

A newsletter exclusively for former USS YANCEY SAILORS

YANCEY MEMORIES

Volume 14, Issue 1

January 2010

OFFICIAL NEWSLETTER OF USS YANCEY AKA-93



Special Points of Interest

- **Ken Groom shares three stories about inspections from his Navy days in our cover story.**
- **George Clifton has some information about the 2010 reunion for you in his column on page two.**
- **Only one new member has been located recently. If you find a fellow Yancey shipmate that isn't on our list, but sure to inform ML&RS, Inc.**
- **Dale Hall has inspired a story idea from his letter on page three. See why the expression, "It's a small world" applies to his tale.**
- **Larry Eckard has an suggestion for your 2011 reunion. See page three.**
- **Another Boston survey is on page four.**

YANCEY INSPECTIONS REMEMBERANCES

By Ken Groom, Yancey Historian & Thrill Seeker:

This story will seem a bit fragmented since time has had its toll on my memory. The events didn't happen at the same time nor on the same ship, but most of them were from the Yancey and during a white's inspection in Japan.

The first event I remember relates to a Yancey Disbursing Clerk (DK) who had a way of doing things that harmed him when he failed to take precautions. I wrote about one of his events titled "Smoke on Number Four Hatch"; that was a few years ago. Briefly he had donned a 28 volt jacket, to keep warm during outside movies, but his Electrician Mate neglected to tell him to not plug it into a 110 volt out-

let. Some would call this a "shoot yourself in the foot syndrome".

Another event that involved our DK was when he decided to get a tan. His complexion could be described as "pasty", thru no fault of his own. We were in Japan during a hot summer when he decided he would be more attractive if he sunned himself a bit. I don't remember how long or why he stayed in the sun, but the result was that his complexion closely matched a ripe tomato. The next day was inspection in whites. It helps to understand the dilemma he got himself into to say that we could get our cotton whites laundered and starched by Japanese for a very few Yen at that time. So, when he started to get dressed for inspection it seemed wise for him to borrow a set of whites

from a larger shipmate. The larger uniform would cause less chafing. So far the plan was working. When he was dressing we had him stand up in a chair while we held his pants open for him to step into and thus avoid unnecessary chafing of a tight and starched uniform. Several men helped him by lifting him under his armpits and lowering him slowly into the pants. Finally he was dressed and was able to walk with a minimum of discomfort and with a gait best described as "Hemroidal".

There is a special reason for all of this care. At that time there was a penalty called "Sick Misconduct Time". If you were in a motorcycle accident or similar misadventure due to your own neglect, you could get a SMT which meant that the time that you spent recovering could be used to extend

(Continued on page 2)

your enlistment. That he didn't want to do.

Inspection Story Number Two

During about the same time as the above story another event comes to mind. As a Yeoman, I was asked to follow the inspection officer during the some of the inspections.

I will add a bit of background information for clarification. This story involves a crafty Telemailman (combination rating of mail man and radioman). His name will be disguised as HNR. His rating was probably conceived for smaller ship duty. The Telemailman could be a mailman when in port and a radioman at sea. That is, one rating is busy in port and the other busy at sea.

I remember when HNR reported aboard, I was in the first division compartment when HNR was approached by The First Class Radioman. The First Class was desperately looking for warm bodies to stand radio watches at sea. He asked, "If HNR ever stood radio watches before". HNR's past experience was mostly radio watches on an LST, but HNR was alert and answered "I only shuffled mail". HNR had a talent of avoiding anything that interfered with his daily pleasure. The role of mailman was ideal for him. Our Mailroom was located on the Port side just forward of the Fantail. Above the Mailroom was a life preserver storage. This was an ideal place to find HNR taking his afternoon nap.

Soon after reporting aboard, HNR found out that the Chief's pantry had better food choices than the enlisted men's mess. He and an unnamed seaman known as Jungle Jim were crafty at entering the pantry while one of them stood outside of the only pantry porthole. One would pass choice food to the other. Jim was slight build and could crawl thru the porthole with ease. The outside man's contribution to the "caper" was to be a lookout as well as receiver of the food. I actually saw Jim half way thru the porthole during one of HNR's night time events.

When it came time for awarding a 3 year good conduct medal, HNR's name was on the list. This award was given during Whites inspections. Captain Kuse was the one giving the award. I happened to be the duty Yeoman following Kuse. When Kuse came to HNR, he said, "This award is usually given knowing we didn't catch you in any mischief". Captain Kuse understood men like HNR, since he was somewhat like HNR. Just about all of the enlisted men, standing in formation, had a smirk on their faces; because we all had known about HNR's escapades.

Inspection Story Number Three

After I left the Yancey for my next assignment, I was transferred to the USS Hancock – a carrier, on New Years Day 1954. It was a newly recommissioned carrier and a lot of the personnel had never been to sea before nor had they had any recent call for their white uniforms. It was there, in San Diego, that we were asked to be the location for an Admiral's retirement. He wanted to go in style; so he asked for an "all whites" uniform of the day on the Hancock. This caused some interesting results, since usually the Chiefs and Officers wear dress blues or khakis. It should be noted that after about 1948 enlisted personnel all wore their ratings on the left arm. Before that time "deck ratings" wore their ratings on their right arm.

One additional problem was that some of the officers and chiefs had no white shoes. So a run on white shoes was established. This was in 1954 (Elvis was becoming popular) and there were some white shoes available ashore with red rubber soles (not regulation).

When inspection day came we in the ranks below chief had a circus treat. Some of the officers and chiefs had tight clothes along with red sole shoes. Adding to this good time, were some chiefs that still had their right arm rates on the right arm.

COORDINATOR'S MESSAGE

I hope everyone had a great Holiday Season and that 2010 is starting out on a good note. The dates for the Boston reunion have been finalized for October 7 through October 10, and I want to pass along information on why some reunion decisions were necessary. Hotels in Boston are extremely expensive, and even more so in the fall, therefore the reunion hotel will be in Foxboro, MA. This will be similar to our reunions in San Francisco and Chicago and we take a bus to our tour sites, so this is doable. However, also similar to Chicago is the cost of transportation from the airport to the hotel, which was a surprise to many at the Chicago reunion. Knowing this in advance, I suggest possibly arranging to meet fellow shipmates at the airport and sharing a ride or think about a rental car. I'm sure this will be a great reunion, so start making plans because there is so much to see in the Boston area.

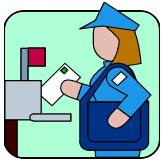
George Clifton



WELCOME

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.

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MAIL CALL

Karen,

I don't know if this qualifies as a hitchhiking story, but here goes.

I was leaving the Yancey with 2 weeks leave and headed for my home town in eastern Washington. While standing on the corner in downtown San Francisco, waiting for the light to change so I could cross and buy my airline ticket, a '54 Mercury pulls up and the driver starts honking and waving. I look inside the car and it's a classmate of mine just released from the Army and on his way home. I obviously stow my gear and jump in the car and we drive to Waterville, Washington, population about 1,100. There were 72 students in my high school and he was the 4th one I met while on the Yancey!

Dale Hall, Fireman, DC Striker

Editor's Note: This gives me an idea for the next issue. Send in your story about an unexpected meeting with someone you knew from your hometown (or even someone famous) while on the Yancey. If Dale Hall met 4 people from his class of 72, then I'm sure some more of you must have met someone you knew in an unexpected way or place. Send your story to ML&RS, Inc at our address on page 4 in the survey.

FINANCIAL STATEMENT

Balance after 10/09	\$202.10
Funds received since 10/09	\$35.00
Funds available for 01/ 10	\$237.10
Funds expended for 01/10	\$129.03
Balance for 04/10	\$108.07*

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 4 in the survey.

***Funds will be needed before the next issue can be published.**

FROM ML&RS, INC

OK Guys, here it is! We have found an outstanding reunion site for you – Plano, Texas! Your first question is probably “Where the heck is Plano, Texas”? It is a suburb of Dallas in proximity to all of the major Dallas-Ft Worth attractions. Historic downtown Plano holds something for everyone....shopping, dining, nightlife, culture, etc. Unique and one-of-a-kind of stores and boutiques line the brick street. In addition to shopping you can stop for a bite to eat and one of the many eateries located downtown or a drink after a hard days touring or shopping.

You owe it to yourself to consider Plano for your next reunion; you'll never regret the decision to allow Plano to host your 2011 reunion. We here at ML & RS, Inc heartily endorse Plano!

As your reunion planner for many years, you know we have never so enthusiastically endorsed any reunion site. Since this is an endorsement of Plano, not of a specific hotel, all we'll say about accommodations you will be more than pleased.

Some groups have actually extended their reunion by a day just to take advantage of everything that is available. Let me tell you, in no particular order, just a few of the things that are waiting for you in and around Plano; how much you do depends on how long you stay in Plano.

Southfork Ranch, home to the Ewings is probably the most famous place in Plano and no visit to the area would be complete without Southfork on your agenda. You can tour the famed Ewing Mansion and re-live exciting moments from the series in the "Dallas Legends" exhibit, featuring an exciting array of memorabilia from the series. See the gun that shot J.R., Lucy's Wedding Dress, the "Dallas" Family Tree, and Jock's Lincoln Continental. Relax on a guided tour of the

ranch grounds. Eat at Miss Ellie's Deli and shop in two themed retail stores, offering a diverse selection of clothing, accessories, gifts, and collectibles. You will want to plan in advance for the famous South Fork Chuck Wagon-style buffet followed by some cowboy music. This is a special event for groups, not to be confused with the dinner that is open to the public. Anyone who doesn't love a Southfork evening is unTexan!

For a taste of Texas night-life there is “Billy Bob's Texas” the world's largest “Country Music Honky-Tonk” where you ride and shoot the bull. Food is excellent, and there really is live bull riding right in the club – and be sure to take advantage of the photo bull. Did I forget to mention the live entertainment?

For the cowboys in the group a visit to the Ft Worth Stockyard Historic District is a must. Here you can see a real cattle drive. For the drovers heading longhorn cattle up the Chisholm Trail to the railheads, Fort Worth was the last major stop for rest and supplies. Beyond Fort Worth they would have to deal with crossing the Red River into Indian Territory. Between 1866 and 1890 more than four million head of cattle were trailed through Fort Worth which was soon known as “Cowtown” and had its own disreputable entertainment district several blocks south of the Courthouse area that was known all over the West as “Hell's Half Acre”, Now the beautiful Fort Worth Water Gardens.

For the more serious minded, you'll want see Dealey Square, the site of President Kennedy's assassination. See where the President was gunned down, visit the building the fatal shots were fired from, see the Courthouse where Jack Ruby shot Lee Harvey Oswald. All things and more are awaiting you and the cost is no more than you've been paying. Give it a try!

**USS YANCEY REUNION
BOSTON, MA, OCT. 7—10, 2010**

HOLIDAY INN MANSFIELD FOXBORO HOTEL, FOXBORO, MA

BOSTON, MA REUNION SURVEY

Editor's Note: ML&RS, Inc has received only a few surveys back from the last issue. If you have not made your wishes known yet, please fill out this survey and return to promptly so that we can make your reunion plans based on what the group wishes to see and do.

ATTRACTIONS IN THE BOSTON AREA

You can experience the memories as you step aboard the **USS Salem (CA-139)**, the world's only preserved heavy cruiser, at the United States Naval Shipbuilding Museum in historic Quincy, MA. The ship and museum are located in the former Bethlehem Steel Quincy Fore River Shipyard, once one of the nation's largest shipbuilding enterprises. The great thing about the ship is that it was not stripped by the Navy. Everything is still inside her like the day they decommissioned her. Down in CIC the only thing missing are the guys in uniform. All the radars, radios, and plotting boards are still in tact and appear as though they shut them down yesterday. The outside is a little rough because for 36 years it was just out in the weather all they did was keep it painted so it would not rust. They have repainted most of the superstructure, but you can no longer scrape it and let the paint chips fall in the water like the old days. The EPA is watching them like hawks.

In Boston we can step back in history on the **Freedom Trail**. The Cradle of Liberty...the birthplace of American Independence. The Freedom Trail takes you through almost three centuries of Boston's colonial and revolutionary history, as a red line on the sidewalk leads you from site to site. Beginning at Boston Common, some of the historic sites on the trail are **Paul Revere's home** and the **Old North Church** where his lanterns were hung; **Battle Green** with the old monument and boulder marking the line of Minutemen; the very places where

our nation began. You may also want to view **Buckman Tavern**, which faces the Battle Green, and **Monroe Tavern**, which was used by the British as a hospital after the battle. Site of the **Boston Massacre** is marked by a circle of cobblestones in the street. The Bunker Hill Monument that commemorates the first major battle of the Revolution, fought here on June 17, 1775, has exhibits on the battle at its base. A ll of these sites and more can be visited along Boston's Freedom Trail. Here were the gathering places of the patriots, the incubators of revolution...the buildings where American resistance to the British Crown was born, grew, and flourished... until, eventually, the only alternative was war and independence.

Boston National Historical Park is headquarters for the National Park Service in Boston and is home to the most celebrated ship in American history, berthed here in the **Charlestown Navy Yard**, her home port for most of her life. The world's oldest commissioned warship, **USS Constitution**, nicknamed "Old Ironsides," was launched in 1797 to protect American merchant ships from deprivations by Algerian pirates, and by the British and French navies. If you would like to learn more about this famous vessel, a visit to the **USS Constitution Museum** is in order.

A Fletcher class destroyer, **USS Cassin Young** recalls the tremendous activity in the Navy Yard during World War II. Although Cassin Young was built in San Pedro, California, 14 other ships just like her were produced here in Charleston in 1943-44. In size, crew staffing, and purpose, Cassin Young is very much a 20th-century counterpart of Constitution.

Tours are also available at the Commandant's House, and elegant mansion that was home to Navy Commandants and their families from 1805 until 1974.

The most visited tourist destination in Boston is **Quincy Market**. A collection of more than 50 shops,

plus many restaurants, food carts and local eateries, you'll find anything and everything here. Street performers will dazzle you with their talent, and you can even see a bar that is the exact replica of the one in the TV show "Cheers."

USS YANCEY 2010 SURVEY

Mail to:

ML&RS, INC

P O Drawer 11399

Hickory, NC 28603-6402

Or Fax to: 828-256-6559

Or on line at: www.mlrsinc.com/yancey

Reunion format:

Do you prefer breakfast all three mornings as a group? _____
or just a farewell breakfast on Sunday? _____

Do you want entertainment after the Saturday night banquet? yes
 no

Activities: *Please indicate which activities you would like to see on your reunion agenda.*

USS Salem in Quincy, MA

Boston's Freedom Trail

Boston National Historic Park (Including Charlestown Navy Yard, USS Constitution & USS Cassin Young)

Quincy Market

REGISTRATION PACKETS WILL BE MAILED OUT APPROXIMATELY 90 DAYS PRIOR TO THE REUNION.