

A newsletter exclusively for former USS YANCEY SAILORS

# YANCEY MEMORIES

Volume 12, Issue 2

July 2008

## OFFICIAL NEWSLETTER OF USS YANCEY AKA-93



### Special Points of Interest

- *The plaque project is now complete. Read about it in our cover story.*
- *One new member is introduced in Welcome Mat on page two.*
- *Don't forget the Yancey reunion coming up October 2-5, 2008 in Seattle, WA.*
- *There are some great letters from your shipmates about a time they were frustrated or irritated. See Mail Call on page three.*
- *See photos from Yancey's "Operation Highjump" at the South Pole, courtesy of Alan Schollosser. The photos are on page four.*

## REPORT ON MEMORIAL PLAQUE AT U.S. NAVY MEMORIAL IN WASHINGTON, DC

I would like to update you on the successful completion of this project. We obtained an excellent underway photo of the Yancey from the US Naval Institute, and that became the basis for our plaque. We then went through a number of drafts with the designer from the Navy Memorial. We wanted to have the most significant data about our ship on the plaque for all to see. In addition to the photo, we have included the motto, the ship's patch, and dates on commissioning, battle stars and our group name.

The next step was to select the actual position on the wall inside the Memorial. Those of you who have been inside know that the wall is rather

large and full of plaques. However, one of our shipmates who lives and works in the National Capital Area, Dick Amberg (1964-66), volunteered for an on-site visit to pick the best location. He worked with Paul Haley at the Memorial. There were no good positions left at eye level, and the lower ones are not only hard to see, but the plaque would become surrounded with other ones. He found an outstanding position a little above eye-level. The real plus for this location is that it is next to a large plaque for a Medal of Honor winner with a spotlight illuminating the area. Other plaques in that area are in shadows from the ceiling. It is also one of the first that visitors see after coming down the stairs from the main floor or

off the elevator. Also most of the other slots would have been on the part of the wall that wraps around a corner that leads nowhere.

Thus our spot will be highly visible: it is hit by a spotlight, is next to a large plaque of a Medal of Honor winner that will draw the eye to the top row, and is one of the first ship's plaques that you see coming into the wall area. It also is nestled atop an APA, AO, and other like-minded ships. We have truly snatched the best spot on the wall. Thank you, Dick, for your successful on scene commander duties in getting us a top choice spot.

Whenever our reunion returns to the DC area, we will have an "unveiling"

*(Continued on page 2)*

(Continued from page 1)

ceremony at the Memorial. However, anyone who goes there now will be able to see it. You can also view the plaque on their web site. Go to [www.navy Memorial.org](http://www.navy Memorial.org), click on Commemorative Plaque Wall, then View the Plaques, then Yancey, and you will see the final product.

I would like to thank the other members of the plaque team: George Clifton, Ed McLaughlin, Bob Smiley and Ken Groom. Also thanks again to those who contributed to the cost of the plaque. This is something that will be a permanent depiction of our reunion group's dedication to both our ship and shipmates. Please pass along to your family members and friends the information about the plaque and its location for them to visit the next time they are in our National Capital Area.

Paul H. Dunn (1966-69)

#### FINANCIAL STATEMENT

Balance after 01/08 **\$488.77**

Funds received since 04/08 **\$80.00**

Funds available for 07/08 **\$568.77**

Funds expended for 07/08 **\$124.60**

Balance for 10/08 **\$444.17**

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](http://www.mlrsinc.com/yancey). Please send contributions to the newsletter to ML&RS, Inc at the address to the right.



## 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.

**Edward Fellen (1944-46) SF**  
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## 2008 USS YANCEY REUNION

**OCT. 2-5**

**SEATTLE, WA**

**CLARION HOTEL  
SEATTLE AIRPORT**

A NEWSLETTER EXCLUSIVELY FOR  
FORMER USS YANCEY SAILORS

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"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.

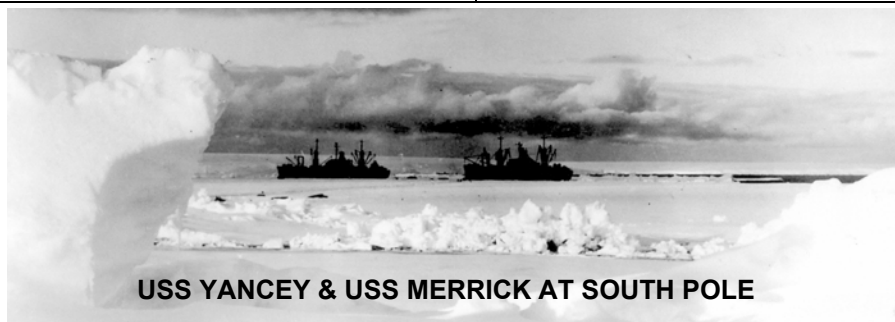
All letters and stories submitted will be considered for publication, except unsigned letters will not be published. Letters requesting the writer's name be withheld will be honored, but published on a space available basis. Signed letters with no restrictions will be given priority.

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 YANCEY & USS MERRICK AT SOUTH POLE



## MAIL CALL

*Editor's Note: At the suggestion of one of our shipmates, we sent out an e-mail asking for your input to the following question: "When were you frustrated or irritated while in the Navy?" Thank you to all who answered. Here are your responses:*

### Gene Hill, PC3:

Just yesterday I found my Med Cruise book of 1966 which I had misplaced and have searched everywhere for it. I found it in the bottom of a container I never use. Not sure how it got there.

Anyway. Yes, I got frustrated in striking for PC3 (postal clerk). I had worked as a postal clerk before going active duty in September of 1966 and when I got assigned to the Yancey that November, we were getting ready for a Med Cruise. Unfortunately, I got assigned to the Deck Force, which was not much fun and a lot of work unless you were a Petty Officer. So to make the best of my situation, I completed all the book work and requirements so I could take the test for advancement to PC3. The test was only given every six months, so I had to wait a while. Then when the test came up, my division officer would not approve my taking the test because he knew he would lose a man from his deck force. Six months later when I finally did get to take the test (and passed) I was still not able to advance because by then the billets had filled their quota and very few advancements were made. After 18 months I finally got to be the Postmaster on board the Yancey as a PCSN, so persistence paid off. I finally received the grade of PC3 during the following year. That's my story.

### Harold Hegler, Storekeeper, 1951-54:

I don't know about "irritated" or "frustrated", but "scared slap to death" would best describe me in about the first three weeks of boot

camp, listening to the meanest man God ever made (I thought then), a man who was our Company Commander—Company 16 under a man named Uri. I hadn't been hardly outside my home county when I enlisted. Mr. Uri did exactly what he was supposed to do, but it was all so new to me that I thought I'd messed up bad by joining. After the shock wore off, and after I got on the Yancey, I don't believe I ever had any regrets. It was a good four years.

### Marion Allen:

I am proud to say that I did not have any frustrating times on the USS Yancey. My only bad time was when we got caught in a typhoon and I was scared to death. So was some more, but none of us would really let on that we were scared, but were sure glad when those four days were over.

### Paul H. Dunn (1966-69):

The distance of time actually has dimmed any sense of frustration or irritation during my service onboard Yancey. Instead I will refer to it as less than perfect times. During amphibious landings off the coast of one of our NATO allies in the Med (Italy, France, Greece, etc.), putting boats in the water at 4:30 am (best way to man the boats was at the rail; worst way was the use of the landing netting along the side of the ship) to get ready for actual landing at first light so we could sneak up on the bad guys. Once that was over, the fun part was drilling holes in the ocean while waiting to get an assignment to move something or to return to the ship. Upon return to the ship the most common method was to disembark at the rail; unless they needed the boat to remain in the water for further assignment; then it was up the netting. That was always a poor way to end the exercise.

In any case, I felt it a privilege to serve in the Navy and be able to be called a shipmate.

### Cliff McCune, ex-QM1:

1. During a Class A School I was

commanded to sit through a session conducted by a chaplain who required us to complete a questionnaire of his design. I thought it was intrusive and thought he had no right to get indignant when I asked if it was input to his doctoral thesis. I was irritated.

2. We lost a man overboard while refueling carriers and destroyers in the Sea of Japan. I had the signal bridge so I lit off a 24" searchlight and burned the paint off of the plane guard destroyer. When she responded, I sent a high priority message to her to pick up our man. He was in fact recovered. Then the Assistant Everything Officer wanted to put me on report for sending an official message without approval; the Captain restrained him. Yes, this irritated me. (This guy was a pain; this was before we had a peace treaty with Japan, so not just everybody could fly there. His mother apparently had political influence, because he announced that he would be meeting her there and would require leave. The Captain would not grant him leave, although no doubt the incidents are unrelated.)

3. Same Captain; he was not a sea-going specialist and was only at sea getting his ticket punched so he could be an admiral in charge of one of the administrative bureaus of the Navy. Probably the only time in his career he was briefly officer in tactical command of a formation. The first maneuvering command he gave was acknowledged but not executed by the officer of the deck. I repeated the command to him and he froze, so I bellowed, "For God's sake Bobby, turn to Port." Now he was a religious man and I knew it, but I was still irritated when he wanted to put me on report for using his Christian name and for using the Lord's name in vain. Again, saved by the Captain.

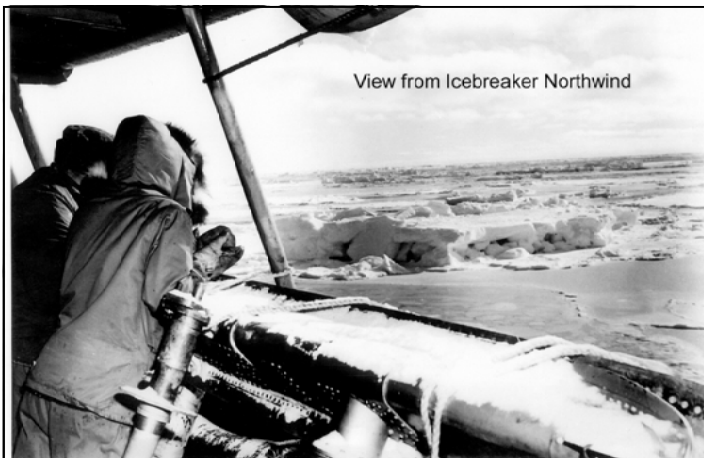
### George Brooks:

I got irritated when my ex-wife told me that she wanted to go back home when I had the chance to ship over for another 6 years plus get \$10,000 and choice of duty station. That is all in the past now and I am married for 32 years to my present wife.

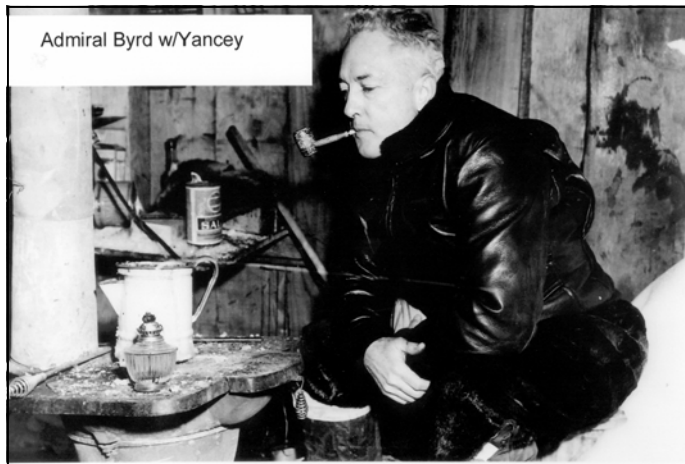


# PHOTOS FROM OPERATION HIGHJUMP, SOUTH POLE

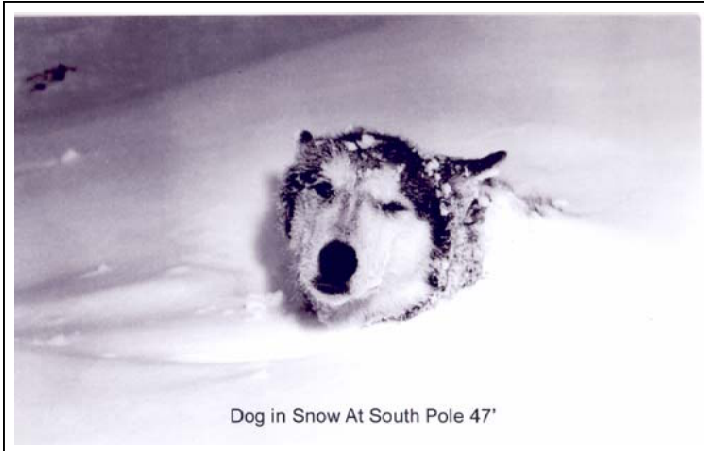
Contributed by Alan Schlosser



View from Icebreaker Northwind



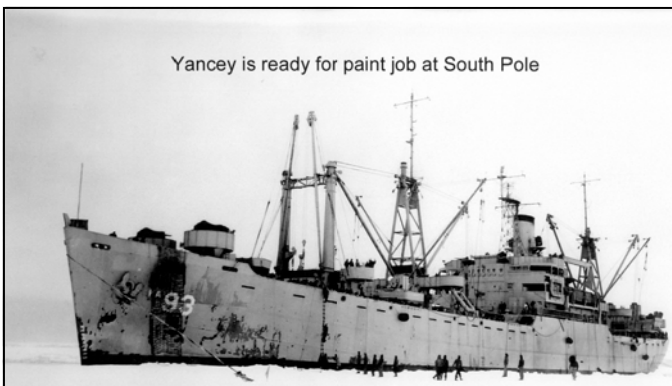
Admiral Byrd w/Yancey



Dog in Snow At South Pole 47'



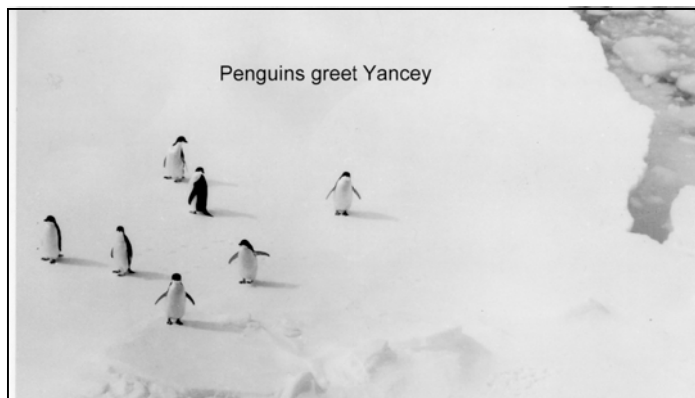
Yancey & Northwind - Ripped by Ice (AKA=93)



Yancey is ready for paint job at South Pole



Yancey gone to the dogs



Penguins greet Yancey