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USS McKean Reunion – 2007

The 2007 Reunion will be held in Milwaukee, WI on September 14, 15, & 16, 2007. A negotiated rate of \$85 (plus 14.6% tax) has been arranged at the Ramada Inn City Centre, 633 W. Michigan St.; 414-272-8410. Rooms will be available before and after the reunion dates.

Marv (1948-1950; ET 3/C) and Donna Saugstad are our reunion coordinators. Their contact information is:

414-258-1726

sag3@execpc.com

Activities for the reunion are being worked on, but here are some attractions that receive raves from tourists to the Milwaukee area:

- **Discovery World at Pier Wisconsin;** Discovery World's exhibits, live shows, S/V Denis Sullivan schooner, aquariums and interactive activities combine innovation, technology, exploration, environment and fun. Also at Pier Wisconsin: public park, amphitheater, café, dock and event facilities with catering by Bartolotta's Catering and Events.
- **Edelweiss & Empress Cruises;** With public cruises departing daily from \$10. Edelweiss offers relaxing sightseeing and cocktail cruises as well as award winning cuisine on lunch, brunch or dinner excursions showcasing Milwaukee's rivers, harbors and Lake Michigan.
- **Miller Brewing Company Visitor Center;** The Miller Visitor Center's indoor/outdoor guided walking tour takes guests through 150 years of the famous brewery's heritage. Guests experience everything from the history of Fredrick Miller's 1855 arrival in Milwaukee, to the high-speed production lines being used today. The one-hour tour seamlessly blends the rich history of Miller with the modern age technology of today's brewing process.
- **Cedar Creek Settlement;** Visit Cedar Creek Settlement, listed on the National Register of Historic Places. Browse through the shops, galleries and winery in this restored 1864 woolen mill on the banks of Cedar Creek.
- **Potawatomi Bingo Casino;** Located minutes from downtown Milwaukee, Potawatomi Bingo Casino offers high-stakes Bingo, table games, including blackjack, craps, roulette and Let it Ride® Bonus Poker; more than 1,600 video and reel slot machines; and Wisconsin's largest poker room. The 500-seat, cabaret-style Northern Lights Theater hosts some of the nation's top performers. Dining options include an international buffet simply called The Buffet; Fire Pit Sports Bar & Grill; Dream Dance, Potawatomi Bingo Casino's four-star, four-diamond dining option; and snack bars located throughout the casino.
- **Old World Wisconsin;** Hop on our tram and explore the Midwest's largest outdoor museum of living history, located just 35 miles southwest of Milwaukee in the beautiful Southern Kettle Moraine State Forest. Visit one of our diverse ethnic farmsteads or stroll through an actual 1870s Crossroads Village where you can chat with merchants and townsfolk in authentic turn of the century homes and shops. You can experience interactive, hands-on activities and historic crafts such as quilting, wool rug braiding, and blacksmithing.
- **Milwaukee Public Museum;** Enjoy three exhibit floors filled with the wonderment of learning. Our ever-changing displays offer something for everyone, making the Museum a fascinating destination. Touch fossils and learn how the Earth has changed over time. Marvel at mysteries of mummies and ancient civilizations. Experience an explosion of color and sound in a Costa Rican rain forest filled with exotic birds, lizards, Howler monkeys and macaws. Peek into more than 30 European

homes decorated to highlight ethnic culture. Feel the thrill of going on safari as you walk the savannas and bamboo forests of Africa.

- **Milwaukee Art Museum;** Permanent collection includes nearly 20,000 works from ancient objects to art of the present. Primary strengths are 19th- and 20th-century American and European works. Dramatic new Santiago Calatrava-designed expansion features changing exhibitions.
- **Reiman Publications Visitor Center;** Our charming historic village is seasonally decked out with more than 40,000 vibrant flowers or over 100,000 holiday lights. Our guests see our test kitchen, view a 14-minute video about our magazines and much, much more. Then there's our Country Store Outlet, which slashes prices every day on books and closeout items from our catalog.

Membership Notices

**ANNUAL MEMBERSHIP DUES ARE PAYABLE
 EACH JANUARY.
 (ANNUAL DUES ARE \$25.00)**

MAKE CHECK PAYABLE TO:
 USS McKean REUNION ASSOCIATION

MAIL CHECK TO:
 CHARLES HORVATH
 1309 S. BAFT LANE
 DIAMOND BAR, CA 91765

Mugs and Patches

The McKean Association still has some of the 60th anniversary mugs and McKean patches that were given to the 2005 reunion attendees. They are available for sale if you missed out or want more. Mugs are \$9 and patches are \$3, which includes handling and shipping. The quantities are limited, so first come first served. Send your money and info on how many you want to Chuck Horvath 1309 S. Baft Lane Diamond Bar, CA 91765.

Shipmate Contributions

Submitted by Dick Shaw

Subject: USS McKean DD 784 December 18-20 1950 @cox.net. This is a copy of letter sent to crew member of 1950-52 era. This is the letter I sent out to many of the crew members. I sent emails, letters and received replies from some and no replies from others. Ken Sewell is contacting them by phone to see if they are interested. Those that have responded are interested in the story being told and put into print.

I'm writing to you about December 18-20, 1950 when the crew of the USS McKean DD 784 was credited with sinking a Soviet submarine off the coast of Sasebo, Japan. I am working with Kenneth Sewell the author of "Red Star Rogue". The book is about the Soviet submarine K-129 that sank 750 miles from Pearl Harbor in 1968. Kenneth Sewell is going to write a book about US Navy ships that had encounters with Soviet subs during the Cold War. Ken served on the USS Parche a nuclear sub for 5 years and also time on a Destroyer.

I am contacting former crew members that served on the USS McKean during that time period, 1950-52.

I am asking you if you would like to be interviewed by Kenneth Sewell in the future as he writes this book. Simon & Schuster are the publishers and they have given the author the green light to write the book.

I have obtained information from John Price QM2, Don Hudnall TM2, Carl Carlson SO3, Bob Harris FC2, Bob Tokarczyk RD3, Verner Newman YM/SN, Don Markow FC2, Paul Hoehn FT3 and Max Phillips YM3. Jim Siers, RD3 from the Frank Knox DDR 742 has also sent information.

Below is a copy of the letter that I received from Kenneth Sewell.

Let me know what you think and if you wish to participate in this project.
 Best regards,

Richard Shaw, FT 3
USS McKean DD 784 1950-53
28186 Via Chocano
Mission Viejo, CA 92692
Phone: 949-586-9387
Email: rpsa@cox.net

From Kenneth Sewell to Dick Shaw

Mr. Shaw:

Thank you for your e-mail. I have to admit that I was both pleased and surprised by its timing. I have recently been looking at the encounters between the US Navy and Soviet submarines during the Korean War. Hence, I am familiar with the USS McKean's encounter and also the encounters of the USS Renshaw. I've been talking with my publisher about the possibility of writing a book centered on these battles. This is a fascinating part of the Cold War, a part of our military history and heritage that needs to be preserved before it is lost forever. I believe it would make a great book and riveting documentary and is worth investigating.

While researching Red Star Rogue, I established contacts within Russia, contacts that might be helpful in identifying the Soviet submarines that were involved in these actions and the reasons behind Stalin's decision to take such a dangerous risk.

I would like your opinion regarding the potential of such a project. I'm looking forward to hearing from you.

Ken Sewell

To: Crewman of the USS McKean
From: Kenneth Sewell

Gentlemen:

By now most of you know that I am writing a book about the USS McKean's encounter with an unidentified submarine in December of 1950.

I believe like most of you, that this historic event needs to be recorded before it's lost forever. It's a great story and many of you have done an

amazing job collecting and preserving the evidence of this encounter. But having a great story is not enough.

The world of publishing is a cut throat business. Publishers print books for one reason and one reason only, to make money. Presenting them with a great story is only part of the submittal process. An author must also make his case for the marketability of the book. Our marketing proposal will include the following:

* Targeted Advertising - We have identified selected publications that cater to readers of naval history. These include the magazines; American History, Naval History and Sea Classics. News letters such as Tin Can Sailor will also feature ads.

* Email Marketing - Women buy the majority of books sold in the United States. This book will be released near the Christmas season. Five million email advertisements will be sent to females between the age of 35 and 65, having an annual income in excess of \$55,000. All of the addresses used are 'Opt-In', people who have consented to receive email advertising.

Direct 'click-through' links will be used to take customers to their favorite internet book sellers (Amazon.com and Borders Books). The theme of the ad will be, 'He wants this book for Christmas!' The vast majority of these women have a son, father, husband, uncle or grandfather who served in the Navy.

* The Documentary - The documentary is by far the best way to reach millions of viewers. The documentary will include recreations using actors, actually footage of naval combat taken from the naval archives and segments of video taped interviews with crewmen from the McKean. The result will be an exciting documentary.

Our goal is to push the book onto the New York Times Best Seller list where tens of millions of potential readers will learn about this story and your accomplishments. The ultimate goal it to convince a major movie studio, that this story is worthy of a movie. Then hundreds of millions will finally know the story.

We have an excellent chance of achieving both goals. My co-writer on this project will be Jerome Preisler. Between the two of us, we have put 14

books on the New York Times Best Seller list and I have recently sold my book, "Red Star Rogue" to Warner Brothers Studios.

To make this happen, I will need your help. I need to hear your story. It doesn't matter if you were on the bridge, or in the engine room. As a sailor who has seen combat, I know that a ship fights as a team and that every man plays an important role.

I would also like to video tape as many interviews as possible. We hope to extract a collection of 30 to 45 seconds segments from these tapes to weave into the story, testimonials from the men who stood on the McKean's decks.

Those crewmen willing to be interviewed by telephone or on camera should contact Dick Shaw. The process will not be quick. Project books can take an average of 20 to 30 months to make it to the bookstore shelves. But I can guarantee that it is worth it.

Thank you.
Sincerely,
Kenneth Sewell

Submitted by Chuck Horvath

The Bath Ironworks Shipyard Changes

Extracted from the book "THE YARD" by M.S. Sanders.

In Bath Maine, the birthplace of American ship building, the century-old Bath Ironworks (BIW) shipyard has been building - largely by hand and with a good dose of tradition - some of the finest, deadliest ships in the US Navy. Accompanied by mounting competition and a pressing need to modernize, BIW faced the year 2000 with changes great and small, most notably the way it launched ships. No longer would the great gray leviathans roar down the "Ways", the traditional inclined ramp into the Kennebec River. This ancient technology gave way to the modern dry dock. The USS Donald Cook DDG-75, an Arleigh Burke Destroyer which took BIW four years to build, was one of the last ships to be launched the old way. BIW convinced General Dynamics, the yard's corporate parent, to spend \$210 million to recapitalize the

shipyard and move it into the next century. Today BIW is the lead shipyard for building DDG's.

Submitted by Sam Peed

I was an RD on the McKean. Combat was full of those sound powered telephones. It could sound like they did when someone called combat. We had one fellow that would answer every phone on the wall and no one was ever there. It could sound like the Sonar alarm too and sent part of the ship to GQ one time. It wasn't on purpose though. I was on the McKean from 54 - 56.

Submitted by Joe Winkel

I highly recommend for your reading pleasure "The Last Stand of the Tin Can Sailor" by James D. Hornfischer. (2004)

It was an upset victory won by overmatched American warships fighting a battle they were never supposed to fight. In a two-and-a-half running battle in the Philippine Sea, the Americans performed the impossible, turning back the Japanese Navy in its last desperate gamble and changing the course of World War II in the Pacific.

In Memoriam

LTCDR Tom Wattle USN retired

Submitted by Dick Shaw

Bob Toke suggested I send you information about Tom Wattle. Tom was our ASW/Radar officer during the time many of the current Korean War vets were on the McKean. Tom was the officer in charge of the Sonar area when we had the encounter with the Soviet Sub. Carl Carlson, SO3 was there when it all happened. I have notified him of Tom Wattle's death but I have not had any information from him so far. When I do I will forward it to you. I have comments from Bob Toke and I will forward them to you for your review.

I will write the words that I received from the family of Tom Wattle. I talked to CDR Wattle twice in January of 2006 and he gave me his information regarding the encounter. He also gave me some

stories about some of the other officers that were on board at that time. Tom was a LTJG at the time of the incident.

The card is as follows:

From the children:
John T., Thomas, Margaret, Monica

Dear Richard,
It is with deep regret that I am informing you of my Dad's death, June 27, 06. In reviewing his mail, I came across your correspondence to him regarding the work of Kenneth Sewell, "Red Star Rogue". My Father passed away peacefully while resting in his 'easy chair.

Thank you for your interest in his involvement.

This is something you could put in the Scuttlebutt and would be of interest to the Korean War vets. CDR Wattle was a LTJG when I served on the McKean. I remember him as a friendly officer and carried out his duties in a positive way. When I stood helm watches and he was on the bridge he was easy to work with and not condescending in any way. He was always very professional and pleasant.

Best regards,
Dick

Just a bit of added info on Tom Wattle. He was a dedicated Catholic and was the first officer I ever knew who took time on Sunday (while out to sea) to conduct any kind of religious service.

Toke

James B. McPherson
1945-1946; Plank Owner

William J. (Bill) Young
Died March 6, 2006

Forrest (Bud) Roberts
1948-1950; FN

NOTICE TO SHIPMATES FROM THE NEWSLETTER COMMITTEE

If you have an email address and have not provided it, yet, please do so. Having your email address will reduce Scuttlebutt distribution costs so funds can be used for other shipmate activities and will allow easy, quick shipmate updates, when necessary.

If you have provided an email address and still require that the Scuttlebutt be mailed to your home, please contact me and let me know:

Joe Winkel
1994 Thomas Ave.
San Leandro, CA 94577
510.351.5425
E-mail: joe.winkel@comcast.net

LOOKING FOR ARTICLES FOR THE SCUTTLEBUTT

Do you have something you would like to share with your shipmates? These could be experiences while aboard McKean or other experiences that you think might interest your shipmates.

Submit your articles to Joe Winkel, by email, at joe.winkel@comcast.net. If you don't have email, send articles to:

Joe Winkel
1994 Thomas Ave.
San Leandro, CA 94577