

YANCEY MEMORIES

Volume 19, Issue 2

July 2015



Coordinator's Message

I hope everyone is well and enjoying the Spring weather after a rather rough winter for most. This is our second newsletter this year and the plan is to have another sometime after the reunion. Although we are doing the newsletter a little differently, you should still send anything you want in the newsletter to Karen at Premier

as you did in the past. The difference is the newsletter funding is through the Yancey Reunion Group.

I want to thank everyone that contributed to our organization's first fundraiser. The money raised will help us continue keeping the Yancey name alive with newsletters and reunions. The information for

the 2015 reunion in Nashville has been emailed to those on our email list and paper copies are in the mail. The information is also available on the Yancey website

www.ussyancey.com.

Everyone have a great Summer and I hope to see many of you in Nashville.

George Clifton

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2015 REUNION

By the time you receive this newsletter the reunion will be just around the corner. This will be the 20th reunion for the USS Yancey so hopefully the attendance will be large, although I doubt it can ever be as large as the first reunion in Norfolk in 1995. It was determined in Norfolk that the reunion would be every other year but obviously that was changed at the second reunion so the only year missed was 1996. Who knew back then that we would continue our reunions for over 20 years. The attendance has thinned out over the years for various reasons, however since joining the

USS Rankin we can be sure we will be having reunions well into the future.

There is a great itinerary for the Nashville reunion from tours, dinners, a lunch cruise and the Grand Ole Opry. And don't forget our usual Farewell Banquet which will be held on Sunday night this year. If for some reason you have not received the information either by mail or email, please let me know and I can get it to you. I am really looking forward to a great reunion for our 20th. I hope to see you there.

George Clifton

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

NAVY'S NEWEST COMBAT SHIP, USS LITTLE ROCK

By Brad Lendon, CNN

July 16, 2015



In the launch ceremony, speakers said the 378-foot-long, 3,000-ton littoral combat ship with only a 13-foot draft is

ideal for the missions the Navy faces in shallow waters around Pacific Rim, where the Navy is increasing presence as it keeps an eye on China, which is expanding its naval forces and its presence in the South China Sea.

Navy Secretary Ray Mabus said the launching of the Little Rock is emblematic of the Navy's commitment to have a fleet of 304 ships by the end of the decade, enough to maintain a strong presence in all the world's waters.

"LCS is a fast, agile, focused-mission platform designed for operation in near-shore (littoral) environments yet capable of open-ocean operation. It is designed to defeat asymmetric 'anti-access' threats such as mines, quiet diesel submarines and fast surface craft," a Navy fact file on the ships says.

LCS ships are designed with what the Navy calls "mission modules," which can be switched out quickly according to assigned tasks. The ships have a core crew of around 50 with accommodations for 97 sailors, depending on the mission.

LCS vessels come in two variants, the monohull Freedom class and the trimaran Independence class. Freedom-class ships hold odd hull numbers. Ships of the Independence class hold are designated by even hull numbers.

Littoral combat ships made news earlier this year when the USS Fort Worth, LCS-3, the second in the Freedom class, cruised through the South China Sea, where China is building facilities on reclaimed land in the disputed Spratly Islands.

The U.S. Navy said at the time that LCS vessels will be making more frequent visits to the region.

Rear Adm. Brian Antonio, executive officer of the LCS program, said Saturday the Navy will have four LCS vessels based out of Singapore by 2018 as it focuses on the Asia-Pacific region.

The Little Rock will now undergo sea trials before official delivery to the Navy, expected in 2016.

LCS-9 carries on the heritage of the Little Rock name previously held by a guided-missile cruiser. The first USS Little Rock began service as a light cruiser shortly after World War II, then was converted to the guided-missile format.

That ship, which is now a museum in Buffalo, New York, was decommissioned in 1976.

FIRST DAY/NIGHT ON THE YANCEY

Before arriving in Norfolk, VA, I had completed OCS in Newport, was commissioned an ensign, and attended communications school there and an amphib school in Little Creek, VA. During my time at Little Creek, I had taken a quick drive through of the very large Norfolk Naval Base. I had easily located the piers with the various ships (there were a lot more of them then than now). I also noted that the piers were numbered and in numerical order; and also took another drive by of the separate Destroyer/Sub piers that were also numbered. I was not looking for the Yancey then as I had been told it was doing some local operations and would return about the time that my class ended. I recall taking a few days of leave in DC after my class which was permitted at that time.

My report date was on a Monday, but I decided to come on Sunday evening so that I would be ready to start on Monday. I recall vividly that it was raining, and I was driving from DC. My first stop was the main gate at the Norfolk base where I asked them which pier was the Yancey berthed. They could not find it on their lists. I was directed to a police station. They had to make a few calls and finally determined that it was at the Norfolk commercial piers. OHOH. I had no idea where they were. The police thought they might be next to the Destroyer piers. I drove to that base/piers and went up and down the waterfront with no luck. I stopped at the police station there and was told that perhaps I should try a set of commercial piers about a mile or so away that have railroad tracks going to them. Still dark and still raining, I took off looking for another set of piers.

I did locate a set of tracks and noticed a small entrance through a fence. There was nothing to indicate that a Navy ship was there, but I took a chance and drove past the fence and started to look for something that looked like the Yancey. After driving past some warehouses and industrial buildings and truck parking lots, I did see a pier and a ship. When I got to the head of the pier, I did see the Yancey berthed there.

I parked my vehicle and walked to the ship. Security was a lot less than it is now. I reported aboard and the Command Duty Officer had been told that I might be arriving during the weekend. He introduced me to some of the officers on duty and took me to my room. He also arranged to have somebody help unload my vehicle (fortunately I had very few items/bags at that time). They explained that the piers there were used as overflow berthing for Navy ships, and they agreed it is hard to find since it has no real signs. So after a real hassle to find the ship, I enjoyed my time aboard.

In any case that was the start of my time with the Yancey for close to three years. I cannot recall that we ever used those piers again. It was usually either the real Norfolk base or Little Creek a few times.

Paul Dunn

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A TEACHING MOMENT

After 3 years in the Navy, I transferred from the USS Yancey (AKA-93) to a re-commissioning crew on the USS Hancock (CVA-19). On a small ship like the Yancey, we learned seamanship and traditions very well. I was a Yeoman, so I was well acquainted with the Navy Regulations. Most of my shipmates (general service ratings), in the commissioning crew of the Hancock were from other auxiliary ships like the Yancey. The aviation groups were the exception and were primarily from shore stations, with many of the senior ranks with no prior sea duty.

One night I came aboard with my friend Jack Fisher. A new ensign was the officer of the deck. When we came aboard, we saluted him and asked permission to come aboard. He instructed us to salute the stern. I did,

but told him that the flag is taken down at dusk, so it is not necessary to salute the stern. His reply was that all of the chiefs coming aboard were saluting the stern – so we did.

We then went below to the administration office where we worked. I picked up the Navy Regulations document and found the section about saluting the flag. I told Jack, we should inform the officer of the deck. We went back up to the officer of the deck and explained, with due respect, that we didn't have to salute the flag if it was not there. To our surprise he thanked me and said he appreciated being informed.

Ken Groom



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.

Sam Fera

(1963-64) BM
9361 County Rd 649
Bushnell, FL 33513
352-793-4915

poshlosh@embarqmax.com

Harvey Bernstein

(1966-67) DKSN
33080 Cromwell Dr
Solon, OH 44139



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 Premier Reunion Services so their names can be included in TAPS and be added to the Honor Roll.

Landon Jones

(1969-70)
Died August 5, 2013

Louis Franklin

(1951-54) FP2 R Div
Date of death not reported

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.

Premier Reunion Services 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 PLANK OWNERS



YANCEY OPERATION HIGH JUMP

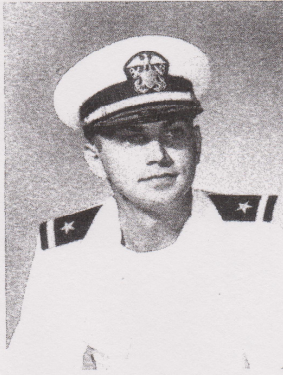


USS YANCEY 1960'S CREWMEN

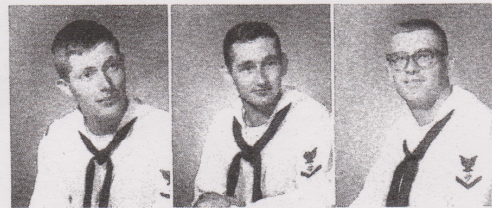
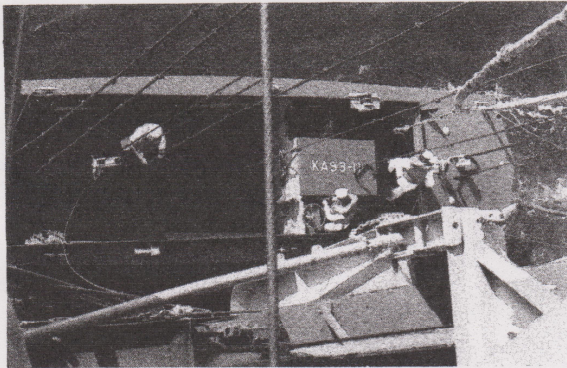
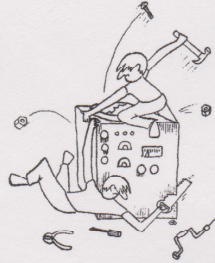
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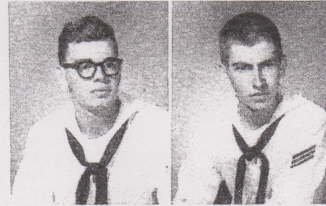
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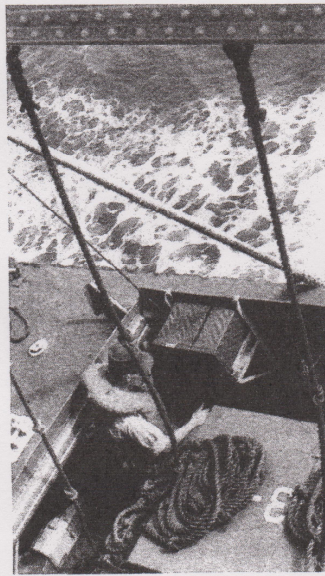
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EMO



W. Cyr, ETR3 E. Dickinson, ETN3 R. Lasson, ETR3



W. Brueckner, ETNSN J. Mason, SN



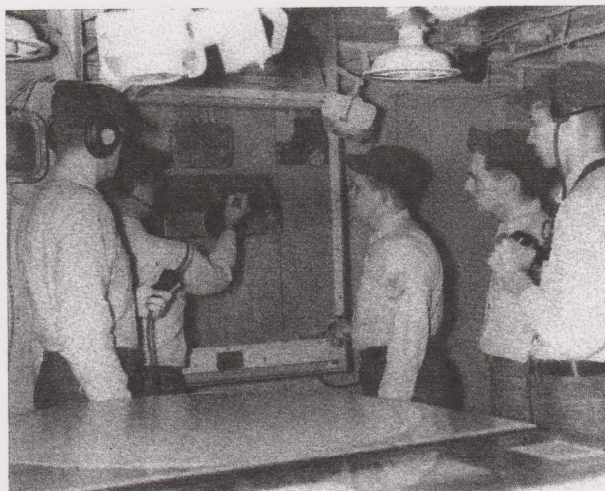
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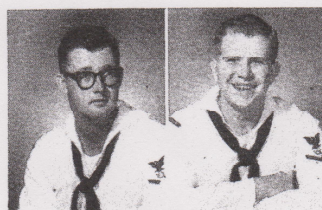
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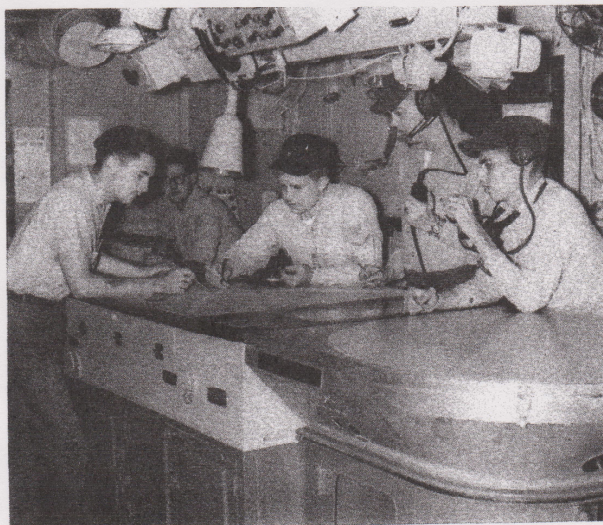
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