

A newsletter exclusively for former USS YANCEY SAILORS

YANCEY MEMORIES

Volume 10, Issue 3

October 2006

OFFICIAL NEWSLETTER OF USS YANCEY AKA-93



Special Points of Interest

- *A report on the 2006 reunion is our cover story. Read about how much fun a reunion can be and then plan to join us in 2007.*
- *Five new names are in Welcome Mat on page three. If you recognize someone, drop them a line.*
- *Ken Groom submitted the Christmas poem on page four, as told by J.W. Young.*
- *Do you remember your Seabag? Read a humorous article about them on page four.*
- *A new ship is being readied for service. Read about the George H. W. Bush construction on page five.*
- *A preview of Washington, DC is on pages five and six. Please take time to fill out the survey and return it promptly.*

GREAT REUNION IN CHICAGO FOR 2006

Twenty-three members of the USS Yancey (AKA-93) reunion group and seventeen of their guests spent a great four days in Chicago, IL for their annual reunion. The Hilton Lisle/Naperville Hotel hosted the attendees from Thursday, November 2 until Sunday, November 5, 2006. During that time, old friendships were rekindled and many new ones were made. Chicago proved to be a great choice for their 2006 reunion.

Things began in earnest around noon on Thursday when the registration and hospitality room opened. As soon as each person/couple registered, they quickly got things settled in their room and hurried back to the hospitality room to see who had arrived. The

hub of a reunion is always the hospitality room because it is a place for everyone to gather and get reacquainted or to meet new people. Soon the reunion was underway and it was time for the first official event—the 5:00 PM Welcome Reception. George Clifton, USS Yancey reunion coordinator, made the welcoming remarks and introductions, and then everyone enjoyed the hors d'oeuvres, drinks and the lively conversation with old friends. The rest of the evening was dedicated to getting to know one another better and sharing stories over dinner and in the hospitality room. Most turned in early because it had been a long day of travel, and it would be an early morning wake-up call the next day for the trip to Great Lakes.

Early Friday morning, at 6:30 AM to be exact, the group loaded on motor coaches for the much anticipated trip to the Great Lakes Training Center, where many had gone through boot camp or other schooling. The group was met on base by a representative from Great Lakes who served as a narrator for a tour of the base and as an escort to the graduation ceremony. The base tour gave everyone a chance to see what had and hadn't changed since they were young men and women. One could not help but be impressed by the whole experience. During the ceremony, 1068 fine young men and women graduated from boot camp and will begin serving their country in various capacities. It was a moving ex-

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perience that brought back memories for many in the USS Yancey group. The tour returned to the hotel in mid afternoon in time for the 3:30 PM business meeting. George Clifton was again selected to serve as the reunion coordinator for another year and Washington, DC was chosen to be the 2007 reunion site. After a short time for relaxing, it was time for the 6:00 PM social hour, followed at 7:00 PM by a special Chicago-themed dinner buffet. Following the buffet it was time for some entertainment in the form of a gift exchange. Each single or couple had been asked to bring a small gift representative of his/her home state or hometown for the exchange. The person whose ticket was drawn could choose either an unopened gift or one that had already been chosen and opened. This was an entertaining way to exchange the gifts, and it was interesting to see what everyone had chosen to bring along as representative of their area of the country.

Saturday morning's tour of the city of Chicago started at 9:00 AM and took the participants on a fully narrated tour of "The Windy City's" historic sites. Included in the tour were the Memorial Water Wall, a Veterans Memorial at Soldier Field, the statues of General Grant and President Lincoln set in the beautiful parks along the magnificent lakefront. A stop was made at the Navy Pier, the top attraction in Chicago, and at the famous Museum of Science and History. Seeing the famous German sub—U505 at the museum was one of the favorite parts of the tour for many in the group. This German sub was captured during WWII and the code books found aboard helped the Allies win the war. This was another day to remember as everyone again boarded the buses for the hotel.

An exciting evening was in store for the USS Yancey group as the pre-dinner cocktail hour began at 6:00 PM. This gave everyone a

chance to have their picture made for the post reunion Memory Book and to relax with a drink before the banquet. At 7:00 PM the group was called to the banquet with the playing of "Anchors Aweigh." After everyone was seated the National Anthem was played and the Pledge of Allegiance was recited. George Clifton made the welcoming remarks and had everyone to introduce themselves. Following a delicious dinner, the memorial service to remember all the deceased from the USS Yancey family was held. The service was led by Ed McLaughlin, assisted by Paul Dunn as bell ringer. The banquet had given everyone just one more great memory of the 2006 USS Yancey reunion and one more chance to see old friends. Each person left the banquet room in anticipation of next year's event.

Sunday morning marked the real end to the reunion, when after breakfast it was time to say good byes. With handshakes and hugs, everyone bid farewell until next year in Washington, DC where another great reunion will take place.

A NEWSLETTER EXCLUSIVELY FOR
FORMER USS YANCEY SAILORS

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

NAVY TRADITIONS EXPLAINED

"Chewing the Fat"— "God made the vittles but the devil made the cook," was a popular saying used by seafaring men in the 19th century when salted beef was a staple diet aboard ship. This tough cured beef, suitable only for long voyages when

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2006 REUNION ATTENDEES

- Barry & Jeanette Cain
- Emerson Cave
- Kenneth & Constance Chester
- Richard & Jackie Chester
- George & Sharon Clifton
- John & Althea Desmond
- Paul Dunn
- Dale & Kathryn Fraher
- Walter & Toby Gillespie
- Jerry & Carol Goforth
- Kenneth Groom
- Raymond & Kim Littlefield-Henning
- Jim & Gail Johnston
- Duane & Betty Malme
- Ed McLaughlin
- Rufus & Lydia Meadows
- Grady & Chris Pentecost
- Carl & Ardis Proctor
- Hank & Marian Prosser
- Philip Sara
- Paul Dellaca
- Bill & Nancy Suchy
- James Way
- James Young

Total Members: 23
Guests: 17
GRAND TOTAL: 40

FINANCIAL STATEMENT

Balance remaining after 07/06
\$156.73
Funds received since 07/06
\$533.00
Funds available for 10/06
\$689.73
Funds expended for 10/06
\$370.64
Remaining balance for 01/07
\$319.09

Contributions to the Yancey Memories can be made to ML&RS at the address on page two. Be sure to state that the donation is for Yancey Memories newsletter.



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.

Ardavast Honayan
(1969-70) QM3 Navigation
PO Box 3428
Granada Hills, CA 91394
818-882-8585
ahonayan@yahoo.com

George Zimmerman
(1963-65) Ens/Lt(jg) CIC
2417 Augusta Rd
Greenville, SC 29605
864-232-1464
gzimmerman@cbccaine.com

Marvin McConnell
(1954-56) Bos'n 1st Div
PO Box 133
Seaview, WA 98644
360-643-1144

Edward Weigel
(1961-63) RM3 Radio
141 West Colidge Ave
Ironwood, MI 49938
906-932-4186
micoder@sbcglobal.net

Robert Redlow
(1968-70) Lt(jg) 3rd Div
1229 Woodbrook Lane
Warminster, PA 18974
215-674-0714
yaya93@aol.com



TAPS

The Yancey Memories was notified of the following shipmate's death. Our deepest sympathy is extended to the family 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.

R. L Bennett (1950-54)
Died June 2005

YANCEY TRANSPORTS PHOTOGRAPHER



Upon hearing of the death of famed photographer Joe Rosenthal, Del Perry called ML&RS, Inc. to inform us of the fact that Joe Rosenthal hopped a ride on the USS Yancey from Iwo Jima to the Philippines after taking the Pulitzer Prize winning photograph of Marines raising the flag on Mount Suribachi, Iwo Jima on February 23, 1945.

If you remember anything about his trip with the Yancey, please let us hear from you for the next issue.

NAVY TERMS: RAISE A TOAST

Ever raise your glass to toast someone? This term for drinking to one's health, or in one's honor was coined in early days along the waterfronts, when it was customary to place a small piece of toast in the hot toddy and the mulled wine which was popular with seamen of the day. Know what the daily Navy Toasts are?

Monday: *Our ships at sea*

Tuesday: *Our men*

Wednesday: *Ourselves*

Thursday: *A bloody war and a sickly season*

Friday: *A willing foe and sea room*

Saturday: *Sweethearts and wives—may they never meet*

Sunday: *Absent friends*

Submitted by George Rohrman

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“Chewing the Fat”

nothing else was cheap or would keep as well (remember, there was no refrigeration), required prolonged chewing to make it edible. Men often chewed one chunk for hours, just as if it were chewing gum and referred to this practice as “chewing the fat.”

“**Scuttlebutt**”—The origin of the word “scuttlebutt,” which is nautical parlance for a rumor, comes from a combination of “scuttle”—to make a hole in the ship's hull and thereby causing her to sink—and “butt”—a cask of hogshead used in the days of wooden ships to hold drinking water. The cask from which the ship's crew took their drinking water—like a water fountain—was the “scuttlebutt.”



HAPPY THANKSGIVING



THE NIGHT BEFORE CHRISTMAS

(With Yancey at Sasebo, Japan)

This story was told to Ken Groom by J.W. Young at the last reunion. It is from his personal experience and mostly true. Now his story can be told.

Twas the night before Christmas and all thru the ship

The Captain said, "No Alcohol not even a sip."

The crew was all settled in their canvas/frame beds

With warm thoughts of "Christmas cheer" dancing in their heads

When down in the compartments a plan was in a quandary

"Bring me your Scrip, Dollars and Yen" was said by the gang in the Laundry.

The plan was to buy some nectar with powers of motion

It came in a square bottle and was labeled "Ocean."

A square bottle was best to be hidden in a box

Rather than the usual concealment in your sox.

It was Miss Lille's place they wrapped "Ocean" with care

In hopes that shipmates would get their share.

Two of the gates on the base allowed you to pass

If you chose the one with "gyreens" it would be you're a —.

So it was thru the ship's store with 3 packages under their arm

Pass the Shore Patrol who would do you no harm.

At the Fleet Landing, waited "Mac" the Mailman

He had an empty mail sack when he reached land

The "Ocean" was stuffed in the bag with care

In hopes that the OOD would not look there.

On to the boat and to the Yancey with "Ocean" in hand

Up the gangway to the Officer in Command

"Permission to come aboard, Sir," with a salute

"Granted" and welcome aboard; to boot

The crew welcomed the 6 wise men with bliss

Some might have included a kiss.

Thank you J.W. and the laundry gang for the good cheer

And to all a good night and a Happy New Year.

Ken Groom with all inputs from J.W. Young

USS Yancey Historian and thrillseeker

and complete inventory of earthly possessions from ship to ship. I wouldn't say you traveled light because with one strap it was a one-shoulder load that could torque your skeletal frame and bust your ankles. It was like hauling a dead line-backer.

They wasted a lot of time in boot camp telling you how to pack one of the suckers. There was an officially sanctioned method of organization that you forgot after ten minutes on the other side of the gate at Great Lakes or San Diego. You got rid of a lot of issue gear when you went to the SHIP. Did you ever know a tin-can sailor who had a raincoat? A flat hat? One of those nut higger knit swimsuits? How bout those roll your own neckerchiefs... the ones the girls in a good Navy tailor shop would cut down and sew into a 'greasy snake' for two bucks?

Within six months, every fleet sailor was down to one set of dress blues, port and starboard undress blues and whites, a couple of whitehats, boots, shoes, assorted skivvies, a peacoat and three sets of dungarees. The rest of your original issue was either in the pea coat locker, lucky bag or had been reduced to wipe-down rags in the engineroom.

Underway ships were not ships that allowed vast accumulation of private gear. Hobos who lived in discarded refrigerator crates could amass greater loads of pack rat crap than fleetsailors. The confines of a canvas back rack, side locker and a couple of bunk bags did not allow one to live a Donald Trump existence. Space and the going pay scale combined to make us envy the lifestyle of a mud hut Ethiopian. We were the global equivalents of nomadic Monguls without ponies to haul our stuff. And after the rigid routine of boot camp, we learned the skill of random compression packing...known by mother's world-wide as 'cramming.' It is amazing what you can jam into a space no bigger than a breadbox if you pull a watch cap over a boot and push it in

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SEA BAG

There was a time when everything you owned had to fit in your seabag. Remember those nasty rascals? Fully packed, one of the suckers weighed more than the poor devil hauling it.

The damn things weighed a ton, and some idiot with an off-center sense of humor sewed a carry handle on it to help you haul it. Hell, you could bolt a handle on a Greyhound bus but it wouldn't make the damn thing portable.

The Army, Marines and Air Force got footlockers, and we got a big ole' canvas bag. After you warped your spine jackassing the goofy thing

through a bus or train station, sat on it waiting for connecting transportation and made folks mad because it was too damn big to fit in any overhead rack on any bus, train and airplane ever made, the contents looked like hell. All your gear appeared to have come from bums who slept on park benches.

Traveling with a seabag was something left over from the "Yo-ho-ho and a bottle of rum" sailing ship days. Sailors used to sleep in hammocks. So you stowed your issue in a big canvas bag and lashed your hammock to it, hoisted it on your shoulder and in effect moved your entire home

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with your foot. Of course it looks kinda weird when you pull it out, but they never hold fashion shows at sea, and wrinkles added character to a salty appearance.

There was a four-hundred mile gap between the images on recruiting posters and the actual appearance of sailors at sea. It was not without justifiable reason that we were called the tin-can Navy. We operated on the premise that if 'Cleanliness was next to Godliness,' we must be next to the other end of that spectrum... we looked like our clothing had been pressed with a waffle iron and packed by a bulldozer. But what in the hell did they expect from a bunch of jerks that lived in the crews' hole of a 2250 Sumner Class can?

After a while you got used to it...you got used to everything you owned picking up and retaining that distinctive aroma...you got used to old ladies on buses taking a couple of wrinkled nose sniffs of your pea-coat, then getting up and finding another seat.

Do they still issue seabags? Can

you still make five bucks sitting up half the night drawing a ship's picture on the side of one of the damn things with black and white marking pens that drive old master-at-arms into a 'rig for heart attack' frenzy? Make their faces red... the veins on their neck bulge out...and yell, "Jeezus H. Christ! What in god's name is that all over your seabag?" "Artwork, Chief. It looks like the work of Michelangelo. My ship. Great, huh?" "Looks like some damn comic book!" Here was a man with cobras tattooed on his arms... a skull with a dagger through one eye and a ribbon reading, "DEATH BEFORE SHORE DUTY" on his shoulder...and a full blown Chinese dragon peeking out between the cheeks of his butt.

If anyone was an authority on stuff that looked like a comic book, it had to be this E-7 sucker. Sometimes I look at all the crap stacked in my garage, close my eyes and smile, remembering a time when everything I owned could be crammed into a canvas bag. Maturity is hell.

Author unknown

WASHINGTON, DC IN 2007

The 2007 Reunion of the USS YANCEY will be held in Washington, DC and we need your help in planning the events. Below you will find a brief description of some of the most requested sites for Navy reunions. Please read them over and then fill out the survey to let ML&RS, Inc. know your wishes.

ATTRACTIONS

WORLD WAR II MEMORIAL:

The World War II Memorial honors the 16 million who served in the Armed Forces of the U.S., the more than 400,000 who died, and all who supported the war effort from home. Symbolic of the defining event of the 20th century, the memorial is a monument to the spirit, sacrifice, and commitment of the American people.

KOREAN WAR MEMORIAL:

The new Korean War Memorial lies in the shadow of the Lincoln Memorial, near the Vietnam War Veterans' Memorial on the west end of the Mall. It consists of 19 larger-than-life U.S. ground troopers equipped for battle moving toward an American flag. Etched into the granite are photographs of hundreds of faces taken from military archives.

VIETNAM WAR VETERAN'S MEMORIAL:

Inscribed on black granite walls are names of the 58,209 Americans missing or killed in the Vietnam conflict. The innovative, V-shaped memorial designed by Maya Lin is breathtaking and sobering, drawing crowds who look for the names of

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GEORGE H. W. BUSH CONSTRUCTION

- Contract awarded January 26, 2001
 - Seven-year construction timeframe
 - Keel laid September 6, 2003
 - Christening scheduled for October 7, 2006
 - Delivery scheduled for late 2008
 - 47,000 tons of structural steel and about a million pounds of aluminum
 - Modular construction process forms large individual units of the ship much like interlocking building blocks
 - Units welded together to form a module or superlift weighing up to 900 tons
- Capability**
- Top speed exceeds 30 knots
 - Powered by two nuclear reactors that can operate for more than 20 years without refueling
 - Expected to operate as Navy warship for about 50 years
 - Typical *Nimitz*-class ship carries 80-
- plus combat aircraft
- Three two-inch diameter arresting wires on the deck bring an airplane going 150 mph to a stop in less than 400 ft
- Size**
- Towers 20 stories above the waterline with a 4.5 acre flight deck
 - 1,092 ft long: nearly as long as the Empire State Building is tall
 - Four bronze propellers, each 21 ft across and weighing more than 30 tons
 - Steering accomplished by two rudders, each 29 ft and weighing 50 tons.
 - Four high speed aircraft elevators, each more than 4,000 square ft, bring planes to the flight deck from the hangar below.
- Capacity**
- Home to about 6,000 Navy personnel

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relatives or who simply take in the enormity of the war and its aftermath. Also see Frederick Hart's "Three Soldiers," a life-sized bronze sculpture of three young servicemen.

ARLINGTON NATIONAL CEMETERY:

Arlington Mansion and 200 acres of ground immediately surrounding it were designated officially as a military cemetery June 15, 1864, by Secretary of War Edwin M. Stanton. More than 260,000 people are buried at Arlington Cemetery. Veteran's from all the nation's wars are buried in the cemetery, from the American Revolution through the Persian Gulf War and Somalia. Take a narrated tram ride through the grounds, with a stop at the JFK gravesite and the Tomb of the Unknown Soldier to view the "Changing of the Guard."

NAVY MEMORIAL:

Located in downtown Washington, D.C., the Navy Memorial houses an IMAX theater featuring a moving presentation, a computer center where you can search for your records and a museum of artifacts and exhibits showcasing the Navy and thousands of former sailors. Many groups choose to conduct their memorial service on the front plaza area of the Navy Memorial Building.

RIDING TOUR OF THE CAPITAL CITY:

Enjoy a fully narrated driving tour of Washington, passing by the White House, Capitol, Supreme Court Building, the Lincoln Memorial, the Washington Monument and other famous sites.

Now take a few minutes to fill out the survey on the right and return it to ML&RS, Inc by January 8, 2007.

USS YANCEY 2007 REUNION SURVEY

In order to provide the kind of reunion you want, not what we "think" you'd like, please take a few minutes to look over, complete and return this survey to ML&RS, Inc. right away. The reunion agenda will be created from the responses and the Chairman's input. Let your voice be heard.

Reunion format:

Do you want a welcome reception the first evening? Yes ___ No ___

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

Do you want a band or DJ after the Saturday night banquet?
Yes _____ No _____

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

World War II Memorial _____

Korean War Memorial _____

Vietnam Memorial _____

Arlington Cemetery _____

Navy Memorial _____

Riding Tour of Washington _____

Your suggestions are welcome: _____

PLEASE RETURN SURVEYS BY January 8, 2007 TO:

**Military Locator & Reunion Service, Inc
P.O. Drawer 11399
Hickory, NC 28603**

Or Fax: 828-256-6559

**Or you may do the survey on the Website at:
www.mlrsinc.com/yancey**

Those not attending the reunion may print an order form for the 2006 Memory Book from the website.