

USS EVERETT F LARSON DD/DDR 830

SUMMER 2016 Official Publication of the U.S.S. Everett F. Larson Association

Newsletter Address: 83 Stonehedge Lane South, Guilford, CT 06437

www.usseverettflarson.com

USS E. F. Larson and the New York Skyline



Here we are just a few months from our next reunion in Las Vegas. Remember, what goes on in Las Vegas...well, you know the rest. It's important to get your registration and check to Don and Pam Erskine early. They need to have a good count on the number attending so they can arrange for busses to outside events and tell the banquet caterer how many meals we will need. You definitely will want to make your hotel registration by September 30. That's the deadline to get the Larson reunion rate. Details are in the registration form later in this newsletter.

Those of you who attended the last reunion in Jacksonville, FL will remember the flag that Donna Kendall presented to the Association. The flag was flown over the Massachusetts State Capitol Building in Boston to commemorate the 70th Anniversary of the USS Everett F. Larson (DD 830) commissioning in the same city in 1945. The flag was then flown over the National Capitol building in Washington, D.C. This was also meant to honor the plank owners of our ship.

Since then we have heard from the son and grandson of Everett F. Larson's twin sister Edith Sanborn. Peter Sanborn told us that his son Joshua was asking if there was a flag available that had flown over the ship. Joshua is in the Marine Corps Reserve and he was hoping to have such a flag. Although he never knew his Great Uncle Everett F. Larson, he feels close to him because of the pride he has in the Marine Corps connection. Since we couldn't come up with a flag that actually flew on the ship, I asked Donna if she thought it would be appropriate to present Joshua with the flag she gave us. She wholeheartedly agreed.

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We invited Peter and Joshua to the Las Vegas reunion. Peter, who is recovering from a serious accident, probably won't be able to attend. Joshua is about to go on active duty with the Marine Corps and still doesn't know if he will be able to attend. However, we do have a plan B. If we can't present the flag in person at the reunion, we will have a presentation on video tape with comments from Donna, Peter and Joshua. The Sanborn men are our direct connection to our ship's namesake Everett F. Larson. For those of us who were honored to serve our country on USS Everett F. Larson (DD/DDR 830) the ship and name live in our hearts and memories.

Note from John Clements, Vice President:
Unfortunately my wife and I won't be able to attend this years reunion. However, we are looking forward to the following reunion in Branson, MO. Hope everyone has a great summer and a fantastic reunion in Las Vegas. Stay safe, and be well. - John Clements

Note from Secretary, Terry Weathers:
We continue to be on the lookout for copies of old newsletters and minutes of meetings. The website ives a pretty good idea of what we already have on file. Please contact me if you think you may have something of interest.

Note from Don Erskine:
I need all participants that plan to attend the Thunderbird Air Show at Nellis AFB to include their SSN , Driver's License # and State of issue on their Registration form or e-mail it to me. If they are retired military, I only need SSN and rate/rank at retirement.
- Don Erskine dtersk38@embarqmail.com

In Memoriam

Bernard Diaz, Chaplain

Departed Shipmates (since last newsletter)

BMSN Leo C. Foran

SH1 John K. Preter

SGT Robert A. Sanborn, husband of Edith Larson

FTCM Francis E. Juntunen

BT3 William H. Braswell

LCDR Donald J. Capie

CAPT Tom Lynch

Mail Call

Larson Shipmates.

As you may recall at the last reunion I again raised the question about possible joint reunions with other destroyers. As a result of this discussion I was assigned the task of "looking into this". Shortly after returning home I began my searches.

I have been in contact with about twenty destroyer groups so far. Not all responded. Of the beginning group six never connected with me. Of the fourteen who did respond twelve seemed interested to some degree. After writing to this remaining dozen about half were still unsure whether to begin meeting with the Larson in the near future. Some still want to stay in contact for further consideration of joint reunions.

I have now sorted out five ships for getting together with us for a meeting in Branson Missouri to discuss the possibilities of holding joint reunions beyond 2017.

As these ship run things principally the same as we do they need to discuss this with their shipmates and their organization. If any are still interested they will email me after their 2016 reunion events.

Fortunately, the Larson reunion is in November this year so I should have some kind of feedback by the time of our event.

So now I would like you fellow shipmates to think about this possibility of future joint reunions and collect your questions and suggestions for any items that should be addressed should we meet with other ships. I have been asked to present my results at the Henderson reunion to the executive board and the general membership so this is the chance to make your thoughts known.

I would also say this has been a very rewarding experience for me writing and talking to these ships. There a lot of great sailors out there willing to help and contribute a lot of valuable advice. Not to mention some of the great sea stores they have related to me. This is what makes Tin Can Sailors great in my opinion.

In closing let me say I am as interested as any of you to find out what will happen with these other ships. Patience is not one of my strong suits but now it is a waiting game we are involved in. - Art

I'LL NEVER FORGET

By Max Schwald

I read the article in honor of CDR James Brent Allen written by shipmate Kenneth E Lambert RD3 and published in the winter Larson Newsletter. It brought back memories I can never forget, although it has been nearly 50 years.

It was 0315 on June 3, 1969 that the collision occurred between the Frank E Evans and the HMAS Melbourne. Two nights prior, the same ASW exercises were being conducted when the Larson was given the signal to go to plane guard station. We were in the same station that the Frank E. was in at the time the signal was executed. The Larson OOD and JOOD were on the ball and we had a full emergency back down order. This was approximately 2330. A few of us Chiefs were still in the mess when this happened. Raleigh Brown QMC came up from berthing and headed for the bridge. When he returned, he was very shaken and sat down and stated, "When I got to the bridge, all I could see was Carrier approximately 25 feet in front of the bow."

On June 3 at 0315, General Quarters was sounded and our Captain announced that a collision had occurred between the Melbourne and Evans. The forward section of the Evans sank within 3 minutes of impact. Those that were able to escape and in the water, most of them, were rescued by the sailors on the Melbourne who dove off the flight deck. Others on the after section were saved by motor whale boats from the Melbourne and I believe the Keyes. The Larson was standing by looking for survivors in the water. During this time and before daylight we were also getting gear together to go aboard the after section, which miraculously remained afloat.

At daylight we loaded up Larson's motor whale boat with pumps and damage control equipment. Enroute to the Evans I couldn't help but notice how calm the sea was and the quietness broken only by helicopters searching for survivors in the water.

Upon arriving at the after section, we were in scramble mode as she was slowly sinking. One discovery was a pair of boots outside the door by the ship's store. They turned out to belong to the Chief MAA who did not survive. Our hole Snipes, all Chiefs and First Class, went immediately to the engineering spaces that were left. The Chief Engineer and myself later decided that we had to get rid of all the topside weight or else lose the after section. Those guys down in the engineering spaces plugged as many holes as possible and the Larson was then brought alongside the Evans and pumped out the engineering spaces. The Evans Dispersing Officer was brought over to remove the cash from the ship's safe (\$100,000). The afternoon of June 3 a sea-going tug (ATF) came alongside the Evans' after section and made an inspection and decided it was ready to be towed to Subic Bay.

As a note, CDR Cahill (XO at the time), told me in later years that saving the after section had saved the Dept. of Defense and US Navy over \$8 million. This entire experience was bitter/sweet. I and my crew lost 74 "Little Beavers" that morning yet it was gratifying to know we saved a big part of a ship that will forever be remembered. May those 74 Rest in Peace and the Survivors and their families find peace. An excellent book on the subject I would recommend reading is "American Boys". You can get it on Amazon. Also, you can go to the USS Frank E Evans (DD-754) website. Everything you need to know is there.

I WAS A SAILOR ONCE AND I WOULD DO IT AGAIN

I liked standing on the bridge wing at sunrise with salt spray in my face and clean ocean winds whipping in from the four quarters of the globe - - the ship beneath me feeling like a living thing as her engines drove her swiftly through the sea.

I liked the sounds of the Navy - the piercing trill of the boatswains' pipe, the syncopated clang of the ship's bell on the quarterdeck, the harsh squawk of the 1MC, and the strong language and laughter of sailors at work.

I liked Navy vessels — nervous darting destroyers (they were called 'tin cans' for a reason), plodding fleet auxiliaries and amphibs, sleek submarines and **steady solid aircraft carriers.**

I liked the proud names of Navy ships: Bennington, Midway, Lexington , Bunker Hill, **Saratoga**, Coral Sea, Antietam, Valley Forge - - memorials of great battles won and tribulations overcome.

I liked the lean angular names of Navy "tin-cans" and escorts - - Kenneth D. Bailey DDR-713, Barney, Dahlgren, Mullinix, McCloy, Damato, Leftwich, Mills, Stickell, Noa, Paul, Coontz, T.C. Hart, Glover - - mementos of heroes who went before us. And the others - - San Jose , San Diego , Los Angeles , St. Paul , Chicago - - named for our cities.

I liked the tempo of a Navy band blaring through the topside speakers as we pulled away from the oiler after refueling at sea. (I missed this thrill...)

I liked Liberty Call and the spicy scent of a foreign port.

I even liked the never-ending paperwork and all-hands working parties as the ship filled herself with the multitude of supplies, both critical and mundane in order to cut ties to the land and carry out her mission anywhere on the globe where there was water to float her.

I liked sailors, officers and enlisted men, from all parts of the land; farms of the Midwest, small towns of New England , from the cities, the mountains and the prairies, from all walks of life. I trusted and depended on them as they trusted and depended on me - for professional competence, for comradeship, for strength and courage. In a word, they were "shipmates"; then and forever.

I liked the surge of adventure in my heart, when the word was passed: "Now set the special sea and anchor detail - all hands to quarters for leaving port," and I liked the infectious thrill of sighting home again, with the waving hands of welcome from family and friends waiting pier side.

The work was hard and dangerous; the going rough at times; the parting from loved ones painful, but the companionship of robust Navy laughter, the "all for one and one for all" philosophy of the sea was ever present.

I liked the serenity of the sea after a day of hard ship's work, as flying fish flitted across the wave tops and sunset gave way to night.

I liked the feel of the Navy in darkness — the masthead and range lights, the red and green navigation lights and stern light, the pulsating phosphorescence of radar repeaters - they cut through the dusk and joined with the mirror of stars overhead. And I liked drifting off to sleep lulled by the myriad noises large and small and the rocking from side to side that told me my ship was alive and well, and that my shipmates on watch would keep me safe.

I liked quiet midwatches with the aroma of strong coffee — the lifeblood of the Navy permeating everywhere.

And I liked hectic watches when the exacting minuet of haze-gray shapes racing at flank speed kept all hands on a razor edge of alertness. (Some times those shapes came too damn close.)

I liked the sudden electricity of "General quarters, general quarters, all hands man your battle stations," followed by the hurried clamor of running feet on ladders and the resounding thump of watertight doors as the ship transformed herself in a few brief seconds from a peaceful workplace to a weapon of war — ready for anything.

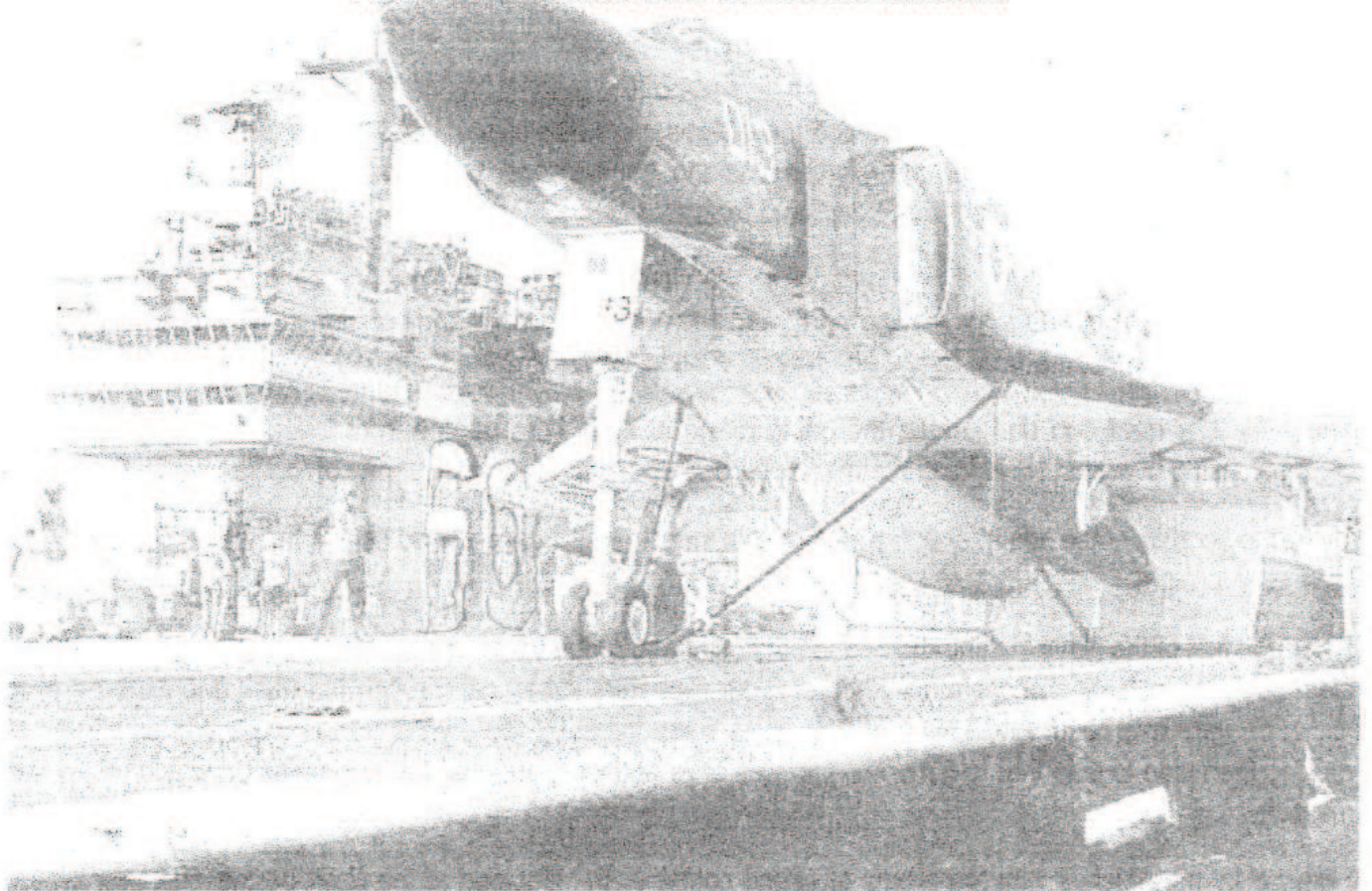
And I liked the sight of space-age equipment manned by youngsters clad in dungarees and sound-powered phones that their grandfathers would still recognize.

I liked the traditions of the Navy and the men and women who made them. I liked the proud names of Navy heroes: Halsey, Nimitz, Perry, Farragut, John Paul Jones and Burke. A sailor could find much in the Navy: comrades-in-arms, pride in self and country, mastery of the seaman's trade. An adolescent could find adulthood.

In years to come, when sailors are home from the sea, they will still remember with fondness and respect the ocean in all its moods - the impossible shimmering mirror calm and the storm-tossed green water surging over the bow. And then there will come again a faint whiff of stack gas, a faint echo of engine and rudder orders, a vision of the bright bunting of signal flags snapping at the yardarm, a refrain of hearty laughter in the wardroom and chief's quarters and mess decks.

Gone ashore for good they will grow wistful about their Navy days, when the seas belonged to them and a new port of call was ever over the horizon.

Remembering this, they will stand taller and say,
"I WAS A SAILOR ONCE AND I WOULD DO IT AGAIN."



F Y I:

A while ago I was walking though the mall wearing my Larson hat. A gentleman stopped me and asked me what class of destroyer was the Larson? I couldn't answer him, I didn't know. He told me depending on the year that it was built, it was either a Sumner or Gearing class. Well I know now that during my 4 years in the Navy I was on both class type destroyers. The USS Mansfield a Sumner class and the USS Larson a Gearing class.

The Sumner class destroyers were built during WWII. The Gearing class is a group of 98 destroyers built during and shortly after WWII (1944). The main difference being that the Gearing was 14 ft. longer in the mid ship section allowing for increase fuel storage for greater range. (Being on both class type of ships I can verify there was no more room added to the berth areas). The Sumner class carried 103 tons of fuel while the Gearing could hold 160 tons of fuel.

The Gearing class destroyers saw very little war time service in WWII because they were not ready for service until mid-1945. Many of the Gearing class destroyers saw action in Korea and Vietnam. Most of the Gearing class were decommissioned by the 1970s many were sold to other countries . The last to serve in the US Navy was the William C. Laws, decommissioned Oct.1983 and expanded as a target July 1999. The USS Steinaker DD863 was the last WWII Gearing class operating in the world. It was transferred to Mexico in 1982. As of 2012 she was the oldest American built destroyer and the last Gearing class that operated around the globe. She was retired by the Mexican Navy in 2014 and sunk as an artificial reef.

Out of the 98 Gearing class ships seven are museums : The Larson, The Rush and The Rodgers are in South Korea. The Eversole is in Turkey, Sarsfield is in Taiwan, the Joseph P Kennedy is at Fall River Mass. and the Orleck is at Lake Charles Louisiana.

Your Shipmate
Joe Torres

We are in the process of cleaning out the 100 year old house that we grew up in and the house in which my mother was born and died. This was my mother's family house and our family was raised there sharing the two flat with my mom's sister and brother who lived upstairs. My Aunt saved absolutely everything from WWII; uniforms, post cards, documents, photographs, magazines and even original newspaper headlines from Pearl Harbor. I was going through one of her scrapbooks and came across the following which I thought you might find amusing and interesting.

- Ken Busam (Friend of Douglas Rice)



Keeping the memory alive:

Donna Kendall was able to get a U S Flag flown over both the U S Capitol and the Boston State House, commemorating the 70th anniversary of the commissioning of the Larson in Boston on 4/6/1945. Sean Costello, chief of staff for State Rep. Bruce Ayers got this done for her and she presented that flag at our last reunion. Since then, we learned that PFC Joshua Sanborn, USMCR, Everett F. Larson's great-nephew (Edith's grandson), who had become a Marine inspired by Everett's sacrifice, can keep that flag flying in the family. Hopefully for many more years than we can ! Donna presented it to him and to his father. Peter, on June 3.

Our newest artifact!

Ron Lee, who you may remember as the host of the great Branson reunion several years ago, has donated his beautifully bound collection of envelopes bearing Everett F. Larson images and cancellations, which I will bring to the reunion. Some of them go all the way back to the LAUNCHING ! Others carry a hand stamp which no doubt was executed by our own Art Colson ! It has to be seen to be believed.

Thanks, Ron! - Gene Maresca



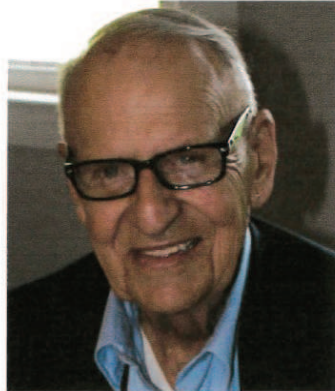
Hello,

My father Richard Taylor who was a plank owner on the USS Everett F Larson passed away on August 1st of last year.

I know that my mother would like to continue to receive the newsletter, but I'm not sure what needs to be paid for her to do that.

I also receive the newsletter and you may take me off the print copy and can email it to me. Please let me know what I need to do make both of these things happen as we both enjoy reading the newsletter.

Thank you,
Terry Schriever



Richard John Taylor (1927 - 2014)

Henrietta, Hamlin, Caledonia: 8/5/27-8/1/14. Today the gates of heaven opened and welcomed Richard home. Predeceased by his son, Jeffrey, grandson, Samuel, brothers, Wilson, Gordon and Bob, sisters, Dorothy and Alice.

Left here to miss him dearly is his wife of 65 years, Helen (Feeney); daughters, Jennifer (Ralph) Alwardt, Nancy (Tom) Allen, Terry (Bob) Schriever and son, James (Amy) Taylor; 14 grandchildren; and 6 great-grandchildren; sisters, Jeanne Arthur and Margie Carbone.

Richard retired from Eastman Kodak in 1986 after 34 years.

He was chief of the West Henrietta Fire Department, and Chief of the Henrietta Fire District. He was a life member of the West Henrietta Fire Dept, NYS Fire Chiefs's Association and WNY Fireman's Association.

He was an active member in the Church of the Good Shepherd and of St. Elizabeth Seton Church and is currently a member of St. Columba Church.

Richard was a lifelong fan of the NY Mets and Buffalo Bills. He enjoyed cooking, baking, gardening, bowling and playing pool, being outdoors with the sun in his face. He liked to fish and enjoyed his yearly visits to the 1000 Islands. He liked to make up silly songs and would burst out singing at any time. You could find him every Thursday morning at Wegmans where he would tell a joke or share a smile with everyone he encountered.

He loved his family and being surrounded by them. He had a larger than life personality and he will be missed by everyone that knew him.

No prior calling hours. Celebration of Richard's life will be at St. Columba Church, North St., Caledonia NY, Sat., August 9th at 2pm. Interment will be private. In lieu of flowers, donations would be welcomed by the Honor Flight of Rochester, Caledonia Volunteer Ambulance, or the Livingston County Hospice.

Arrangement by his friend Leo Bean.

****CURRENT EVENTS - PLEASE READ****
WE NEED MORE STORIES!!!

We have received some very interesting and personal emails and letters from those who served on the Larson, that you will find under the "Mail Call" heading.

There have to be hundreds of these stories. We would ask you to think back to those years on the Larson and email it or write it down and send it to drice@ctslabs.com or Doug Rice, 83 Stonehedge Lane South, Guilford, CT 06437. Give us as much detail as possible, with dates, names and we will share it with the Larson crew in our next newsletter!

Larson hats, shirts and jackets will be available from EMBROIDERY CREATIONS, 5050 Nebraska Avenue, Ste. 8, HUBER HEIGHTS, OHIO. Phone: 937-235-0441. Fax: 937-235-0487. Contact Chuck Hertzman Website: www.embroiderycreations.com or info@embroiderycreations.com

LARSON PATCHES AVAILABLE - Vern Smith, 1855 E. Oakmont Ave., Fresno, CA 93720, (e-mail: yttim2@dslextreme.com) has Larson Patches available and the cost is \$4.00 which includes mailing cost.

THIS IS NOT A DRILL

Its still important to get dues paid and to get new members. We need to do both!
DONATIONS ARE ALWAYS WELCOME!

Get Your Larson Newsletter Via Email

With every edition, your Association mails out 309 Newsletters and Emails 149 Newsletters to members. **Please let Doug Rice (drice@ctslabs.com) know if we can just provide you with the email version.** With the rising costs of stamps, envelopes and printing, we would appreciate your help in cutting our costs. Thank you for your help.

WE ARE STILL LOOKING FOR SHIPMATES



Middle is Jake Jacobsen MM3 - Hong Kong 1965 or 1966

Attention on Deck!

The members present at the San Francisco reunion voted to increase our dues. Effective March 1, 2015, annual dues are \$20 and Lifetime Membership is \$150.

As you know, once you pay a Lifetime Membership, you no longer pay annual dues. If you were already a Lifetime member, you **do not** owe anything more.

NOTICES

Wendall S. Ward (Plank Owner) died June 10, 1992. His son Wendall Jr., 910-324-6132, would like to hear from people who knew his dad. Wendall tried to reenlist in the Navy, but flunked the physical because of his hearing so he enlisted in the Air Force and retired from there in 1965.

Robert L. Gabrielson, who was on a NROTC Midshipman cruise in 1958, would like to locate a 1958 Cruise Book for purchase or pay for a copy to be made. Please contact Bob at phone: (858)271-0436 or 10965 Negley Avenue, San Diego, CA 92131.

We have been asked the question "Can you provide me with information on living shipmates?" We have a listing on over 1000 shipmates that we have located. We list them as Regular, Deceased or Not Current Address (no forwarding address). So unless we are notified of a shipmate passing, we assume they are still living.

To answer the question, please contact Doug Rice for a particular shipmate name, so a listing is available through Doug Rice (e-mail drice@ctslabs.com). Thank you.

Welcome to Las Vegas, Nevada
2016 USS Everett F. Larson Association Reunion

- Reunion Dates - Wednesday November 9th - Sunday November 13th
- Hotel - Best Western Plus Henderson Hotel, 1553 N. Boulder Hwy, Henderson NV 89011
- The reservation number is 702-564-9200 M-F 7:30am-5pm PT. Be sure to identify yourself as part of the USS Everett F. Larson Navy group.
- The room rate is \$75 a night plus tax. Good for 3 days before and after, based on availability and includes breakfast each day. The hotel offers Free Parking. Street Parking is prohibited.
- Hotel Registration must be made by September 30th to get the Larson reunion rate.

Date	Event	# of People	Total Amount
Wednesday Nov 9	REGISTRATION , informal gathering w/ pizza, salad, desserts \$8.00 per person		\$
Thursday Nov 10	Hoover Dam Tour Lunch included & Memorial Service \$65.00 per person - Lunch Choice below Croissant sandwich w/salad ___Turkey ___Ham ___Tuna		\$
Friday Nov 11	Nellis AFB Thunderbird Museum/Air Show , Lunch Included \$60 per person - Lunch choice below ___Southwest Chicken ___Salisbury Steak ___Grilled Tilapia		\$
Saturday Nov 12	Morning: Executive Committee meeting, Membership Meeting, Raffle Evening: Cash Bar, Banquet & Music Barbecue Buffet Style (smoked chicken & brisket sliced) \$60.00 per person		\$
Sunday Nov 13	Breakfast & Checkout Thanks for a great time, see you next year in Branson!		
TOTAL AMOUNT ENCLOSED			\$

Name: _____ First Name for Name Tag: _____

Spouse/Guest: _____ First Name for Name Tag: _____

Address: _____

City/ ST / Zip: _____

Phone: _____ e-mail _____

What years did you serve on Larson? _____

****IF YOU PLAN TO ATTEND NELLIS AFB ON FRIDAY NOV 11, WE NEED YOUR SSN, STATE DRIVER'S LICENSE AND NUMBER BEFOREHAND****

Please complete and make a check payable to: Don Erskine 115 Laguna Ln, Boulder City, NV 89005

Please return your registration to Don by Sep 30, 2016. Earlier the better please!

Don (702) 293-2024 e-mail: dtersk38@embarqmail.com

Pam cell (702) 409-9866 e-mail: serenitea3@gmail.com

If you have a Larson lanyard for your name tag, please bring it with you. Don't forget an item for the raffle; not mandatory but appreciated. We want to see you at the reunion, raffle item or not.