

YANCEY MEMORIES

Volume 12, Issue 4

January 2009

OFFICIAL NEWSLETTER OF USS YANCEY AKA-93



Special Points of Interest

- **Who was the best officer you served under on the Yancey? See what some of your shipmates answered to that question in the cover article.**
- **Only two names for Welcome Mat. If you have any new names, be sure to let ML&RS, Inc know about them.**
- **Do you remember when the Yancey was hit by a submarine? Read Ray Wilson's account of the incident on page three.**
- **A new ship, the USS George H. W. Bush CVN-77 has joined the fleet. Read about it on page four.**
- **A new law now permits veterans to render the military-style hand salute during the playing of the national anthem. See page four for details.**

THE BEST OFFICER ON THE YANCEY

*The following question was posed via e-mail to USS Yancey shipmates: **Who was the best officer you served under while you were aboard the Yancey? What made him a good officer? Are there any examples that you recall that caused you to think of him as the best officer you served under?** Your answers are printed below.*

Gene Hill PC3:

I thought **Captain Vie J Vaughn** was a remarkable leader during the Med cruise of 1967. I stood watch as a lookout with him on the bridge. He saw things with the naked eye that I could not see with binoculars, such as a floating glass ball which he said was a float broken loose from a Japanese fishing net. We

slowed the Yancey down and sent the Captain's gig out to retrieve it and he hung it in his stateroom. One time he gave orders to the officer on deck not to exceed 92 rpms and went below. When it happened, he knew it and came flying back up on the bridge with some hot words to say! I guess the picture in his stateroom rattled on the wall at a certain speed. He was a very fine captain that commanded a great deal of respect.

Dale Hall, DC3, 1956-57:

The best officer I served under on the Yancey was **LTjg Wilshire**, my division officer. He was also the ship's basketball coach and without his help, I never would have gotten a tryout with the COMSERVPAC Packers. We were coming back from

Japan and stopped at Pearl. The Packers were having tryouts; Wilshire got me one and for the next two years I played basketball in Hawaii—tough duty, but someone had to do it.

Paul Dunn, 1966-69:

I would like to say that the best officer I served under was **Capt Robert Bergner**, who was the CO around 1968-69. We went to the Med with him as the CO. Since that was my second Med cruise, I could compare his leadership style with another CO. He was an aviator, and the Yancey was his first sea command, and a requirement as a deep draft ship before he could be considered for command of a carrier.

He was always very calm despite the circum-

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stances and tended to trust officers to do the right thing. This was in contrast to other COs who were screamers. I remember an out-bound transit of Gibraltar which is a shipping check point with ships all over the place going in all four directions, ranging in size from huge oil tankers to fishing rowboats. I had my turn as OOD during part of the transit, and he was very calm giving suggestions and reduced the stress level of all of us. In addition it gave us a sense of accomplishment to complete a true seamanship challenge. He was a great officer.

Kenneth Groom:

When I think of the best officer I served with, it comes to mind when I served with the worst. I was working in the ship's office where we received ship's mail. We received a letter which said that a certain bosun mate would receive a refund since they had over paid his ex-wife. I went out to the Port passage-way on my way to deliver the mail when I saw this bosun. I said, "Hey, here is some good news for you." I should have told him to not tell who gave him the good news. It didn't take long for the Captain to call up the bosun and give him the good news. The bosun told the Captain, "Groom already told me." This put the Captain in a rage. I was a third class at the time. The Captain was going to bust me to seaman. To make matters worse, I had already taken my second class petty officer exam. I found out later that I passed. No direct words with the Captain. I was really in bad shape. The word got around about this event. Lyle Nelson, the second class I worked for, pleaded with the Captain, and he agreed that they would leave me at third without withholding my second class rating.

It was surprising who passed the word around in my defense. One lieutenant in the engineering office got the word from a boiler tender, W. P. Lovett. W.P Lovett was the future father to be of Lyle Lovett, the entertainer. The next event was a

request for third class Yeoman to be transferred to the re-commissioning of the USS Hancock CVA-19. I insisted on taking the transfer. When I went up to the Exec's office to get my transfer papers, the Exec was shaking his head that I was leaving. One of the Personnel men had told him that I was the only one doing any significant work when Nelson was gone. Then the Captain came down to say a few complimentary words—too late. Before I left, it was Warrant Bosun Edmund Aneloski who laid a bit of praise on me that made me feel better.

I spent one year on the carrier Hancock, and at the time thought it was the best duty since it was a well organized ship, good food and all new. I was assigned to the Administrative Office under a lieutenant who had also been a Yeoman (he was called a Mustang). He soon put me in charge and asked me why I couldn't take the second class exam. I explained; he then wrote a couple of letters which resulted in me getting a waiver for the exam. I passed the exam and was advanced. So I guess it was more than one officer that helped me.

We would love to hear more of your best officer stories, so if you don't have e-mail and weren't able to participate in these stories, please sent yours for the next issue to ML&RS, Inc at our address on page 3.

FINANCIAL STATEMENT

Balance after 10/08	\$343.87
Funds received since 10/08	\$55.00
Funds available for 01/09	\$398.87
Funds expended for 01/09	\$126.40
Balance for 04/09	\$272.47

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. Please send contributions to the newsletter to ML&RS, Inc at the address on page 3.

COORDINATOR'S MESSAGE

I hope everyone enjoyed the holidays and are looking forward to a prosperous 2009. Start the new year by planning for the reunion in Mobile, Alabama in October. Let's try to have a record turnout this year. As attendance goes down, it becomes harder for ML&RS to get good rates on hotels and tours. I would hate to see the reunion become unaffordable for some which will further lessen the attendance. Contact your ex-shipmates and tell them to give it a try. Remember, this is our reunion, so let's do our best to keep it going.

I hope you have a great summer.

George Clifton



WELCOME MAT

The following shipmates have 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.

Milton Schroeder

(1944-46) RM2/c
551 Gibson Ave # 09
Pacific Grove, CA 93950
831-657-5319
schroedten@comcast.net

Gordon House

(1964-65) E-4 Boat Div
11807 Sunset Grove Ct
St. Louis, MO 63127
636-349-3400
ghouse@mmcinet.com



MAIL CALL

Yancey Memories,

It occurred to me I have never read an article in regard to the Yancey getting hit by a submarine. Don't remember the date, but I look at my trip info and I see we were in dry dock in Yokosuka from June 2 to July 9, 1954. The reason we were in dry dock was to replace a bent propeller shaft. This means it happened early June or late May of 1954.

We were tied up to a dock at Treasure Island and for some reason (I don't know what a radioman was doing on the main deck, port side of the #4 hatch), anyway, I looked to port and saw a submarine coming in to tie up at the next dock over. It was trying desperately to get a line over, but could not do it. There was a very strong wind coming from the port side.

Evidently, the con realized they could not get over to the dock and reversed the engines to back down and undoubtedly try again to get closer to the dock. Obviously with the wind blowing from port, the sub was getting closer and closer to the Yancey. They were close enough to hit our propeller before they could get clear. I didn't feel anything and it didn't seem to slow them down. I heard later that the executive officer had the con and was bringing the sub in.

Apparently we had a propeller vibration crossing the Pacific, hence dry dock. I didn't see any communication by radio concerning this matter. It must have come by mail. I would like to hear from someone else who may have witnessed this episode or knows more of the details.

I believe it was this visit to Yokosuka when the Captain's refrigerator was broken in to. Anyone out there participate in the "Ice Box Watch" besides me?

Another story I haven't heard about is the time we were awakened at sun up by the sound of the 20s

carbines and 45s being fired. They were attempting to blow up a floating mine, but as it floated closer to the ship, it turned out to be a net buoy. Remember that one?

Ray G. Wilson, RM2



TAPS

The Yancey Memories was notified of the following shipmate's death. Our deepest sympathy is extended to the family and friends 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.

William Hauschild
Date of death not reported

USS YANCEY REUNION

OCT. 1-4, 2009

MOBILE, AL

ASHBURY HOTEL

A NEWSLETTER EXCLUSIVELY FOR
FORMER USS YANCEY SAILORS

Published by:
Military Locator & Reunion Service, Inc
PO Drawer 11399
Hickory, NC 28603

828-256-6008 (voice)
828-256-6559 (Fax)
Dina@mlrsinc.com
Karen@mlrsinc.com
www.mlrsinc.com/yancey

"Our Reunions Work So You Don't Have To"

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.

USS GEORGE H.W. BUSH (CVN-77)



The first aircraft carrier to be commissioned since the *USS Ronald Reagan* in July 2003, the new *USS George H. W. Bush CVN 77* officially joined the fleet on January 10, 2009. Named for the 41st president, the 97,000-ton aircraft carrier was commissioned into the U.S. Navy in Norfolk, Virginia. At a cost of \$6.2 billion the vessel is the 10th and last Nimitz-class nuclear carrier.

Dorothy Bush-Koch, the former president's daughter, is the ship's sponsor. She ordered the crew to "man our ship and bring her to life." As the band played "Anchors Aweigh" the crew members ran up the gangplanks, and lined the rails as military aircraft flew overhead, including an Avenger torpedo bomber like the one the former president flew during WWII.

President George W. Bush made his last scheduled trip as president on Air Force One to attend the commissioning.

"What do you give a guy who's been blessed and has just about everything he has ever needed? Well, an aircraft carrier," the younger Bush said at the commissioning.

The warship will be permanently based in Norfolk once sea trials are complete.

Former President Bush told reporters, "My going into the Navy at a young age was probably the best thing I ever did in my life."

The *USS George H. W. Bush* will be home to about 6,000 Navy personnel. As of now, eleven of the Navy's thirteen aircraft carriers are nuclear powered. The ship can operate for 20 years without refueling and is capable of carrying more than 80 aircraft and can reach top speeds of

30 knots. It is estimated that the service life of the vessel will be 50 years.

Present at the ceremony also were first lady Laura Bush, former first lady Barbara Bush, former Florida Governor Jeb Bush, Vice President Dick Cheney, Secretary of State Condoleezza Rice, as well as other dignitaries.

The ship's commanding officer is Captain Kevin O'Flaherty and Master Chief Petty Officer Jon Port is the senior enlisted crew member.

SHIP FACTS

- Towers 20 stories above the waterline with a 4.5-acre flight deck
- 1,092 feet long; nearly as long as the Empire State Building is tall
- Four bronze propellers; each 21 feet across weighing more than 30 tons
- Steering accomplished by two rudders, each 29 feet by 22 feet and weighing more than 50 tons
- Four high speed aircraft elevators, each more than 4,000 square feet, bring planes to the flight deck from the hangar below
- Enough food and supplies to operate for 90 days: 18,150 meals served daily
- Distillation plants providing 400,000 gallons of fresh water from sea water daily, enough for 2,000 homes
- Nearly 30,000 light fixtures and 1,600 miles of cable and wiring
- 1,400 telephones, 14,000 pillowcases and 28,000 sheets

NEW LAW ALLOWS VETERANS' SALUTES DURING ANTHEM

Veterans and active-duty military not in uniform can now render the military-style hand salute during the playing of the national anthem, thanks to changes in federal law that took effect in October 2008.

"The military salute is a unique gesture of respect that marks those who have served in our nation's armed forces," said Dr. James B. Peake, secretary of Veterans Affairs. "This provision allows the application of that honor in all events involving our nation's flag."

The new provision improves upon a little known change in federal law last year that authorized veterans to render the military-style hand salute during the raising, lowering or passing of the flag, but it did not address salutes during the national anthem. Last year's provision also applied to servicemembers while not in uniform.

Traditionally, members of the nation's veterans service organizations have rendered the hand-salute during the national anthem and at events involving the national flag while wearing their organization's official head-gear.

The most recent change, authorizing hand-salutes during the national anthem by veterans and out-of-uniform military personnel, was sponsored by Sen. Jim Inhofe of Oklahoma, an Army veteran. It was included in the Defense Authorization Act of 2009, which then President Bush signed October 14, 2008.

The earlier provision authorizing hand-salutes for veterans and out-of-uniform servicemembers during the raising, lowering or passing of the flag, was contained in the National Defense Authorization Act of 2008, which took effect Jan. 28 2008. (Courtesy of VA News)