

YANCEY MEMORIES

Volume 15, Issue 2



April 2011

MY JOB ON THE YANCEY

Editor's Note: For this issue we asked for stories about your job on the Yancey. We are happy to publish the following stories:

From Paul Dunn:

During my time on-board the Yancey, I was the division officer first of the Electronics Maintenance division, and then of the Communications division. This was my first ship and my first job in the Navy.

My first challenge was to find where in the Norfolk area was the Yancey's pier. I was assured that it was at the Norfolk Naval Station (ship information phone operator). After getting a temporary gate pass, I asked them what pier I should drive to. They could not locate a pier number, but suggested I drive to the gate and ask them. It was dark and raining, and I was a

little concerned. After not finding it at any of the piers, I thought to stop at the base police station. They were actually very helpful, and told me the key piece of information that I needed: Yancey was not at the Naval Station. It was at a commercial pier used by both the Navy and Army located outside of the base and called International Piers, with an entrance off Hampton Blvd. Their information was correct, and I did find the Yancey at the non-Navy pier with no other Navy ships around.

The next morning I met the operations department head, and he told me of my initial assignment to the electronics division. I felt that was a perfect fit since I had just graduated from college with a history major and no experience in electronics. He said the main job

of the division was to fix broken equipment, maintain it so it does not break, and everything needs to work all the time.

I found that the division was well trained and proud of the job that they did. My main focus was to learn from them what was really important, and get them the parts and funding they needed in order to complete their projects.

At the same time, I was learning how to become both an officer of the deck in port and underway.

About half way into my three year tour, I was assigned to the Communications Division. I had already been working with them since I was part of the crypto team decoding messages. The downside of that job is that it seemed the messages always came at night. Again, I found a

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If you were aboard the USS Yancey in 1962, you'll love this issue. We've reprinted the first four pages of the cruise book for you on pages six through eight. If this brings back memories for you, we'd love to hear from you for the next issue. What do you remember from this cruise?

(Continued from page 1)

division that had very talented men who took pride in themselves and their work. We were all proud of winning the communications "C". This is an annual award from our squadron commander, and we could paint it on the bridge wings for all to see. It meant that we had the best communications division of all the ships in the squadron.

I have remained friends with those men with whom I served and look forward to seeing them at the reunions. My time on the Yancey was very fulfilling. I stayed in the Reserves for another 24 years. I learned the value of teamwork and responsibility.

From William Tenseth, YN2:

I was assigned to the re commissioning crew aboard the Yancey in 1961. A lot of my work was getting all the publications of instruction manuals brought up to date and make sure that all the paper work was in order to run the ship's office. Once that was done I was assigned to the OR division doing the paper work and did some watches on the radar repeaters. The ship needed a mail man and I had some experience in Bremerton Group as their mailman and ran the post office for them, so consequently it was a good assignment for me. After we got to Norfolk the Navy decided I needed an assistant, so they sent a young man who had been to Postal Clerk School to help me out. I really felt that it was not necessary because I felt I didn't need anyone. Nonetheless this man was assigned to the ship. There was a safe in the office. The lock was broken on it so I just got rid of it. The office was locked up every time we left it. One day while in St. Thomas I told the new guy he needed to go

over to town and retrieve the mail. In the meantime the Officer who was my immediate supervisor said he needed to audit my books. I got it all together and found out I was 40 dollars short. I counted and re counted but still came up with the same figures. I called him and explained the situation whereupon he had me bring the books up to his state-room where we both went over it all and still came up short. In the meantime my assistant was missing and did not return until Monday morning. Pretty soon he came back with a boom box on his shoulder and the mail bag with no mail. We were scheduled to leave so the ship got underway. Not long after we were underway and announcement over the loudspeakers that myself and assistant were to report to the XO's office, LCDR Hall was his name. We walked in and he immediately charged both of us with misappropriation of government funds. I pointed to Hall and flat out told him I did not do this and requested a lawyer for myself. He assured me one would be appointed once we returned to Norfolk. My assistant was standing beside me and I looked at him and could see that he was clearly shaken by the episode. Before I left the office my supervisor told him to come with him and another officer to their quarters for a talk. I was soon notified that this guy admitted to the affair and I was cleared of the whole mess. I don't know whatever became of him. After that incident I wanted no more to do with the Post Office. I had been promoted to YN3 prior to the incident and requested a transfer and soon got orders to report to COMPHIBRON 10 at Little Creek, Virginia.

From J.W. Young:

I signed up for the Navy as I was getting my draft notice and in Boot Camp we were referred to as "draft dodgers". Boot Camp only lasted 9 weeks and the YANCEY received twice their share of recruits. We could not get haircuts because the ship's barber was taking care of the old crew. As a farm boy, my education in cutting hair was shearing horse's manes, and I decided after we got to port in Japan to get hair clippers, etc., and set up an "after hours" barber shop by the electrician's shop. It had a regular light instead of red ones below deck at night. At 50 cents a head, it was worth my time. By the way, I was on regular work detail during working hours, and taking care of the 1st Supply Division on the focsle underneath the 40 mm gun mount. No one from the Bridge could see us.

After about three weeks, the 1st Supply Officer observed me cutting hair, and temporarily stuck me in a closet with electric clippers, and that was my training for the job.

Once we came back to the States, the regular barber did not report back to the ship, and I continued the rest of my Navy 4 year career cutting hair.

Other duties I inherited was Shore Patrol on a regular basis because I was not required to stand on regular watches job. I was transferred to the Supply Division since I was unable to take care of my cleaning station on the focsle.

Captain "K" was the only Captain who came to the barber shop for his hair cuts (by the way, without making appointments) and since there were no regulations against a Captain talking to a Barber, I heard some of his personal problems when he needed to talk to someone. I was also able to

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pass along to him concerns of the crew that had been mentioned to me. At one point, he OK'd a beard-growing contest, and at our first personnel inspection, we all showed up with unshaved faces, and officers knew something was up.

When convenient, the Captain and some of the fishermen would take either a landing craft or the Captain's gig after hours to do some fishing. He would often go with us and keep the fish that others did not want...a nice time of relaxation for all of us. I believe there is a picture in our ship's album of some of the crew with a string of fish caught on one of these trips.

From Kenneth Groom:

I reported aboard the Yancey shortly after the Korean War started. At the time, there was a shortage of ships and an abundance of new recruits. So, they sent large drafts of "boots" to ships like the Yancey to be trained by recalled reservists. It was a good experience for me since I had never excelled in anything at that time. Suddenly I found myself a part of a group of guys with mixed backgrounds

For the first six months I was assigned to the 2nd division deck force (a deck ape) to learn how to remove rust from the deck, paint and repair same. I also learned how to splice line (rope) in about four different ways - I still am able to do that today. I didn't have any special talent except some manual labor at the time. It was fun. In high school typing class I had barely passed the minimum required words per minute. One of my fellow deck apes had moved on to strike for Yeoman. He must have put in a word for me, for soon they asked to interview me. I

was pleased to be asked to move on to a real job. I was assigned to the ship's office where we prepared the "plan of the day", issued liberty cards, processed the ship's mail and other "special, high interest task" as they say. I was in the company of other Yeoman that had a couple of years of college - this helped to inspire me after I was discharged. It was a job that you got to know everybody on the ship including the officers and enlisted men. Also, we got to review disciplinary action such as court-martials. Some of the troubles that people got into were comical. The court martials were some of the best X rated reading available at the time. It was an illuminating experience about life in general. After about one year I was sent to Yeoman school in San Diego. There I was able to raise my typing speed three fold.

Most of what I got out of my job was a better understanding of people and appreciation of good friends. I never got much praise on the Yancey, but when I was transferred to a recommissioning crew of the aircraft carrier Hancock, for my last year, I had enough rank to put my training to good use. We were asked to work days and nights to get the ship ready for commissioning. The carrier duty was much different than the Yancey. I didn't get to know many people beyond what my duties called for, but I did get to work for some dedicated officers and enlisted men. When I was discharged, I got some unsolicited letters of recommendations from my division officer and the executive officer of the Hancock. This may have been routine endorsement, for those officers, but it was a real boost for someone that had to make a transition to civilian life and college.



WELCOME MAT

The following shipmate has been located since the last newsletter. Welcome Aboard! We hope to see you at the next reunion. You are invited to become an active member of the association.

Johann Hermann
(1944-45) CM2/c
3635 Lamphere Rd
Arcata, CA 95521
707-822-0291

Edward Duncan
(1963-66) Radarman 3/c
5700 Vandalia Trail
Arlington, TX 76017
214-797-0396
edward.duncan26@yahoo.com

Robert Parker
(1965-67) MM3
200 The Esplanade
Venice, FL 34285
parkerc22@gmail.com

Milton Schroeder
(1944-46) RM2c
661 Gibson Ave #409
Pacific Grove, CA 93950
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"Our Reunions Work So You don't Have To"



TAPS

The Yancey Memories was notified of the following shipmate's death. Our deepest sympathy is extended to the family of the deceased. Anyone who knows of a deceased shipmate, or learns of one, please notify ML & RS, Inc so their names can be included in TAPS and be added to the Honor Roll.

John Lucien Mailho
(1944-45) CM2/c Boats Rep
Died January 7, 2011

John was born in Berkley, CA and raised his family in the Bay Area, moving to the Rogue Valley in 1980.

He is survived by his wife of 35 years, Carol Mailho and children, Steve Mailho, Ron Mailho, Laurie Matarazza, Wendy Shields, Renee King, many grandchildren and great grandchildren.

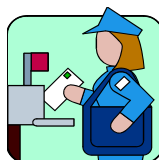
John served in the U.S. Navy in the Pacific during WWII. He was a longtime golfer and member of both the Grants Pass Golf Club and the Illinois Valley Golf Club. John was an avid baseball fan and played minor ball as a young man. He loved gardening as well.

USS YANCEY REUNION

OCTOBER 6-9, 2011

NEW ORLEANS, LA

CROWNE PLAZA HOTEL



MAIL CALL

Military Locator & Reunion Service, Inc.,

I particularly enjoyed your article on Yancey History, and eagerly await the conclusion of the article.

Wonder how many plankowners are still with us. I joined the ship's company prior to commissioning and served under the point system, which got me transportation on an APA back to the states and discharged in MSP on 11/5/45.

Also wonder if Mr. Henry Diebel can dig up any information on the USS Ebony YN-10 on which I served from May '42 until Jan. '43.

Thank you,
Walden Danielson
416 Pine Ct
St. Croix Falls, WI 54024

FINANCIAL STATEMENT



Balance after 01/11	\$191.44
Funds received since 01/11	\$ 35.00
Funds available for 01/11	\$226.44
Funds expended for 04/11	\$224.03
Balance for 01/11	\$ 2.41

The newsletter is being mailed only to those who returned the coupon for USPS service. All others can access the newsletter on line at www.mlrsinc.com/yancey.

Funds will be needed for the July issue. Please use the pre-addressed envelope in this issue to sent in your contributions. Those receiving the newsletter on line, please send contributions for the newsletter to ML&RS, Inc at our address on page three. Make checks to ML&RS, Inc. and be sure to state that they are for the Yancey Memories Newsletter.

STATEMENT OF PUBLICATION

The YANCEY MEMORIES is the official publication of the USS YANCEY AKA-93 Association. From now on it will be published quarterly in January, April, July, and October, *subject to receiving sufficient funding.* The Newsletter is funded by voluntary contributions from the membership. All members are encouraged to support the voice of the YANCEY. A financial statement appears in each issue of the newsletter.

The newsletter is intended to be a vehicle for the members to express opinions, make suggestions and especially share experiences.

Unless otherwise stated, the views and opinions printed in the newsletter are those of the article's writer, and do not necessarily represent the opinion of the Association leadership or the Editor of the Newsletter.

All letters and stories submitted will be considered for publication, except unsigned letters will not be published. Letters requesting the writer's name be withheld will be honored, but published on a space available basis. Signed letters with no restrictions will be given priority.

Letters demeaning to another shipmate will not be printed; letters espousing a political position will not be printed.

ML&RS, Inc. is not responsible for the accuracy of article submitted for publication. It would be a monumental task to check each story. Therefore, we rely on the submitter to research each article.

The editor reserves the right to edit letters to conform to space and grammar limitations.

You are encouraged to actively participate in the newsletter family, by submitting your stories and suggestions.

YANCEY HISTORY

Continued from January 2011 issue
Submitted by Henry Diebel

Due to minesweeping difficulties, however, the landings scheduled for the Kure-Hiroshima area were postponed; and the task group sailed for Buckner Bay, Okinawa. On 23 September, the ship put to sea to evade a typhoon. On 1 October, she returned and anchored in Buckner Bay. Two days later, Yancey again headed for Japanese waters and entered Bungo Suido on the 5th, beginning the long, difficult passage up the Inland Sea along the channel swept through the mine-fields. The next morning, after spending the night anchored in the cleared channel, Yancey headed for Hiro Wan, where the landings were made.

The ship completed her unloading in 48 hours. On 9 October, she was detached from TransRon 16 and reported to CinCPac for assignment. The following day, Yancey rode out a typhoon with 130 fathoms of chain on deck, a second anchor ready to go, and steam at the throttle. On the 11th, the rest of her squadron hoisted "homeward bound" pennants and headed for home, leaving Yancey to celebrate the first anniversary of her commissioning anchored in Hiro Wan, Japan, "waiting orders."

On 15 October, Yancey got underway for the Philippines. She drew replacement boats at Subic Bay and stopped at Manila for logistics before she sailed for French Indochina. En route to Haiphong, the ship's force readied the attack cargo vessel to receive her next passengers, Chinese troops.

Assigned to Task Unit (TU) 78.6.7, Yancey reached Dason, French Indochina, on 2 November. However, embarkation of the men of the 471st Regi-

ment, 62nd Chinese Army, did not begin for 11 days. The delay permitted both officers and men from the Yancey to see the local sights ashore. On the 13th, Yancey brought on board by boat 1,027 officers and men, and one interpreter. The next day, the task unit, three attack transports (APA's) and Yancey stood out for Takao, Formosa.

The trip, as recorded by Yancey commanders, was uneventful, except for rough weather which caused the Chinese to suffer numerous cases of seasickness. Regular Chinese Army rations-tea and rice- were served twice a day, augmented by that staple, the "C" ration. North of Takao, on the 18th, TU 78.6.7 dropped anchor. By 1700 that day, the disembarking was complete. The Chinese had cooperated fully during the trip, and one Yancey sailor observed that they seemed "most appreciative of what little could be done to make them comfortable."

The following day, 18 November, Yancey proceeded to Manila to await further orders. On 25 November exactly one year after the ship had left the United States and headed for the warzone, the attack cargo ship received her orders to proceed to the east coast of the United States for duty with the Service Force, Atlantic Fleet. The ship's captain, Comdr. Rice, had the orders read over the ship's public address system. As a Yancey sailor recorded, "the response left no doubt that all hands were satisfied."

After embarking a capacity load of Army and Navy men returning to the United States for discharge, Yancey left Manila harbor on 27 November. Streaming a homeward-bound pennant 310 feet long and adorned with 27 stars, Yancey

headed for home.

Reaching Balboa, Panama Canal Zone, on the last day of the year via Pearl Harbor (where the ship fueled and received boiler repairs) and with Navy passengers embarked (the Army had been put ashore at Pearl Harbor). Yancey was the last ship to transit the Panama Canal in 1945.

Six days into the new year, 1946, Yancey cleared Cristobal, Canal Zone, bound for Louisiana. After a brief stop at New Orleans, the attack cargo ship proceeded on, via Jacksonville, Fla, to Norfolk, where she arrived on 29 January. Less than a month later, on 27 February, Yancey sailed farther north and reached the Philadelphia Naval Shipyard the following day.

Over the next few months, Yancey underwent a regular overhaul there and then operated off the eastern seaboard and into the western Atlantic. During that time, she called at Bayonne, N.J.; Bermuda; San Juan, Puerto Rico; Guantanamo Bay, Cuba; Balboa, Canal Zone; Jacksonville, Fla; and made return calls at Norfolk, Bayonne, and Bermuda. In addition, the ship visited the New York Naval Shipyard and Davisville, RI, before being assigned tentatively to TF 68 effective on 9 November.

In compliance with her new orders, Yancey proceeded back to the west coast, sailing via Cristobal and the Panama Canal. Ultimately arriving at San Pedro, Calif., Yancey reported for duty to Commander, TF 68.

***Continued in the next issue—
Operation High Jump***

Homeward Bound Pennant

From at least the early 19th century, it has been the custom of ships returning from a long overseas deployment to fly an extra long commission pennant made up of whatever bunting could be assembled. The display of the homeward bound pennant is limited to ships that have been outside the U.S. continuously for 270 or more days. It is

made up by the crew and flown in place of the normal commission pennant from the time the ship gets under way to proceed to a U.S. port until sunset on the day of arrival in the U.S. The pennant is 200 times longer than its width at the hoist. Like the commission pennant, the homeward bound pennant consists of white stars on a blue field at the hoist, and is divided red over white at the fly. It has one star for the ship's first nine

months continuously outside the U.S., plus another star for each additional six months. The length of the pennant is one foot for each member of the crew who has been on duty outside the U.S. for nine months or more, not to exceed the length of the ship itself. Once the ship arrives home, the pennant is divided among the crew, with the captain getting the blue portion and the rest of the crew sharing the red and white portion equally.

FROM THE USS YANCEY AKA 93 MED CRUISE 1962

Submitted by Phil Messer EN2 Then, Retired 1979 as ENCM

Commanding Officer



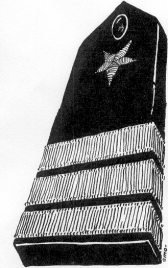
GORDON R. KEATING
CAPTAIN, U.S.N.



Executive Officer



GEORGE S. GREY
COMMANDER, U.S.N.



Captain Gordon R. Keating, a native of Braintree, Mass., received his commission as an Ensign in the Navy in 1930, having served in the Merchant Service since 1920.

In 1941 he went aboard the USS ST AUGUSTINE (PG-54) to serve in the dual capacity of Executive Officer and Navigator, and in 1943 he became Commanding Officer of that same vessel. In August of that year, Captain Keating, acting as Commanding Officer, placed in commission the USS HILL (DE-141) at Orange, Texas.

His next duty was Escort Commander of Task Group 42.6 with the Fourth Fleet, and later took command of Escort Division 69 in the Pacific. Captain Keating served as the Director of Cargo Operations Division, and Head of Research and Development of the Military Sea Transportation in Washington, DC from 1950 to 1954.

In October of 1954 Captain Keating assumed command of the USS CAPRI-CORNUS (AKA-57), and the following year became Commanding Officer of the USS MARKAB (AD-21). His duty stations immediately before assuming command of USS YANCEY were; Commander, Reserve Destroyer Squadron 4, and United States Navy and Marine Corps Reserve Training Center, Washington, DC.

The Executive Officer of the YANCEY, George S. Grey, was born in Newchang, China. He was commissioned in the grade of Ensign in 1943 while on board the USS SUSAN B. ANTHONY (APA-72). In 1947, Commander Grey attended the Amphibious Intelligence School at Little Creek, Virginia. He served aboard the USS WACCAMAW (AO-109) from 1949 to 1951 as Operations Officer, Navigator and Communications Officer. In May of 1955, Commander Grey attended the U.S. Naval Ship Salvage School at Bayonne, New Jersey, and in July he assumed command of the USS HOIST (ARS-40).

Commander Grey served as District Operations and Planning Officer at Staff Headquarters, 1st Naval District before reporting to Precommissioning School, Fleet Training Center, San Diego, California, for recommissioning of the YANCEY.

DEPARTMENT HEADS



OPERATIONS



Commander S.J. Hall
Former Operations Officer



LTCDR. H. Craig
Present Operations Officer

DECK

Lt. G. W. Gilbert

SUPPLY

Lt. M. J. Martin

MEDICAL

Lt. M. Baccari

ENGINEERING

Lt. R. L. Meenan

BOAT GROUP

Lt. R. D. Gleason

COMBAT CARGO

1st Lt. R. P. Koontz

THE CRUISE

On 12 January, 1962, USS YANCEY AKA 93, accompanied by her sister ship, USS ALGOL AKA 54, sailed from San Diego enroute Norfolk, Virginia, via the Panama Canal. On 15 January, 1962, the ship conducted a ship to shore movement exercise off Socorro Island, Mexico. In the afternoon of the 15th, while making an approach on the Algol during a towing exercise, the two ships collided carrying away the lifeboat and davit of each ship. The remainder of the voyage was uneventful, arriving at Rodman Naval Station, Canal Zone on 22nd January. On the 28th, the ship transited the Canal and arrived in Norfolk, Virginia to report to the Commander of Amphibious Squadron 12 for duty on the 2nd of February.

ON 10 April, 1962, the Yancey, with a platoon of US Army Stevedores left Norfolk for Morehead City, NC on the first leg of her participation in "Operation Philbex." From there Captain Keating, Commanding Officer of Yancey and Task Unit Commodore, guided the ships under his command to Vieques, V.I., where they participated in training exercises.

On 17 April the Yancey set out for St. Thomas, V.I., arriving there 18 April. Most of the crew took advantage of the tax free port and purchased a variety of goods from all over the world. We shall all remember the beach party held on the beautiful sands of St. Thomas and the many breathtaking views from the high hills of the surrounding countryside. Such

names as "Bluebeard's Castle," "Virgin Isle Hotel," "The Fallen Angel," "The Mountain Top Motel," with their "Banana Daiquiris," "Rum Swizels" and the "Steel Drum Bands" will always stir pleasant memories for all of us.

The Yancey departed from Charlotte Amalie, capital of St. Thomas on 25 April for Roosevelt Roads and backloading part of the operation returning to Norfolk on 2 May, after dropping the Marines off at Morehead City, NC. On 10 May, 1962, the Yancey entered the historic Charleston Harbor and steamed into the ammunition depot to unload. After unloading she steamed back down the river and moored to a pier where

(Continued on page 8)

(Continued from page 7)

she accomplished "another Yancey first" by loading nine boats in addition to her own, a remarkable feat since five of these boats were 30 ton LCMs. While in Charleston, the crew took advantage of the recreational facilities in town and saw many of the historic sights of old Charleston.

On 5 July the Yancey took part in an amphibious exercise with Phibron 2. On 9 July she was underway for Rockland, Maine with 75 Seascouts (landed then in a 1A at Little Creek), Midshipmen and reserve personnel. Enroute the ship transited the Cape Cod Canal, anchored in Boston Harbor and passed many of the historic cities and towns along the rocky New England Coast. Once at Rockland, the Yancey ran the measured mile and her crew will long be remem-

bered by the Rocklanders for their efforts in "bringing back the bell." Hundreds of townfolk watched the Yancey's drill team perform and visited the ship during an open house for the citizens.

On the return run to Norfolk, the Yancey visited Texas Tower 2 and sighted some Russian trawlers. A 1 Alpha was held at Provincetown, Mass., after which the ship anchored in Provincetown Harbor. She returned to Norfolk on 20 April for an upkeep period.

On 24 July the Yancey was underway for Davisville, R.I. and the first leg of her first transatlantic cruise. A Seabee unit was loaded aboard and the ship steamed for Rota, Spain. There she off loaded the Seabees and the crew enjoyed a planned sightseeing tour of the surrounding Spanish towns.

We all remember the Spanish Dance Troupe, the bullfights and the excellent sherry from the vineyards of the Jerez district of Spain.

The ship then headed for Lisbon, Portugal for three days liberty. There the crew enjoyed the excellent Continental Cuisine and the many historic monuments of the early Portuguese explorers.

Finally the Yancey was homeward bound but not before a side trip to the Rock of Gibraltar, the Yancey's first Mediterranean cruise (short as it was). After unloading the Seabees in Davisville, R.I., the Yancey headed south and returned to Norfolk 18 August, 1962.

More from the Cruise Book in the next issue



This is a model of the Yancey that I built and finished in 2004. I started it in 1997 and worked on it from time to time. I started with nothing but the hull and scratch built it over that time. The guns, winches, etc. were purchased from suppliers. I built the superstructure one deck at a time and assembled them and glued them in place. It is 1:96 scale which measures about 5 feet long.

Ken Groom, USS Yancey Historian

This photo was found in the preface of a book about ships sunk off the coast of North Carolina. The Yancey was sunk August 1990 in 160 feet of water, 38 miles off the coast of Beaufort, North Carolina. Holes were cut in its sides, charges set by Marines from Cherry Point, NC and she was sunk, starboard bow first.

Ken Groom, USS Yancey Historian

