

A newsletter exclusively for former USS YANCEY SAILORS

YANCEY MEMORIES

Volume 10, Issue 2

July 2006

OFFICIAL NEWSLETTER OF USS YANCEY AKA-93



Special Points of Interest

- *The conclusion of the series relating Yancey history is in the cover story.*
- *George Clifton's Coordinator's Column is on page two. He has some news about the reunion schedule for future years.*
- *Two new shipmates have been found. See their names in Welcome Mat on page three.*
- *Mail Call contains Leslie Blikre's list of places Yancey visited in 1944 and 1945. See page three. The names may bring back memories for you.*
- *Obituaries for Leslie Roy Blikre and Jack Glash are on page four.*
- *Reunion registration will be in the mail soon. Hope we can have a great turnout this year.*

WRECK OF THE YANCEY (AR-302)

Continued from April 2006

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 rep-

resenting 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 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 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 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

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clock in order to care for the sick, injured, elderly, and the children. Highlighting the voyage back 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 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 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 an 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. (She was sold to the State of North Carolina and sunk as an artificial reef in 1990.)

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

**USS YANCEY
2006 REUNION
NOVEMBER 2-5
CHICAGO, IL
HILTON LISLE HOTEL**

COORDINATOR'S COLUMN

Since our last reunion several people, voicing concerns over our decision to visit the West Coast every five years instead of every three years, have contacted me. They also suggest we follow more flexibility as to the time of year we have the reunion. Having the reunion at an earlier date would expand our location choices to include cities further north such as Boston or Seattle. Changing time of year has come up in the past, but never discussed at length, so we should address both of these issues. Although we can expect the costs to be higher during the traditional vacation periods, this is certainly something we can/should resolve at our business meeting in November.

This will more than likely result in a longer meeting, therefore I have requested MLRS schedule our meeting for Friday instead of Saturday. The tentative schedule has us returning to the hotel earlier Friday than Saturday, (about 2:30), allowing more time for the meeting and eliminating the need to rush getting ready for the banquet. I wanted all of you to be aware of this before arriving in Chicago so you can think about it, discuss it with your shipmates beforehand and be ready to share your thoughts and opinions at the meeting.

I'm counting on another great reunion this year and hope we can meet or exceed the number of attendees over last year. It will be here before you know it, so start making your plans.

I hope everyone is having a great summer, and I look forward to seeing you in Chicago.

George Clifton



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.

John "Jack" Glash
Engineering Dept
Died June 4, 2006

Leslie Roy Blikre
Died May 15, 2006

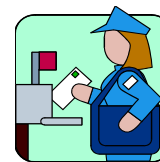


WELCOME MAT

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.

Keith Oliver (1969-71) MM
44310 Jeffrey Rd
Deland, FL 32720
352-669-9113
oliver@gang3.com

James House (1968) SN 2nd Div
328 Old Fadette Rd
Slocomb, AL 36375
334-797-9523



MAIL CALL

Yancey Shipmates,

We lost another one. Jack (John) Glash was in our group who joined in Houston and rode the train together to San Diego for Co. 125 under Chief Thomas Scott.

Jack was a very likeable guy and was assigned to the engineering department.

Sad part—his wife died last month.

Charles Haltom

Yancey Shipmates,

Just a note to let you know that Leslie Blikre died May 15, 2006. (80 years old.)

He was always going to send you a copy of the places he was at during World War II. I decided to do it for him. At just 18 (17 when he joined), this was a great adventure. He was born on a farm near McGregor, ND, population maybe 150. He was proud to have served in the Navy. Two of his sons followed him in the U.S. Navy.

I've enclosed a copy of his diary and of course some places have been renamed.

Leslie really enjoyed your newsletters.

Sincerely,
His wife Mary Blikre

See the list to the left and on page four.

Ports	Arrived	Departed
San Francisco	Oct. 16, 44	Oct. 25, 44
San Pedro	Oct. 26, 44	Nov. 1, 44
San Diego	Nov. 2, 44	Nov. 12, 44
Albermarle Harbor	Dec. 2, 44	Jan. 2, 45
Eniwetok	Feb. 5, 45	Feb. 7, 45
Saipan	Feb. 11, 45	Feb. 16, 45
Suva, Fijis	Feb. 19, 45	Mar. 2, 45
Guam	Mar. 7, 45	Mar. 7, 45
Talagi	Mar. 16, 45	Mar. 17, 45
Esperanza Santa	Mar. 19, 45	Mar. 25, 45
Ulithi	Apr. 3, 45	Apr. 3, 45
Kerama Retto	Apr. 9, 45	Apr. 10, 45
Okinawa	Apr. 10, 45	Apr. 16, 45
Manama	May. 1, 45	May. 12, 45
Sebring + Nova	May. 15, 45	May. 18, 45
Timor + New Guinea	May. 20, 45	May. 25, 45
Guadalcanal	May. 28, 45	June 8, 45
Hollandia	June. 12, 45	June. 15, 45
Samar	June. 19, 45	July. 4, 45
Jacobson	July. 14, 45	July. 22, 45
Iloilo	July. 27, 45	July. 29, 45
Nagao	July. 31, 45	Aug. 4, 45
Batangas Bay	Aug. 27, 45	Aug. 25, 45
Subic Bay	Aug. 26, 45	Aug. 27, 45
Yokohama Japan	Sept. 2, 45	Sept. 4, 45
LeYTE	Sept. 21, 45	Sept. 25, 45
Zamboanga	Sept. 16, 45	Sept. 19, 45
Kusatsu, Japan	Oct. 6, 45	Oct. 16, 45
Manila	Oct. 21, 45	Oct. 28, 45
Wangshang, Indonesia	Nov. 2, 45	Nov. 14, 45
Takao, Formosa	Nov. 19, 45	Nov. 19, 45
Manila		
Real Point		
New Orleans		
Gulfport, Miss.		
Memphis, Tenn.		
Jacksonville, Fla.		
New York		

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arrived left
 SAN FRANCISCO - 10/11/44 - 10/25/44
 SAN PEDRO - 10/24/45 - 11/1/44
 SAN DIEGO - 11/2/44 - 11/12/44
 PEARL HARBOR - 12/2/44 - 1/27/45
 ENIWETOK - 2/5/45 - 2/7/45

OBITUARIES

Leslie "Roy" Blikre was born on May 15, 1926, in Powers Lake, ND. He grew up on a farm in north-west North Dakota. He graduated from Tioga High School in 1943.

Following his high school graduation, he enlisted into the United States Navy on May 17, 1944. He was a seaman first class aboard the USS Yancey during WWII. He served in the South Pacific, including the Battle of Iwo Jima. He was honorably discharged on May 20, 1946.

Roy was united in marriage to Mary Lou Shelton on June 14, 1949, in Syndey, MT. The couple renewed their vows on August 24, 1970 in Las Vegas. He attended the University of North Dakota for a time. As an electrician, Roy worked for Montana Dakota Utilities, Triangle Electric, and various construction sites in ND and out of state.

Roy was a member of the International Brotherhood of Electrical Workers Union #714, and a lifetime member of Veterans of Foreign Wars Post #753, Minot, and the Military Order of the Cootie North Dakota #12.

Roy remained active throughout his entire life, often traveling with Mary Lou. He died at home peacefully of natural causes on his 80th birthday. Earlier that weekend, he had been surrounded by friends and family celebrating his life.

John Arthur "Jack" Glash, 75 of Houston died Sunday, the 4th of June, 2006. He was born on April 17, 1931 in Brownsville, Pennsylvania. He moved with his parents and brother to Houston, Texas as a young child and graduated from

Stephen F. Austin High School in 1949.

Jack served in the United States Merchant Marines and United States Navy from 1950 to 1954. He served in the Pacific during the Korean war and on such vessels as the USS Yancey and USS Grainger. After his time in the service, he graduated from the University of Houston in Geology. Jack worked various jobs including working on an oil rig in the Gulf and as a social worker. He began working with Shell Development Laboratory in production research & development and worked there for 23 years until his retirement in 1991. Jack met his wife of 49 years, Shirley Coldiron, in 1954 and the couple later married in 1956. Though they never had their own children, they helped raise many of the children of their friends and relatives and greatly enjoyed their life and community in West University.

Jack is preceded in death by his wife, Shirley, who died one month ago, just a few months shy of their 50th wedding anniversary.

Jack lived and held a history of our nation in both war and peace. He knew hard and excellent work. He had a wry sense of humor, thousands of stories, and an appreciation for fine cigars and scotch. He thrived in the love of a strong woman.

FINANCIAL STATEMENT

Balance remaining after 04/06

\$224.43

Funds received since 04/06

\$230.00

Funds available for 07/06

\$454.43

Funds expended for 07/06

\$297.70

Remaining balance for 10/06

\$156.73

Funds will be needed for the next newsletter. Contributions to the Yancey Memories can be made to ML&RS at the address on the right. Be sure to state that the donation is for 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.

A NEWSLETTER EXCLUSIVELY FOR FORMER USS YANCEY SAILORS

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

828-256-6008 (voice)
 828-256-6559 (Fax)

Dinamlrs@charterinternet.com
Karenmlrs@charterinternet.com

www.mlrsinc.com/yancey

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