



# YANCEY MEMORIES



## Coordinator Message

George Clifton - [clifs@ameritech.net](mailto:clifs@ameritech.net)

This will be the last newsletter before the reunion in Harrisburg September 28th thru October 2nd. If anyone would like to attend and hasn't received

information by email or postcard please contact me.

The deadline to sign up is August 17<sup>th</sup>. The USS Bexar, USS Pickaway and the USS Cambria, three amphibious ships, APAs, that were planning a reunion through MLRS before they went out of business will be joining us this year. I'm looking forward to a fun reunion.

Our annual fund raiser was very successful. Many responded and we received over \$2,000 with donations ranging from \$10 to \$200. I want to thank all of you for your generosity.

Enjoy the remainder of your Summer and I hope to see many of you in Harrisburg, Pennsylvania.

George Clifton

## More Facts

Name:	USS <i>Yancy</i>
Namesake:	Yancey County, North Carolina
Builder:	Moore Dry Dock Company, Oakland, California
Yard number:	280
Laid down:	22 May 1944
Launched:	8 July 1944
Sponsored by:	Miss Beverly Bartlett
Commissioned:	11 October 1944
Decommissioned:	March 1958
Recommissioned:	17 November 1961
Decommissioned:	20 January 1971
Struck:	1 January 1977
Homeport:	1946: San Francisco, California 1961: Norfolk, Virginia
Honors and awards:	5 battle stars <ul style="list-style-type: none"> <li>● World War II (2)</li> <li>● Korean War (3)</li> </ul>
Fate:	sunk as an artificial reef off Morehead City, NC, 1990. Laying on her starboard side at a depth of 160 ft (49 m)

## DID YOU KNOW

## WIKIPEDIA: THE USS YANCEY part two

After spending most of the late 40's & early 50's in the Western Pacific, *Yancey* was decommissioned in March 1958 and placed in reserve at Olympia, Washington. *Yancey* was reactivated in the aftermath of the Berlin Crisis of 1961 and recommissioned in November. During the October 1962 Cuban Missile Crisis she sailed in support of the U.S. blockade of Cuba, and during the April 1965 U.S. intervention in the Dominican Republic she carried almost a quarter of all of the evacuees from Santo Domingo. In January 1970, *Yancey* was

blown by a storm into the Chesapeake Bay Bridge-Tunnel which closed the structure for several weeks.

The ship was decommissioned for the final time in January 1971, and struck from the Naval Vessel Register in January 1977. After being stripped of salvageable materials, the ship was sunk as an artificial reef off the North Carolina coast in 1990. The ship is intact and rests on her starboard side at a depth of 160 feet (49 m).

## CREW NOTES by Harvey Bernstein.....hjb0416@yahoo.com

I was the lead Disbursing Clerk on the USS *Yancey* from September, 1966 until March, 1968. A lot happened during that period of time. The *Yancey* sailed to the Dominican Republic and helped evacuate an Army base because of a revolution on the island. It took three days and two nights to get back to the United States and the women and children who were evacuated from the Army base took over the enlisted berthing spaces. Enlisted personnel on the ship slept on deck and used the fantail as a bathroom. A very unique experience.

Later that year the ship was part of an Amphibious Squadron that deployed for six months to the Med for training exercises with the Marines. When we returned to the Little Creek Naval Base we had a few months when repair and replenish were the majority of the tasks. At the end of 1967 the ship went into dry dock in Newport News for extensive repairs.

I was ordered to transfer to the USS *Sandoval* in March and the period that I spent on that ship was another story for another time. I was on the *Sandoval* until the end of October at which time I received orders to the Navy Finance Center in Cleveland, Ohio. My wife gave birth to our first son in November and in December I reported to the finance center.

Now you have to realize that this was like a minor league baseball player reporting to its major league team - when it came to Disbursing, this is where it happened - or so I was told.

In the disbursing annual cycle, December was a very busy month and I was very happy to be in transit. Each December a new pay record is opened for each and every person in the Navy. The previous pay record is balanced, a IRS W-2 is created, and then the old pay record, a copy of the new pay record, and the governments copies of the tax forms are all forwarded to the Navy Finance Center for whatever processing needs to be done. Those of us in the fleet only had our "fleet" instructions. What happened in Cleveland was somewhat like what the Wonderful Wizard of Oz did behind the curtain.

As the newest enlisted man at the center, the jobs I was assigned were at the bottom of the list. We had about 35 enlisted personnel and among the Disbursing Clerks, the most junior were the second class variety. Accordingly, in January, I was assigned to work in the area where all of the old pay records were received for processing. The old records were loaded onto wheeled carts and sent to a special section where the numbers were entered into a machine that was much like a cash register. All of the expenditures and collections were recorded and then the records were sent to a very large room where they were each filed in that individual service members file folder.

## CREW NOTES continued

As an aside, the filing was done in the summer months by local high school students who were hired as a part of a summer intern program. Their work was evaluated on the basis of the number of records that could be filed per hour. The result of this measurement method was the misfiling of thousands of records as the students just grabbed a bunch and stuck them in a folder to meet the hourly requirement.

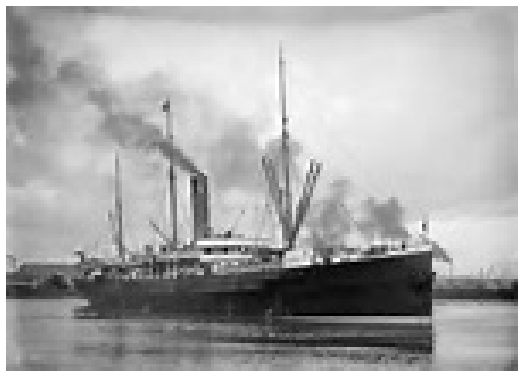
Back to my job. The copies of the new records and the IRS copies of the W-2 forms were tossed into a very large wheeled container. There was no specific order to this task - just throw them in. I asked where they went from here and was told that they were shredded and sent to the incinerator. WHAT? The IRS forms did not go to the IRS? Of course not. Each Navy member would send in the member's copy of that form when they filed their taxes. The IRS had no easy way of processing the copy that NFC received - and besides, most enlisted members did not make enough money to even accrue taxes in excess of what we withheld. Disposing of the forms was the most cost-effective way of doing business.

On board the USS YANCEY we had an ET whose name I will keep to myself who told me that he had eleven dependents and therefore did not have any money withheld for income taxes. I knew (or thought I knew) that he did not have eleven dependents but the book said I had to take his word for it. I told him that he would have to pay a lump-sum in income tax when he filed his annual tax return and he said "Don't you mean IF I file a tax return?" He told me that he had never filed a tax return and had no intention of doing so at that time. I kept my thoughts to myself but I was sure he was going to be caught and sent to jail. That is, until I started tossing those forms into that great big wheeled container. If that ET, the smart one, is reading this, I apologize for doubting you.

There are many other stories about my time on the Yancey but this is the one that sticks in my mind and I thought that everyone would enjoy it.

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## SEA STORY by JOHN PITMAN <jjphoto@earthlink.net



The passenger steamer SS Warrimoo was quietly knifing its way through the waters of the mid-Pacific on its way from Vancouver to Australia. The navigator had just finished working out a star fix and brought the master, Captain John Phillips, the result. The Warrimoo's position was LAT 0° 31' N and LON 179 30' W. The date was 31 December 1899. "Know what this means?" First Mate Payton broke in, "We're only a few miles from the intersection of the Equator and the International Date Line". Captain Phillips was prankish enough to take full advantage of the opportunity for achieving the navigational freak of a lifetime. He called his navigators to the bridge to check & double check the ship's position. He changed course slightly so as to bear directly on his mark. Then he adjusted the engine

speed. The calm weather & clear night worked in his favor. At mid-night the SS Warrimoo lay on the Equator at exactly the point where it crossed the International Date Line!

The consequences of this bizarre position were many:

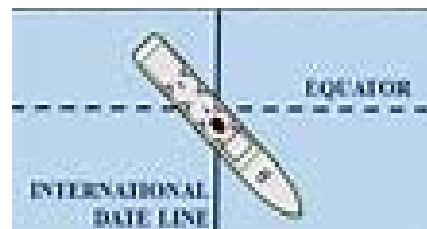
The bow of the ship was in the Southern Hemisphere & in the middle of summer.

The stern was in the Northern Hemisphere & in the middle of winter.

The date in the aft part of the ship was 31 December 1899.

In the bow part of the ship it was 1 January 1900.

**This ship was therefore not only in two different days, two different months, two different years, and two different seasons, but it was also in two different centuries - all at the same time.**



**A Newsletter Exclusively for  
Former USS Yancy (AKA-93)  
Sailors & their Families**

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[www.USSYANCEY.com](http://www.USSYANCEY.com)

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## THE WORLD IS OUR BEACHHEAD

We are Sad to Report the Passing of:

George Boyer

Francis O'Sullivan

Earl Breitenfeldt  
Baker 1950s  
Deceased 3/20/2017

John Mewis  
SM1 1964-1969  
Deceased 12/22/2016

Richard Craig  
RMC 1961-1965

Lorenzo Williams

Eugene Longden  
RM3 1948-1951

## THE 2017 USS YANCEY (AKA-93) REUNION September 28—October 2, 2017 - Harrisburg, PA



**SIGN UP DEADLINE IS AUGUST 17**

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