

YANCEY MEMORIES

Volume 16, Issue 1

January 2012



YANCEY HISTORY

Submitted by Henry Diebel; Continued from October 2011:

Once again, however, Yancey was called upon to perform her vital support duties during a time of crisis. In the early spring of 1965, she was on a routine training mission when civil strife erupted into warfare in the turbulent Dominican Republic. Commander, Caribbean Sea Frontier, ordered the attack cargo ship to proceed at once to the troubled area, just as she was preparing to enter San Juan harbor for liberty.

On Friday, 30 April, the sixth day of the crisis, Yancey arrived off Santo Domingo, the strife-torn capital city. Incorporated into the Caribbean Force already on the scene, the attack cargo ship took on board 593 evacuees representing some 21 nations. Included in the group were the daughter

of the United States ambassador to the Dominican Republic, the wife of the United States naval attaché, the Belgian ambassador, 16 nuns from the Dominican Order and several seven or eight person families. Among the 21 countries represented were Italy, France, Germany, Hungary, Colombia, Mexico, Chile, Switzerland, Canada, Lebanon and the United States.

Upon their arrival on board the ship, the evacuees received information folders in Spanish and English, blankets, fresh fruit and milk, and various other items. In addition, nurseries, rest areas, information booths, infirmaries, and various other makeshift stations proliferated on board. Everything from baby bottles and diapers to canes and crutches were provided to the people whose routine

had been so unceremoniously uprooted by open warfare.

Women and children evacuees slept in the officers' and crews' quarters, respectively, while Yancey's men and the male evacuees slept "under the stars." Sacrifices made by the ship's company included missing a few meals to ensure that the embarked refugees had enough to eat and abstaining from showers in order to conserve water—despite the almost constant 100 degree temperatures during the day. Her crew worked nearly around the clock in order to care for the sick, injured elderly, and the children. Highlighting the voyage to San Juan between 30 April and 1 May, was a birth—the ship's doctor, Lt. Ben Passmore, MC, delivered Stephen Yancey Paez, the son of Mr. and Mrs. Rodolfo

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**USS YANCEY
2012 REUNION
OCT. 4-7
SAN DIEGO, CA
HANDLERY HOTEL**

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

(Continued from page 1)

Paez, at sea on 1 May. A ship-wide ceremony ensued, with a cake-cutting and the traditional passing out of cigars.

Representatives of the Red Cross; the Commander, Caribbean Sea Frontier; and several hundred relatives greeted Yancey's arrival at San Juan on 1 May, and the 594 evacuees (the new arrival included) disembarked swiftly. There was more work in store for the attack cargo ship; and, in response to urgent requests from the marines landed at Santo Domingo, the ship loaded hundreds of tons of gasoline, oil, and ammunition before she returned to the Dominican Republic.

Soon after the ship's arrival back in Santo Domingo on 2 May, Yancey's sailors worked round-the-clock shifts getting the vitally needed material ashore to the marines. On the 3rd, the ship received 150 evacuees and, on the following day, an additional 300 more displaced persons came up the gangways. Again, the ship's crew responded, in her commander's words, "magnificently." Once again the ship inaugurated nurseries, infirmaries, "kiddie" watches, and other special arrangements to take care of her guests. Newspapers were printed in Spanish and English, and interpreters were constantly on duty and in demand. Although there were inconveniences to those civilians unaccustomed, as they were, to shipboard life, the evacuation itself was preferable to lying flat on the ground, listening to the whine of bullets overhead back in Santo Domingo.

Ultimately, Yancey disembarked the second contingent of refugees, having carried well over one-fourth of the total number of people evacuated from the Dominican Republic. She returned to

Norfolk soon thereafter, soon to commence preparations for resumption of training and cruising off the eastern seaboard and into the Caribbean basin.

Toward the end of her career, Yancey made headlines. On 21 January 1970, Yancey, at anchor near one stretch of the Chesapeake Bay Bridge-Tunnel near Norfolk, dragged her anchors in a snowy gale and, driven by the winds that gusted up to 50 miles and hour, drifted inexorably toward the span. The collision between the attack cargo ship and the bridge put the latter out of service "for at least three weeks." The Navy started up a free shuttle service for commuters that normally utilized the bridge-tunnel, using helicopters and LCU's. Fortunately, there were no vehicles on the bridge, and no one was injured.

Subsequently, Yancey deployed once more to the Mediterranean in the spring of 1970. She returned to the United States that summer and entered inactive status at Norfolk on 1 October of that year. Placed out of commission, in reserve, there on 20 January 1971, Yancey was towed to the James River berthing area for the National Defense Reserve Fleet on 18 March 1971. She remained there until her name was struck from the Navy list sometime between 1 October and 31 December 1976. Presumably she was sold for scrap.

Yancey earned two battle stars for her operations in World War II and three for her Korean service.

ON THE SEA ABOARD USS YANCEY

Editor's Note: In an e-mail we asked for your stories about being at sea—storms you experienced, creatures you saw in the ocean, how the oceans differed, times you were really scared, other ships you encountered on the sea, how much in awe you were of the vast ocean, beautiful scenes from on board, etc. Here is the only response:

From Alan Schlosser—Ships Company:

I was Bos'n Mate of the watch when the Mighty "Y" took a roll in that memorable storm. The pendulum on the rear bulkhead in the pilot house hit 48 degrees, the point of capsize. She went past the 48, but we never knew how much. There was no way to register the list when the pendulum hit the stop/pin. Why that old doll never rolled over, we could never guess. Was she taking care of her boys?

I would like Charlie Jessup's address if you have it. I was one of the lucky ones that got to go down in the hold to work with that 200 hundred tons of T.N.T Charlie talks about. Actually it wasn't that bad. If it had exploded we would never felt a thing and it would be better than floating (for a short time in the ocean) in a typhoon.

As you can tell, Operation High Jump was quite an experience for me.

There are some new and exciting things happening at the ML&RS, Inc office! You can read about them on our blog at www.mlrsinc.blogspot.com. If you don't have internet access, we will fill you in on more of the details in the next newsletter!

Dina Coffey , General Manager, Premier Reunion Services LLC dba Military Locator & Reunion Service , PO Drawer 11399, Hickory NC 28603 828-256-6008 (phone) www.mlrsinc.com



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.

Claude Hoerner (1966-67)
7004 Bristol Pl
Sykesville, MD 21784
(410) 549-7132
Gucci_Dad@comcast.net

John Holland (1961-63) EN3
6520 Farrow Ave
Kansas City, KS 66104-1335
(913) 299-1199

FINANCIAL STATEMENT



| | |
|----------------------------|-----------------|
| Balance after 10/11 | \$335.68 |
| Funds received since 10/11 | \$190.00 |
| Funds available for 10/11 | \$525.68 |
| Funds expended for 01/12 | \$175.76 |
| Balance for 04/12 | \$349.92 |

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.

Thank you to all who helped support the newsletter with your contributions. We greatly appreciate your support.

Today is the oldest you've ever been, yet the youngest you'll ever be, so enjoy this day while it lasts.



TAPS

The Yancey Memories was notified of the following shipmates' deaths. Our deepest sympathy is extended to the families 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.

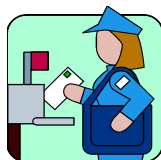
Richard Cheaney
(1961-62) BM2 Bos'n Mate
Died November 23, 2006

Ernest Todd
(1951-54) BM2 2nd Div
Died December 19, 2011

Robert Doebler (1951-54)
August 2011

Timothy Thompson (1966-68)
Died August 8, 1999

Paul Wombel EM2
Died February 16, 2008



MAIL CALL

Sick Misconduct Time

A lot of sailors probably never heard of this. According to The Uniform Code of Justice (I think), if a sailor is incapacitated because of his misconduct - then that time of recuperation must be added to his enlistment. In my time of the 50s, accidents such as a motorcycle accident, due to negligence,

could be considered as "sick misconduct time".

I remember one disbursing clerk who was aware of this type of punishment. He had a short history of ineptness. I wrote one story about him buying a 28 volt air force jacket to be used when watching movies on number 4 hatch. His mistake was to alter the plug to a 110 volt type plug and - "plug it in" - to 110 volt outlet. He only did this once! Another time he decided to get a tan in the hot sun of Sasebo, Japan. His complexion was the color of milk, so he wanted to change that in one exposure. He did that, but it left him with a beet red complexion. This would have been okay, except the next day we were to have a "whites only" inspection. In those days our whites were made of cotton and had to be starched for Captain's inspection. This wasn't just any inspection - it was Captain Kuse's inspection. So on the day of inspection, we assembled in the ship's office to solve his problem. The solution was right in front of our eyes. His co-worker was a couple of sizes larger than him and had an extra pair of whites - ready to go. Red (as we will call him from now on) got up in one of our chairs, we supported him below the armpits and lowered him into the stiff whites. Each of us had a special part of this. The taller sailors did the raising of the armpits, while us shorter sailors readied the stiff trousers by aligning them with one red leg at a time. His walk to the inspection was a bit stiff, but it was fitting for the time and place. He didn't have to serve "sick misconduct time".

Told by Ken Groom with fading memory and a bit of embellishments.

(dedicated in the memory of good times with shipmates like "hog jaw")

A Word from Your Coordinator

In case you missed it, the last newsletter stated that reunion in Norfolk or DC will be in 2014, which is incorrect. The reunion will be held in 2013. Now is the time to start thinking about this year's reunion in San Diego. As mentioned in the last newsletter, it would be great to know in advance how many are planning to attend. Once you have more details about the reunion and decide you're attending, just let us know. I hope everyone enjoyed the holidays and I want to wish you all a Happy New Year.

George Clifton

Correction: 2013 USS Yancey Reunion will be in Norfolk or DC.

POW/MIA Bracelets



Maybe you remember the POW/MIA bracelets that were worn in the early 1970s which bore the name, rank, service, date of loss and country of loss of a serviceman in Vietnam. The idea for the bracelets was started by college students Kay Hunter and Carol Bates as a way to remember American prisoners of war suffering in captivity in South-east Asia. Their idea came from returning American soldiers, Bob Dornan in particular, who wore bracelets given to them by the Montagnard hill tribesmen in Vietnam with

whom they had fought beside. It served as a bond with a far away friend who was still in danger. Dornan said it always reminded him of the suffering the war had brought to so many. Hunter and Bates thought similar bracelets with the name of a POW or MIA on it would be a good way to draw attention to the POW/MIAs and get the American public's support in resolving their status with the Vietnamese government. After many frustrating failures to get funding for the bracelets, Bates (Hunter had dropped out of the project by now) finally was able to get some bracelets made and the response by the public was overwhelmingly positive. Over five million bracelets were distributed over the next several years.

If you have a bracelet and would like to get information on the man whose name is on the bracelet, send a letter to:

**Defense POW/Missing Persons Office
ATTN: Public Affairs
2400 Defense, Pentagon
Washington, DC 20301- 2400**

Give them the information off the bracelet and you will receive an answer. Be certain to ask them for the current status of the individual. You may also ask them about contacting the family or returning a bracelet to the family.

Many people want to know if their bracelet is unique, or does someone else have a bracelet with the same name. The answer is that there is no central control of the names that go on the bracelets and there is no central registry of who has which bracelet. Thus, it is likely that many people have a bracelet with the same name on it.

The Vietnam war, although many years in the past by now, is still fresh in the minds of thousands who risked their lives for our country—men who were welcomed

home by their families, but not by their country. Others only made it home in coffins and are remembered mainly by their families. Others made it home only after a long captivity, and others have never made it home at all. The bracelets are a reminder of these men—lest we forget.

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.

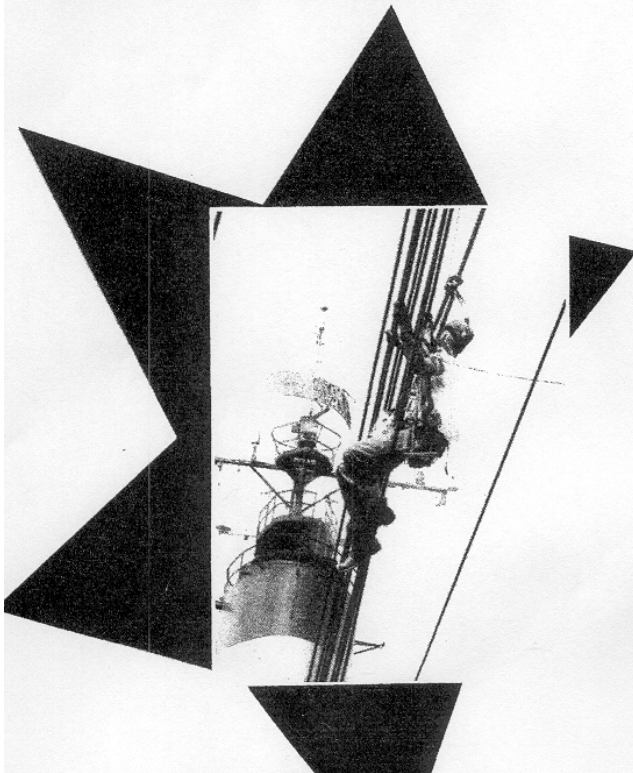
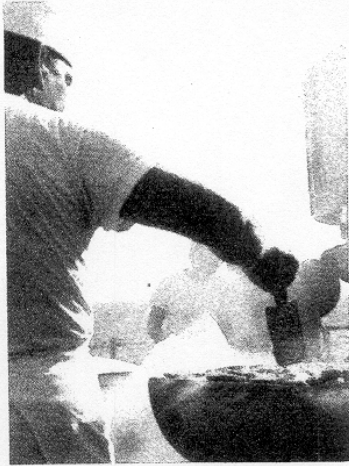
ML&RS, Inc. is not responsible for the accuracy of article submitted for publication. It would be a monumental task to check each story. Therefore, we rely on the submitter to research each article.

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.

FROM THE USS YANCEY AKA 93 MED CRUISE 1962

Submitted by Phil Messer EN2 Then, Retired 1979 as ENCM



FIRST DIVISION



LTJG E. SCHULTZ
BOATSWAIN OFFICER

ENSIGN J. PAPIAS
FIRST DIVISION OFFICER



J. McLean, BMC

D. Spidle, BM1

W. Rayner, BM2

G. Goddard, BM3

W. Larsen, BM3

P. Whittle, BM3

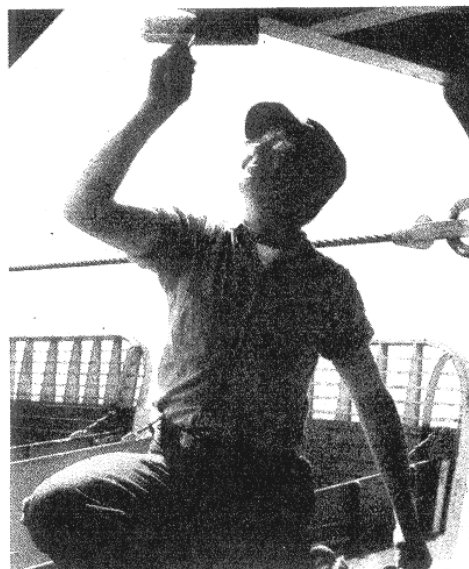
L. Burg, SN



D. Gourley, SN

O. Curlee, SN

P. Gerdes SN



More in the next issue.