

USS EVERETT F LARSON DD/DDR 830

Summer 2017 Official Publication of the U.S.S. Everett F. Larson Association

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www.usseverettflarson.com



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Marlene and I just got finished up in Branson, Mo. with the reunion plans for Oct. 11 -15th, 2017.

Now just waiting on fellow shipmates to book their room and send me your registration forms. This will be a very goodtime for everyone. Upon arriving in Branson, you will discover that everything is built on the sides of hills, when you arrive at the hotel use the upper parking lot which is the back side and bus entrance of the hotel.

You will be on the second floor of the hotel, use the elevator to the first floor for registration and ask for parking assistance, they will gladly park your vehicle in the front parking lot for you. We also have a lot to discuss at the business meeting.

We will have a few new guests from the Gearing Gang and a few new shipmates. We are always waiting to hear from shipmates whom we have not heard from since leaving the ship, I know personally from having made contact with two of my buddies this summer, how good it makes one feel to be able to reminisce with someone who has had the same experiences. When making contact don't forget to use your nicknames also, it helps refresh the memory. Looking forward to seeing everyone. Don't forget to bring an item for the raffle table, as this helps fund the reunions.

As always keep our departed shipmates, veterans and families in your prayers and also for this Great Country of ours as it is struggling to come together.

A Few Notes from our Historian

Dirty Thirty

As any ship gets older it becomes harder to maintain that like-new look, and the Larson, unfortunately, was no exception. I understand that the nickname Evvy Maru came about during Capt Quanstrom's regime. I remember very well how upset Capt. Palmer was to hear the expression, the "Dirty Thirty" and how he asked why they couldn't call it the "Clean Thirty"!

Without going into the theory of alliteration, I could only sympathize.

It wasn't until recently that I understood why it upset him so much. His last gig before taking over the Larson had been the XO slot in the USS Collett, where he had earned a lot of accolades for turning that ship into a high performer when it had been on the skids. Turns out the Collett, DD-730, was ALSO called the "Dirty Thirty"! Poor Capt Palmer. It followed him wherever he went!!!!

Does anybody remember a Shellback initiation on the Larson ? If so, need info about it. Please call or e-mail me. There is a story about one on the web site but the date can't be right.

Thanks to shipmate Lonny Heinrichs we now have a good date for the Shellback initiation. Aptil 10th, 1958 on the way to Auckland, NZ. And he sent the certificate to prove it. Signed by Captain Harbert (and Davey Jones !)
- Gene Maresca

In Memoriam

Departed Shipmates (since last newsletter)

Seaman 1st Class Norman D. Welch
LTJG Alex McGhie
Chief Aviation Electrician's Mate Fred Squires
Radarman 3rd Class John D. Walker
Fire Control Technician 3rd Class Jerry Mullenberg
CDR Philip P. Buchholz

In Memoriam continued:

Lt Deck E. Harrell
Machinist's Mate 3rd Class Archie Beals
Commissaryman 2nd Class Harold E. Hendry
LTJG Charles S. Dolk
Radioman Boyd W. Wood
Machinist's Mate 2nd Class Orville Swick Plank
Owner
MM2 Kenneth R. Edge 1945 Plank Owner
SFC Henry J Marechal, Jr

MAIL CALL

Plank Owners

A "plank owner" is an individual who was a member of the crew of a ship when that ship was placed in commission. In earlier years, this applied to a first commissioning; since then, it has often been applied to one who was part of a recommissioning crew as well. "Plank owner" is not an official Navy term, and has consequently been variously defined by different Navy units.

Plank-owner certificates are procured by and issued to crew members of the ship being commissioned; they are not officially issued by the Navy. Some ships' crews design their own, while others purchase them from commercial sources. Perhaps the best-known of these are the ones sold by the United States Naval Institute. These color certificates can be obtained as blanks; if the purchaser wishes to provide the necessary information, they can be filled in for an additional charge.

AEC Frederick J Squires, 1945-1947, passed away on January 28, 2017. Condolences to famiy via his daughter:

Karen Baro
70 West Elm Street
West Townsend, MA 01474-1130
There were TWO EM3 Squires aboard at the same time. One was a plank owner, and Fred, who came aboard about three weeks later.
- Gene Maresca

My Manila Liberty

By Bill Forbes

This happened after I left the Larson and went aboard USS Montrose (APA 212). It was in the mid '60s at the height of the Vietnam War. Since Montrose was a troop transport, we spent more time in Westpac than in the states carrying troops and supplies between Subic Bay and Vietnam. I don't remember why we stopped in Manila for one night but we had Cinderella liberty. Montrose was anchored in the harbor so the liberty party had to take one of our LCVP boats to the pier. As we were getting out of the boat and onto the pier, the boat officer jokingly said, "Hey Forbes, bring me a beer when you get back." Being in Westpac for several months, we hadn't had a good restaurant meal in quite some time. Having found what looked like a good restaurant, four or five of us went inside.

We were led through the place to a nice patio. It had been a long time since we had a fine linen table cloth and napkins and excellent service. We were so impressed we ordered a bottle of champagne before the meal.

After a wonderful steak dinner, we reverted back to being Fleet Sailors again and ordered a round of beer. After a couple of these rounds, it was time to think about heading back to the boat landing. I realized the champagne cork was still on the table. I also discovered that the cork fit snugly into the beer bottle. Hah, I thought, I'm going to take the boat officer his beer.

I tucked the bottle under my belt, but it caused a bulge. To solve the problem, I turned it upside down and stuck it under my belt so my white jumper hid the bulge. As we were walking through the restaurant to get to the street, the damn cork came out of the bottle. I danced around until I got the bottle out of my belt but half of the beer had already run down my pants.

Remember, I'm in my whites. Remember what color beer is. It was difficult enough to explain to

guys in the boat what had happened. It was even more embarrassing to explain it to the quarter deck watch when we reached the ship.

If that wasn't bad enough, I had to explain it again when our laundry was picked up. I don't know if anybody bought my tale about my "yellow" white uniform but that's my story and I am sticking to it these many years later.

THE NAVY LOG

Frank McCauley Ruby



Chief Boatswain Mate

Frank McCauley Ruby knows how lucky he is to be alive to tell the story of the attack on Pearl Harbor.

On December 7, 1941 at 0800 hours, Ruby was aboard the *YOL 2*, in the Harbor, when an approaching Japanese torpedo plane was shot down just a quarter mile away.

Ruby's ship was carrying 100,000 gallons of 100

octane gasoline and 50,000 gallons of diesel oil. Gasoline vapors covered the surrounding water in the Harbor.

"Had the plane been shot down right where I was, the gasoline fire would have done more damage than the torpedo plane possibly could have done," Ruby explains. "The Japanese could have gone home, mission accomplished."

Ruby and his shipmates had narrowly missed an explosion that would have altered the events of that infamous day. He will forever be a part of our Navy Log.

The Navy Log is a continuously growing registry of Sea Service veterans with more than 680,000 records of active duty, retired and reserve personnel. Registration in the Log is not automatic, but it is free and easy. If you know veterans who are not yet in the Navy Log, please help us preserve their legacy; take a few minutes and enroll them today!

WEST PAC 1971

It was 1971 and the Larson was in South China Sea off the coast of Vietnam. And after some time on the gun line and plane guard duty the Larson headed for Hong Kong for a much needed R&R.

As we pulled into the harbor we were met by many small boats they came along side of us selling their trinkets. The crew would throw coins over the sides and the men in the boats would dive after them, it was quite a sight to see. As we anchored in the harbor we could see the skyline of Hong Kong, you could feel the excitement aboard ship as the crew rushed to secure the ship and waited for Liberty call.

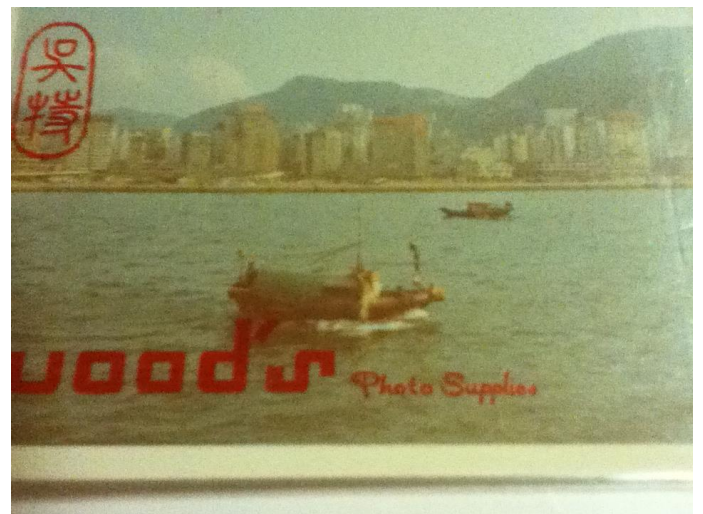
At some point we were advised:

- 1: Don't eat the food especially the vegetables the reason was they used human fertilizer. (I guess today it would be considered organic.)
- 2: Don't ride the rickshaws. The drivers will take you to an ally let go of the poles causing the rickshaws to fall backwards, your head will meet the street while the driver takes your money plus his tip.
- 3: No tattoos. If you get one and it gets infected to the point that you cannot fulfill your duties you could be court-martialed.

We finally came ashore on liberty boats, leaving our sea legs behind it took awhile to be able to walk normal. First thing on the agenda hit the bars, second thing, hit some more bars. During our stay in Hong Kong we probably visited every bar in the city (the only one I can remember today is the Play Boy club. We also tired some Chinese food; Horsefield had the chow mein I ordered some egg foo young. Horsefield mentioned that his tasted like sh-t. I couldn't eat mine either (did it have something to do with the fertilizer they use? I don't think so. We learned that American Chinese food is a lot deferent than the real thing. One night after visiting some bars we decided to travel on one of the oldest means of transportation the rickshaws, we raced down the streets of the city, I can't remember who won but we had a hell of a time and without any injuries. We found out that you could get free booze at the tailor shops while being measured for custom suits and shirts, so we visited a couple of tailor shops.

After our R&R the Larson left Hong Kong back to the gun line. Brining back stereos and other stuff we bought at the Navy Exchange, our tailor made suits and some real cool tattoos. Hong Kong great memories. Horsefield, Chico, Paul, Jessie and all of the 1971 West Pac Crew, brothers for ever...

- Joe Torres





THE LONE SAILOR

OFFICIAL NEWSLETTER OF THE UNITED STATES NAVY MEMORIAL • WINTER 2017 • VOL. 4, ISSUE 1



Rear Admiral Brent W. Scott, CHC, USN invokes the Blessing of the Fleets. This year's event is scheduled for Saturday, April 8.

To a Safe Harbor

26th Annual Blessing of the Fleets

Saturday, April 8 marks the U.S. Navy Memorial's 26th annual **Blessing of the Fleets**.

The centuries-old tradition is intended to safeguard crews and ships from the seas' dangers through a clergyman's prayer at water's edge. A tribute to our nation's rich maritime heritage and those who have contributed to its success, the Navy Memorial hosts its Blessing of the Fleets ceremony each spring, immediately following the National Cherry Blossom Festival Parade.

Sailors from the U.S. Navy Ceremonial Guard will proceed across the Memorial Plaza's "Granite Sea" to pour water from the Seven Seas and Great Lakes



into the surrounding fountains, charging them to life and ushering in the spring season. The famed U.S. Navy Band will provide music.

After the ceremony, guests can enjoy samples of Navy Bean Soup, prepared

Safe Harbor

CONTINUED FROM PAGE 1

by the Navy Culinary Specialists of the White House Mess, and hear a free concert of traditional seafarer's music performed by the Washington Revels Maritime Voices in the Memorial's Burke Theater.

The day highlights the grand opening of new exhibits, including "The Year of the Master Chief Petty Officer of the Navy," which honors the office's 50th anniversary and the fourteen men who've served as the Navy's senior enlisted leader, or "MCPON," since 1967.

Another new exhibit planned for 2017 focuses on Admiral Elmo R. "Bud" Zumwalt, Jr.'s leadership as Commander, U.S. Naval Forces Vietnam, and as Chief of Naval Operations, 1970-74. The display features the Navy's revolutionary new destroyer, USS *Zumwalt* (DDG-1000), named in the Admiral's honor.

PLEASE SEE SAFE HARBOR ON PAGE 4

In March 1945, 15 battleships, 29 carriers, 23 cruisers, 106 destroyers, and a train of oilers and supply ships sailed from "a Pacific base." What was this base? The mightiest force of naval Power ever assembled must have required a tremendous supporting establishment. Ulithi, the biggest and most active naval base in the world was indeed tremendous but it was unknown. Few civilians had heard of it at all. By the time security released the name, the remarkable base of Ulithi was a ghost. The war had moved on to the Japanese homeland, and the press was not printing ancient history about Ulithi.

Ulithi is 360 miles southwest of Guam, 850 miles east of the Philippines, 1300 miles South of Tokyo. It is a typical volcanic atoll with coral, white sand, and palm trees. The reef runs roughly twenty miles north and south by ten miles across enclosing a vast anchorage with an average depth of 80 to 100 feet - the only suitable anchorage within 800 miles. Three dozen little islands rise slightly above the sea, the largest only half a square mile in area.

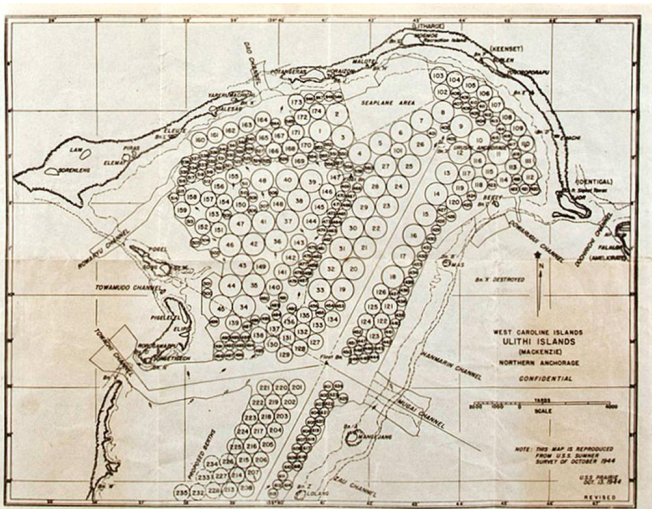
The U.S. Navy arrived in September 1944 and found resident about 400 natives, and three Japanese soldiers. The natives on the four largest islands were moved to smaller Fassarai, and every inch of these four was quickly put to use. Asor had room for a headquarters: port director, radio station, evaporator (rain is the only freshwater supply), tents, small boat pier, cemetery. Sorlen was set up as a shop for maintaining and repairing the 105 LCVPs and 45 LCMs that became beasts of all work in the absence of small boats. Mogmog was assigned to recreation. The big island, Falalop, was just wide enough for a 3500-foot airstrip for handling the R4Ds (Douglas DC-3s) and R5C Commandos, which would presently fly in from Guam 1269 passengers, 4565 sacks of mail and 262,251 pounds of air freight a week. This took care of a few services - but where were they going to put the naval base?

Enter "the secret weapon," as Admiral Nimitz called Service Squadron Ten. Commodore Worrall R. Carter survived Pearl Harbor to devise the miraculous mobile service force that made it possible for the Navy to move toward Japan in great jumps instead of taking the slow and costly alternative of capturing a whole series of islands on which to build a string of land bases.

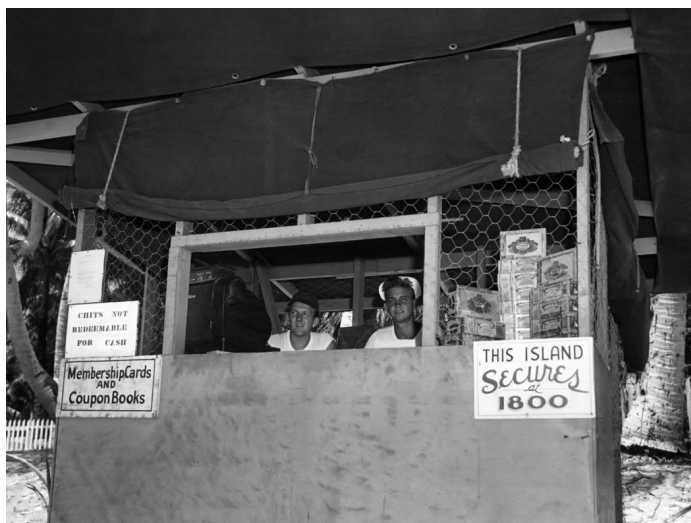
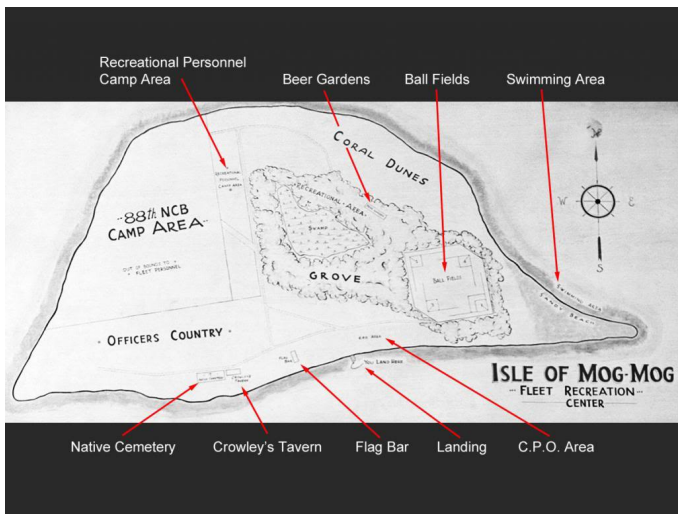
Within a month of the occupation of Ulithi, a whole floating base was in operation. Six thousand ship fitters, artificers, welders, carpenters, and electricians arrived aboard repair ships, destroyer tenders, floating dry docks. USS AJAX had an air-conditioned optical shop, a supply of base metals from which she could make any alloy to form any part needed. Many refrigerator and supply ships belonged to three-ship teams: the ship at Ulithi had cleaned out and relieved sister ship No. 2 which was on the way back to a rear base for more supplies while No. 3 was on the way out to relieve No. 1. Over half the ships were not self-propelled but were towed in. They then served as warehouses for a whole system of transports which unloaded stores on them for distribution. This kind of chain went all the way back to the United States. The paper and magazines showed England sinking under the stockpile of troops and material collected for the invasion of Normandy.

The Okinawa landings were not so well documented but they involved more men, ships, and supplies-including 600,000 gallons of fuel oil, 1500 freight cars of ammunition, and enough food to provide every person in Vermont and Wyoming with three meals a day for fifteen days. The smaller ships needed a multitude of services, the ice cream barge made 500 gallons a shift, and the USS ABATAN, which looked like a big tanker, really distilled fresh water and baked bread and pies. Fleet oilers sorted from Ulithi to refuel the combat ships a short distance from the strike areas. They added men, mail, and medical supplies, and began to take orders for spare parts.

When Leyte Gulf was secured, the floating base moved on, and Ulithi which had had a temporary population the size of Dallas and had been the master of half the world for seven months, shrank to little more than a tanker depot. Once again, it became a quiet, lonely atoll. BY GEORGE SPANGLER



Look for more Pictures in the Winter 2018 Newsletter



****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@dslextre.me) has Larson Patches available and the cost is \$4.00 which includes mailing cost.



WE ARE ALWAYS LOOKING FOR SHIPMATES

NOTICES

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.

★ ★ ★ ★ SHIP'S STORE ★ ★ ★ ★

Did you know that you can purchase everything from uniform insignia and apparel to statues and mugs all year round?

No trip to the U.S. Navy Memorial is complete without a visit to the Ship's Store. Shop for your special hero, or treat yourself. The store is a fun place to browse and find souvenirs of our rich naval history.

Next time you're in Washington, D.C., stop in! Or visit us at: navymemorial.org.



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.

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.

Welcome to Branson, Missouri
2017 USS Everett F. Larson Association Reunion

- Reunion Dates - Wednesday October 11th through Sunday October 15th
- Hotel - Grand Plaza Hotel, 345 North Wildwood Drive, Branson, Mo. 65616
- **Group Code: USS Larson**, Phone 417-336-6646 or 800-850-6646. Be sure to identify yourself as part of the USS Everett F. Larson Navy group.
- Rates are based on Double Occupancy, standard double is \$90.00 Plus 11% tax. Mini Suite is \$110.00 Plus tax. Check-in at 3P.M., Check-out 11A.M. Rates include complimentary breakfast, Hotel has a full service restaurant and bar. Valet parking included at no cost.

Date	Event	# of People	Total Amount
Wednesday Oct. 11th	REGISTRATION , informal gathering w/ dinner and snacks \$10.00 per person		\$
Thursday Oct 12th	Baldknobber Show, Dinner and Transportation \$70.00 per person		\$
Friday Oct 13th	Lunch in Hospitality Suite at 11:30am, Ducks Tour at 1:30pm Showboat Branson Belle, Memorial Service & Dinner \$75.00 per person		\$
Saturday Oct 14th	Morning: 9am General Meeting, Raffle and Light Lunch Evening: 6pm Dinner & Dancing with DJ Ben \$65.00 per person		\$
Sunday Oct 15th	Breakfast & Checkout Hope everyone enjoys Branson as much as we do!		
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? _____

Please complete and make a check payable to: Ellis Warmkessel
Ellis Warmkessel, 13740 Coronado Drive, Spring Hill, FL 34609 - Earlier the better please!
Please Return By: 9/15/2017
Phone: 352-232-7655

If you have a Larson lanyard for your name tag, please bring it with you. Don't forget an item for the raffle; everything helps our Reunions to be bigger and better each year. We have a very **SPECIAL** item for this year. Looking forward to seeing everyone again. Thanks Marlene & Ellis!