted to know was whether you qualified for Agent Orange Registry. This would get you approved for medical treatment for a number of illnesses, some of them rare but some not so rare. If you served on some ships during certain periods of time, or if you actually set foot on the soil of Vietnam, then you could be registered, but not otherwise.

Hubbard as a ship is not on the approved list for any period of time and so you have to prove you were ashore. MR3 Rick Dias 1965-7 is one of those on the Agent Orange Registry. He was able to produce evidence that he reported aboard the ship via air transport to Da Nang (also spelled Danang), Vietnam and then from that airfield via land transportation to the harbor where he boarded a boat to reach the Hubbard and reported on board for duty. On that same flight with him were six other sailors who also qualify for the registry. This was 9 December 1965. They are/were: STG3 Peter Lush 1965-7, SF3 Robert C. Del Greco 1965-8, FA Floyd D. Schell 1965-6, DK1 Rodolfo S. Zapanta 1965-8, SA James R. Beeby 1965-6 and FA Charles E. Koser 1965-6. Three of them (Koser, Schell and Beeby) were only aboard Hubbard a short period of time and their whereabouts are unknown but the other three plus Rick are members of our association.

There are destroyer-type ships that have been designated as Agent Orange Ships, more than 50 of them in fact, for limited periods of time. Some examples. USS Blue DD-744 anchored in Da Nang harbor on April 21, 1968 with crewmembers going ashore for a picnic. USS Myles C. Fox DD-829 anchored off Qui Nhon and Nha Trang with crewmembers going ashore during February 5-20 1967.

USS John R. Craig DD-855 anchored off Nha Trang during summer 1968 with crewmembers going ashore for a beach party. USS Braine DD-630 docked to pier at Da Nang November 27, 1966. USS Charles S. Sperry DD-697 docked at Da Nang during January 1966. USS Richard E. Kraus DD-849 operated on coastal inlet north of Da Nang protecting Marines holding a bridge.

A friend of mine has gotten some men from his cruiser qualified. He was able to show that at specified times and dates a boat from the ship tied up at the dock in Da Nang to pick up mail and the boat crews set foot on the pier. I have myself tried to find out when and where any Hubbard men went ashore. When I last inquired in this newsletter, I got some encouraging responses but I need more details and more shipmates responding. Here are the responses I got last time. FT3 Robert Gilbreath 1963-7: "I recall Hubbard being tied up to the pier in Da Nang. I did not leave the ship and to the best of my knowledge very few did." RD2 Gary Padgett 1963-6: "I do recall some part of Nha Trang. We did some training with allies on land there, mostly OI Division and an officer. We were near or at the mouth of a river. There were two RD's and an officer that went ashore for liaison and mission setup with South Vietnamese personnel. I was assigned to do portable radio communications with spotter in small aircraft from a position above the bridge atop the Captain's sea cabin with voice powered phones to CIC for the next few days. I do not recall who went ashore." DC3 Larry Vail 1963-7: "We were tied up alongside the dock. Me, Calvin Robertson and Mike Pinto went ashore to get oxygen and acetylene bottles. I remember it well because Calvin and I were carrying an acetylene bottle and I smashed my finger between the pipe rack on the pier and the bottle. I lost my fingernail about a month later. That was the first day we tied alongside the pier there, December 9, 1965." LT Bob Stivers 1964-6: "I remember that we tied up. I walked to the end of the pier and touched dry land to add a country to my 'visited there' list. We didn't stay long but patrolled off shore as I recall." Also see LTjg Brad Howe note in Memories (page 8). We have deck logs indicating our visits to Da Nang as harbor defense ship. During those periods the ship patrolled at night and anchored in the harbor during the day. The logs do not mention being tied up to the pier. That might have been in the QM log but in transcribing and shortening the record for the official deck logs the officers doing the deck logs likely left out any such detail about being tied up to a pier and so the deck logs are no help.

So far, merely anchoring in the harbor has not been sufficient to get Hubbard or any other ship on the registry of Agent Orange ships. If you look at the ships approved, the destroyers basing claim on proximity to land are mainly those who made trips up the Saigon or Mekong rivers. USS Samuel N. Moore DD-747 is one of these. We have also looked at the times when Hubbard was very close to shore for gunfire support. This has not been good enough either. For those who were in Da Nang harbor our group does have deck logs and can provide copies if you would like to use them in a claim. I can provide a copy of a page of the

Muster Logs to show you were aboard and your DD-214 should show your assignment to the ship.

Some shipmates have contacted their Congressman or Congresswoman. The organization Blue Water Navy (<http://www.bluewaternavy.org>) has advocated extending coverage to ships such as ours and seeks legislators to co-sponsor and support the bill to do so. Their website has information on the bill and other information of interest.

Your best course of action for you personally is to contact your local Veterans Service Officer (VSO). These are funded by local governments and are not part of the VA. They are advocates for your rights and your benefits. They are not in every city and locality and you may have to travel to another city to find one. Organizations like the DAV, American Legion and VFW are helpful. If you find you are qualified, perhaps via service on a different ship or via a tour in-country, then when you contact the VA you can proceed onward to the VA Agent Orange Clinic Registry and their medical evaluation. Note that all vets of any period are approved for one level of benefits. Others have been approved for other benefits depending on when and where they served. For example, prisoners-of-war and combat injured veterans. The Agent Orange Registry is one of those categories adding additional benefits. In addition to medical benefits there are also financial and tax relief benefits as well as education, home loan and burial benefits. Again, contact your VSO and then the Veterans Administration.

Rick Dias adds these comments: "Once VA determines that there is a 10% Service Connected disability rating of any vet benefits improve. All prescription medication will qualify for a low co-pay if you use the VA pharmacy. You can also use the pharmacy at any military base. Just have them log your card into the database at that facility. I use the Naval Hospital pharmacy in San Diego and the VA hospital pharmacy in La Jolla, even for my dental prescriptions. Once approved by VA, disability compensation is paid tax free and retroactive. Vets can also receive free eye care, glasses every 2 years or more often if the VA eye doctor prescribes them. VA offers field of vision testing and glaucoma screening. Hearing aids and the batteries are provided free for life for vets with service connected hearing loss. VA mails the batteries to the vets and prescriptions on request. Vets can apply and get access to all their VA medical history, records and appointments online. Access requires a visit to VA to apply for an access code after they verify your identity and Email. VA is very careful to protect vet privacy. In some states like Massachusetts property tax is waived for some disabled vets with service-connected disability. Ask your local VSO about property tax benefits, which vary with locality. After a vet is awarded 50% service connected disability compensation, prescription medication is free. Mileage to and from appointments for any specific service-connected disability will be paid at the VA travel office. The vet's VA healthcare ID card tracks all VA medical appointments on the VA database."

In my chat with Robert Chapman we also talked about asbestos. He and others who worked in engineering spaces were exposed to the stuff. He told me it came aboard in big bags of white fluffy stuff that was mixed with water in buckets before being applied as insulation (termed lagging) on pipes and equipment as well as coating the bulkheads of some spaces. He has some effect and knows of others with or who have died of asbestosis and/or lung cancer. If you need to contact some of your shipmates or the engineering officers for documentation of your exposure, let us know and we will provide you with the names of shipmates you can contact for statements. In a class action suit against the asbestos companies there was a large award of money mandated but you may need a lawyer experienced in that field of litigation to press your case and tap into that fund.

There is the question of hearing loss. If you were exposed to the sounds of gunfire and/or loud machinery, again you may be able to qualify for a hearing disability. Some of us have qualified for free hearing aids and some have disability ratings based on hearing loss. See Rick's comments in the note below.

On page 8 Al Eisenbraun provides some information on atomic bomb testing in Operation Wigwam.

### **Rick Dias Notes and Comments on Service Related Disabilities**

To explore the Agent Orange (AO) illnesses a little deeper, we must all understand the Veterans Administration already has accepted, approved and listed all the known proven illnesses for which they will provide free medical services and disability compensation. This VA monthly tax-free compensation is not a pension. Most vets make too much money to qualify for a VA pension. The devil is in the details of proving contact during combat. Hypothetically, any vet can state that he has an AO-related disease and he may very well have. What VA wants to see is undeniable documentation akin to evidence used in court. That evidence must show that there was contact with the cancer-causing chemical during a veteran's service. The presently approved VA evidence is that a veteran have likely made contact if he served any part of his service on land or on ships that may have performed in combat in approved harbors, waterways and rivers. Those geographical areas of Vietnam and all the diseases approved are all listed online at official VA websites. Setting foot on land in Nam is perhaps the most common proof required for AO claims. Letters from officers aboard at the time and shipmates as well as personnel records that place the ship in a combat zone are valid pieces of evidence that can be used to pursue AO-related claims with the VA. The burden of proving each case is on each vet not anyone else. VA does not research and help to prove anything. They merely weigh the evidence and documentation placed in front of them on an individual basis. Just because a shipmate proved his case it does not mean that everyone else aboard can also garner VA approval. This is why I have always recommended that every vet use the services of a

Veteran Service Officer (VSO) in their county or locality. VSO's can be quite helpful and good ones may be hard to find. My two hearing loss and tinnitus claims were treated by VA as separate disabilities. VA knew and had their own VA audiology charted proof that I in fact had audiology disabilities. My challenge was to prove that they were "service connected." It took over four years and many letters and several VA audiology tests and finally my own hearing surgeon specialist evaluation that my hearing loss and tinnitus combination for my age had all the appearance and symptoms of combat related disabilities. Best wishes everyone on your claims. June 17, 2014 MR3 Rick Dias 1965-7.

### **More on HEH Motor Whaleboats**

The two books I consulted are *U. S. Destroyers: An Illustrated Design History* by Norman Friedman (2004) and *Sumner-Gearing-Class Destroyers* by Robert F. Sumrall (1995). Both are from Naval Institute Press, Annapolis Md. According to Sumrall, the initial plan had boats on davits immediately aft of the forward stack, which is where they were located in the Fletcher class on which the Sumner-Gearing Class was based. The destroyers were modified in many ways. Some were modified to make an ASW version (DDE), a minelayer version (DM), a radar picket version (DDR) and the FRAM I or FRAM 2 weapons/electronics modifications. The addition of 3" 50 cal. twin mounts after WWII affected MWB placement. Some ships had two and some had one MWB and the location of the single MWB might be either port or starboard. Location was commonly just aft of the aft stack.

As to the Hubbard, RM2 Robert Wood 1952-4 says, "I'm kinda old, but if my memory serves me correctly, the Hubbard had two whaleboats. One was open and the other had a canopy covering maybe half the boat. It was referred to as the captain's gig and used as such." BT2 Frankey Stanley 1951-4 confirms there were two. He was assigned to the boats when he was striking for Motor Mac. Up through the 50's there was a Motor Machinist Rating (MoMM) with a patch that looked like a Machinist Mate (MM) patch with a gear except that the gear had the letters "M" and "O" on either side of the gear. During the Walke mining incident only one boat was used in the recovery of bodies from the Walke. EM2 Don Smith 1954-7 recalls the one on the port side being damaged in a storm and was hanging down and banging into the ship. The gunners mates had to shoot the block out to release the boat and avoid any further damage to the Hubbard.

SM1 Karl Hudson (SM3 1957-9) has this to say: "I reported aboard in 1957 and departed the Hubbard in late 1959 and there was only one motor whale boat, on the port side. It mostly served as the Captains Gig. I only rode in it once and that was when we were plane guarding the USS Lexington off Honolulu and one of their A6's got caught up in the arresting gear cable upon landing. The plane then veered over the port side and fell into the sea but remained afloat for about 14 hours. I was on watch up on the bridge and was assigned to the rescue party that went out to the plane

and retrieved the three crewmen off the plane with minor injuries. We were told to sink the plane the next morning and did so with our 3" guns. It took about ten rounds to sink it (5-6 direct hits at least). Also I remember during the launching of the gig it received some minor damage to its hull and was later repaired in shipyard at Pearl. When I returned in 1969 I believe the ship still had only one MWB. I hope this sheds some light on the subject."

At some point after Korea Conflict the number of boats was reduced to one. This has been confirmed by the Engineering Officer Capt. Dave Davis (LTjg) 1967-9 and the First Lieutenant LTjg Wellington Westbrook III 1968-9, as well as my own recollection and that of the Gunnery Officer LT Jim Carmody (LTjg) 1967-9. Wellington reports thusly: "The Hubbard MWB became unusable soon after I came aboard in October 1968. I can't remember exactly what was wrong with it but it may have had something to do with the engine. We were without a motor whaleboat until we went back to Subic Bay, at which time we acquired one from the USS New Jersey. It hung in davits on the port side and the name "New Jersey" was on both sides of the bow. We used it during plane guard duty on Yankee Station and returned it for a replacement during one of our frequent visits to Subic Bay. .If we had a Captain's gig in addition to a motor whaleboat I can't for the life of me remember where it was kept on board." EN3 Robert Chapman 1959-64 took care of the boat engines and he recalls replacing an engine once. EN3 Don Dedon writes: "I was an engineman on board from December 1966 to July 1968 and we only had the one at that time. It had a Perkins diesel engine. Some boats on other ships had Buddha engines." SN Tony Reginelli 1968-9 indicates he was the bowhook and BM3 Rick Owens 1968-9 was the coxswain for the ship's last deployment. The location of the davits was port side just forward of the aft stack. The davits themselves were not in good shape and required some manipulation to swing the boat around to hang over the side for lowering.

### Association Financial Report

Balance 12/21/13 (Last newsletter)	\$3206.19
Donations to newsletter	\$335.00
Printing expense	-\$226.16
Postal expense	-\$184.00
Ship Store sales at reunion	\$365.00
Silent Auction proceeds at reunion	\$468.50
Reunion Expenses	-\$516.26
Donations to reunion – mail & on site	\$900.00
Balance as of 5/27/14	\$4480.79

### Ship Store Financial Report

Balance 2/19/13	\$850.00
Sales at Virginia Beach	\$622.00
To General Fund	-\$622.00
Sales by mail	\$682.50
Shipping expenses	-\$118.77
Merchandise purchases	-\$1057.00
Office supplies expense	-\$44.78
Balance as of 5/27/14	\$311.95

### Newsletter

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### Shipmate search

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### Welcome Aboard

**MMFN Arden A. Annis** 1963-5 Camp Verde AZ; **GM2 Hubert R. Barrow** 1955-6 Hazel KY; **BT3 Floyd M. Douglas** 1953-5 Livermore CA; **SN Michael G. Ganas** 1965-6 Lake Havasu City AZ; **MMFN Wilford S. Mitchell** 1961-5 Muskegon MI; **FTSN George K. Paredes** 1957-9 Sheridan OR; **SN Ronald J. Vincent** 1954-6 Youngsville LA

### CAPT Gerald Francis Carney, Commanding Officer 1958-60

Captain Gerald F. Carney died May 27, 2014 in New Hampton, Iowa at age 95. He followed Calvert B. Gill as C.O. and was succeeded by Robert F. Reilly. Gerald was C.O. from Dec. 13 1958 to April 2, 1960. He was born in New Hampton and graduated from Iowa State University. He entered the Navy August 1940 and was in the battles of Coral Sea, Midway, Guadalcanal and Iwo Jima. He served on cruisers and aircraft carriers. In addition to commanding

Hubbard he was CO of the Naval Station San Miguel in the Philippines. In retirement he owned an insurance agency.

3879 or email at jdavis@mncable.net. Mail address is: PO Box 328 Warroad MN 56763-0328

## **CDR Lester Grant Hinchcliff, Jr., Commanding Officer 1963-1965**

Commander L. Grant Hinchcliff died May 25 2014 at age 92. He was Commanding Officer of the USS Harry E. Hubbard from Nov. 9, 1963 to July 26, 1965. He preceded John P. Pabarcus and was followed by Phillip R. Bush. Grant was born in Ogden, Utah and graduated from the Naval Academy in 1946. He commanded minesweepers, an LST and several destroyers. He received masters degrees in education and math and taught in California and Utah. In later years he lived in Hurricane, Utah and Mesquite, Nevada. He was active in the Church of Jesus Christ of Latter-day Saints.

## **Taps**

**SA Charles George Brand** 1962-3 9/29/08 Wheaton MO; **Plankowner Seaman 1/c Herbert Bressman** 1944-6 1/18/14 Cleveland Heights OH; **SN Robert Eagle** 1968-9 2/14/14 Coos Bay OR; **RM1 Frank Fahy** 1966-9 8/8/14 Blanchester OH; **STG2 Michael W. Foyle** 1966-9 12/26/13 Royal Oak MI; **BT1 Richard E. Goody** 1950-2 7/14/12 Tacoma WA; **RM2 William D. "Bill" Harner** 1949 12/14/13 Crossville TN; **CS2 Sam Lamon** 1960-1 8/26/09 Pigeon Forge TN; **FC2 George McClanahan** 1950-1 2/2/14 Indianapolis IN; **LCDR Jack Nordstrom III** (LTjg 1951-2) 4/11/14 Normandy Park WA ; **RD3 Jose Rios** 1963-6 4/10/14 El Paso TX; **ET2 Kenneth B. Satterlee** 1956-9 4/7/14 San Marcos CA; **MM2 Arthur J. Sidoff** 1961-4 6/11/14 WQest Allis WI; **EM3 Lino Urrea** 1960-1 9/27/13 Wilmington CA; **BTG3 Charles Watts** 1950-1 6/19/14 Granville OH;

## **Lost Contact, Return Mail**

**SN Neil Knutson** 1968-9 1/25/14 Anchorage AK

## **Ship's Store Merchandise**

IC2 Sandy Reid 1951-2 founded our ship store and ran it until Joyce Davis took over in 2008. Joyce and ETN2 Jim Renneker 1960-3 run it from their home in Warroad MN. Joyce would like to turn it over to someone so she and Jim can spend more time traveling now that he has retired again. Let Al or me know if you would like to take on the Ship Store. It is an unpaid volunteer position.

We have nice polo shirts for men and women with the name of the ship, three-quarter bow profile of ship with DD 748 beneath. The shirts are white with two trim choices, Navy or blue/gold. Medium and large are \$26. Our classy Navy blue t-shirts also come with the name and ship profile on the left side, \$16. Ballcaps are \$16. Pictures are on our website – click at bottom left on the opening page. The website is [www.dd748.org](http://www.dd748.org). Call Joyce Davis at 218 386-

## **Letter from GMG2 John Sarff 1962-6, Organizer of First Hubbard Reunion in 1989**

Dear Hubbard crew members,

I would like to take this opportunity to thank all of you for your support and kindness to me these past 25 years and for continuing the Hubbard reunions. Many of you have gone out of your way to thank me for hosting the first Hubbard Reunion and I will always remember your gratitude.

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

As I planned the reunion, I assumed that several shipmates would attend and that after that it would probably fade away. Little did I realize the emotional impact that the reunion would have on many of the attendees. Most had not seen any shipmates since they left the Hubbard. Many Hubbard men had been under life-threatening situations on other ships and installations. I had no idea that the reunion would have such an impact on people's lives and bring people together so that they could relive a very important time in their lives. The continued work by many unsung and unknown people with the Hubbard will continue the Hubbard legacy for many years. Shipmates plan reunions, do newsletters, keep records of ship personnel, host reunions, operate the ship's store, maintain the Hubbard website and generally give many hours of support for our shipmates. We are deeply grateful for their commitment to the Hubbard crew. Again, thank you so much for the honors you have bestowed on me and I truly appreciate it.

God bless you and your families and I wish all of you smooth sailing.

John Sarff, GMG2, 1962-6

## Hubbard Officers Flee the Snow

Escaping winter weather up north, these mid-60's wardroom officers of the USS Harry E. Hubbard got together for a mini-reunion at Handsome Harry's restaurant in Naples, Florida in January 2014. Back row, left to right, are LT Tony Felice 1963-5 of Woodstock CT, LTjg Bill Carter 1963-6 of Clare MI and Cappi Carter. Seated, left to right, are LTjg Ed Blanchard 1964-7 of New London NH, Anne Howe and LTjg Brad Howe 1964-7 of Lexington MA. Mary Beth Felice was away on a mission trip to Nicaragua.



**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. In this issue we continue with selections from the WWII diary of Marvin Hill.

### Plankowner Seaman 1/c Marvin Hill (44-45)

5/8/45 Met by USS Woodworth DD-460 and USS Lansdowne DD-486 to screen convoy into Okinawa. Proceeded to Hagushi Bay and anchored. 5/9/45 On AA screen off Hagushi Beach. Unidentified plane reported 30 miles away. Ship went to GQ but plane was taken care of by our fighters. 5/10/45 Went to GQ several times. No attacks as yet. 5/11/45 Went to GQ 0109 - 0312 and 0355 - 0600. Secured from GQ. [Attached to notebook page was clipping from ship newspaper *Hubbard Herald*: "Washington: The destroyers Hugh W. Hadley and Evans knocked down thirty-eight Jap suicide planes in an hour and forty-five minute battle off Okinawa on May 11 the Navy disclosed. The bag, the Navy said, was the largest ever reported for ships of this size during a single action."] 0817 Went to GQ again. 0918 ship was ordered to proceed to radar picket station 15 with USS Wadsworth DD-516 and USS Walke

DD-723 to assist USS Hugh W. Hadley DD-774 and USS Evans DD-552 damaged by heavy air attack. Hadley shot down 21 kamikazes before being hit by two. Evans shot down 18 before being hit by one and a bomb. Alongside USS Evans to assist in damage control and medical assistance. We then screened Evans while a rescue tug took her in tow toward Kerama Retto. We then returned to station RP-15 with USS Wadsworth. 5/13/45 Missed by torpedo that passed a short distance ahead. Periscope reported by ASP [anti-submarine patrol] planes. Results "no." Went to GQ at 1442 and 1822 as enemy planes were in vicinity. 5/15/45 Relieved on RP-15 by USS Gainard DD-706 and USS Drexler DD-741. Ordered to station B-25 for AA and A/S screen. 5/16/45 0301 - 0426 at GQ with unidentified aircraft in vicinity. 1400 Order to station A-38A to relieve USS Walter C. Wann DE-412. 2134 GQ, bogeys closing from North. 2140-2339 Brought four planes under fire, three of them unidentified. The last plane that made run on us was identified as a Pete. We heard him pass over us three times and fired on him each time. He finally crashed, probably ran out of fuel. 5/17/45 GQ several times during night and early morning, unidentified planes in area. 5/18/45 Kerema Retto for ammo. During night several groups of bogeys bombed Yontan airstrip on Okinawa. 5/20/45 On B-14 AA station. 1815 Went to GQ. Bogeys approaching from West. About 1900 two planes attacked us, suicide Vals. One shot down by 5" battery ahead of ship while other one sneaked up behind us 150 ft. on port quarter by 20 mm and 40 mm. 2031 Fired on low flying float plane at 7000 yards. Results ? 2138 Secured from GQ. 5/21/45 Went to GQ at 1835. 1845 Took two low flying planes under fire, they turned tail and ran. 2007 Secured from GQ. 5/23/45 GQ several times during night. 1600 underway for screen station A-26 SW of Ie Shima where Ernie Pyle was killed. GQ twice during night. 5/24/45 Full moon made air attacks ideal and Japs took full advantage of this. GQ almost all night. Several ships hit. 5/25/45 Ship at GQ 0052 Ordered to proceed station A-330 to render aid to USS Barry APD-29 [DD-248] hit by a suicide plane and reported on fire without power. 0120 Screen Barry while USS Sims APD-50 [DE-154] rendered material aid and PCE-852 [USS Brattleboro] searched for survivors. 0230 Took under fire single low flying plane closing from east. Results "No." 0403 Secured from GQ. 0840 Attacks recommenced under conditions of reduced visibility and at 0910 took low flying Betty under fire. Plane started smoking and turned away from us. Then 4 F4U's, looking like flies buzzing around the Betty, finished her off. About ten minutes later another Betty appeared off our starboard bow about ten feet above water line approx. range 3000 yds was splashed by five inch battery. 1320 Proceeded to station A-36. 5/26/45 GQ once during night, no damage done in area. 5/27/45 Rendezvous with LSM-174 off Hagushi Beach and escorted LSM to Tori Shima. Returned to Hagushi in afternoon. Numerous enemy aircraft in area but no attacks. 5/28/45 Designation and command of 5<sup>th</sup> Fleet changed to 3<sup>rd</sup> Fleet. Trying to make Japs think we had two fleets here. 0451 GQ. One float plane splashed north of us. 0520 Secured. 5/29/46 0004 GQ but no activity. 0023 secured. 1940 Sank floating mine. 2014 Took low flying plane under fire. Results ? 5/31/45 0445

Underway for RP 15 to relieve USS Van Valkenburgh DD-656. Other two ships on station USS Claxton DD-571 and USS Ingersoll DD-652. GQ 3 times during day. No activity. 6/1/45 Still on RP 15 which is approximately 50 miles due north of Okinawa. 6/2/45 USS Prichett DD-561 and USS Knapp DD-653 joined group relieving other two ships. 6/3/45 Plane splashed close aboard to us, shot down by LCS-21. 0240 Commenced firing on low flying plane closing from NW. When taken under fire, plane dropped "window" and turned away. Lookouts spotted fire to NW which may have been plane afire. Gun fire turned NW and plane again turned away. 6/4/45 Received report of typhoon approaching from south. Underway for cove to escape typhoon. 6/5/45 Anchored in cove, typhoon reported to have passed 130 miles east. USS Pittsburgh CA-72 was damaged heavily by typhoon off coast of Japan. USS Hornet CV-12 also damaged 100 miles north of Okinawa. 6/6/45 GQ once during day. No attacks. 6/9/45 In early morning, plane dropped bombs on Hagushi Beach and set one ship afire. 0654 Underway for RP 11A with USS Prichett and USS Ingersoll. 2229 GQ on report of enemy plane in vicinity. 2245 Secured. 2330 GQ Night fighter shot down Judy 4 miles from us. 6/16/45 Enemy plane dropped bombs on ship in transport area. 0510 Underway for RP 9 in company with USS Moale DD-693 and USS Gainard DD-706. 1507 Sonar contact - "No." GQ 2058 Unidentified plane closing from NE. Plane believed to be friendly. Later believed to be plane that torpedoed USS Twiggs DD-591 at 2054 off southern tip of Okinawa. 2138 Secured from GQ. 6/17/45 Changed station to RP 7. 6/19/45 1205 Honn type mine sunk by 40 mm fire. 6/20/45 Relieved by USS Van Valkenburgh DD-656. 6/21/45 0426 Underway to form AA screen 1000 yards to seaward of Hagushi. Okinawa now believed to be secured. 6/22/45 Several nuisance raids. Plane dropped bombs on beach. 0900 GQ on report of large number of kamikazes in North. No attack due to success of CAP. 6/24/45 Enemy plane closed to 21 miles. 2138 Helped fighter director direct night fighters. GQ 2143 CAP splashed Betty 5 miles to port. 6/30/45 Underway for RP 15. Ships on station USS Prichett and USS John A. Bole DD-755. 7/1/45 Ordered by CTF-31 to investigate surface contacts. Results negative. 7/3/45 0325 GQ Enemy plane splashed by night fighters. Plane identified as a Tony. Sonar contacts dropped depth charges. Results dead fish. 7/4/45 USS Converse DD-509, USS Foote DD-511 and USS Aulick DD-569 relieved us. 7/8/45 Underway for RP 15 with USS Frank E. Evans DD-754 and USS Alfred A. Cunningham DD-752. 7/12/45 Enemy planes at 24 miles so ship went to GQ. Plane shot down by night fighters. 7/19/45 Underway to execute typhoon plan X-ray. 7/21/45 Returned to Hagushi. 7/23/45 Underway to form AA screen as large air attack is expected but none developed. 7/24/45 Proceeded to Hagushi. CDS-64 took over job as CTU 99.1.6 commander of A/S screen. 7/25/45 to 7/27/45 Night of 27<sup>th</sup> went to GQ at 2330 on report of enemy planes in vicinity. Three torpedoes dropped by low flying planes. Two ships hit in Hagushi, one at Ie Shima. 7/28/45 SS John A. Rawlins [Liberty ship with number 434] torpedoed by sub off Naha Okinawa. 7/29/45 0015 GQ USS Callaghan DD-792 hit by two kamikazes at RP 9A. One Betty and two fighters

splashed by night fighters. 7/30/45 0215 GQ USS Horace A. Bass APD-124 hit by suicider with no great damage - one Betty splashed. 0500 USS Cassin Young DD-793 hit by suicide plane. Damage unknown. 8/1/45 Underway to execute typhoon plan x-ray. 8/4/45 to 8/8/45 Anchored at Hagushi. During this period received several reports that Japs were going to use rest of air force and fleet as kamikazes. No enemy action in area during this time. 8/10/45 Today was a great day in the history of the U.S. At 2130 received report by voice radio that Japan had surrendered to the U.S. in accordance with the terms set up at the Potsdam Conference if they were allowed to keep the Emperor. Although no official confirmation of this report received it is expected in a few hours. As soon as word was received the entire area put on display of rockets, 20 mm gunfire, searchlights, etc. as big as any that could be seen in the States on July 4<sup>th</sup>. In order to try to put a stop to all this, area went to Red-yellow alert. After many threats and much pleading display ceased. Area warned by CTF 95 to be doubly alert for next couple of days as enemy is liable to try almost anything. So ends the day we had been hoping for since Dec. 7, 1941.

**SH3 Al Eisenbraun (63-67)** I received a letter with some medals Jan. 31 from the Department of the Navy. It showed all the medals that I was entitled to. Two of them I didn't even know what they were. We were awarded the Expeditionary Medal in 1964 before Viet Nam was a war zone. We didn't get combat pay for that cruise. I got combat pay for 1965, 1966, and 1967. The medals and ribbons: 1. Vietnam Service Medal, 2. National Defense Service Medal, 3. Combat Action Ribbon, 4. Expeditionary Medal, 5. Navy/USCG Unit Commendation Ribbon, 6. Republic of Viet Nam Meritorious Unit Citation (Gallantry Cross w/Palm and frame ribbon bar), 7. Viet Nam Campaign w/1960 Device. . . I called a shipmate today (8/29/14) and learned from his wife that he had passed away from the effects of Operation Wigwam. We have information about this on the website. On May 14 1955 the U.S. conducted an underwater nuclear test approximately 500 miles southwest of San Diego. The test in Operation Wigwam was a 30-kiloton nuclear device suspended by a cable 2000 feet below the surface. The purpose of the test was to learn what effects an undersea nuclear explosion would have on underwater and surface vessels and their personnel. USS Harry E. Hubbard was one of the 30 ships.

**LTjg Brad Howe (64-67)** I was having lunch with Pete Guptill (LT, 65-67) and Ed Blanchard (LTjg 64-67) and we were talking about whether Hubbard ever tied up to the pier anywhere in Vietnam. Pete remembers going ashore in DaNang and says there were a BM1, an RM and a couple of gunners mates with him carrying sidearms. He doesn't recall much more than that. Perhaps it had something to do with briefing spotters for our shore bombardment mission.