

USS McKean DD 784 / DDR 784 SCUTTLEBUTT

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Newsletter Committee: 1994 Thomas Ave., San Leandro, CA 94577, 510.351.5425
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Who knows what the motto means?
(J'aibon Esperance)

USS McKean Reunion – 2007 – Milwaukee, WI.

The 2007 Reunion will be held in Milwaukee, WI on September 14, 15, & 16, 2007. The reunion will be at the Ramada Inn City Centre:

633 W. Michigan St.
Milwaukee, WI, 53203
PH: 414-272-8410 Fax: 414-272-4651
E-mail ramadadt@execpc.com

A negotiated rate of \$85 (plus 14.6% tax) has been arranged. These rates will be available before and after the reunion dates.

Here is a tentative activities schedule:

Friday, September 14
Afternoon and early evening - registration

Saturday, September 15
- Early morning registration
- 11:00 AM, a city tour bus trip; 4 to 5 hours
- Free (Open) evening

Sunday September 16
- 8:30 AM bus trip to Great Lake Naval Station
- 5:30 PM Group pictures
- 6:30 PM Banquet and Auction
Shipmate Auction Submittals Are Welcomed

Attached is the 2007 Reunion Registration Form. This form is also used to order ship's ball caps and shirts.

Marv (1948-1950; ET 3/C) is reunion coordinator. His contact information is: 414-258-1726
sag3@execpc.com

Other attractions in the Milwaukee area include:

- **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.
- **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 from the 2005 Reunion

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 Scrapbook

The USS McKean Reunion Association is updating the shipmates' scrapbook. If you would like to participate, use the attached form and send us your information.

Shipmate Contributions

Submitted by Dick Shaw

Occupation Money and Script from Sasebo, Japan
1950-51



Submitted by Verner Newman III, YNSN

USS McKean DD 784; December 18, 19, 20, 1950

They did tell us that the ship we were dropping the charges on was an old WW2 Japanese tanker. I also remember them telling Tony Spiotta GM 1/C MT 52 that the sub had fired a torpedo at our ship and just missed the bow, later they said it was the fan tail and I remember us saying, "Oh that was okay since it wasn't the bow", but it supposedly was the bow that they just missed. Spiotta received this message on his phone set in the mount and that is a fact. Who would he have been talking to; Fire Control?

When we left Sasebo to go back North, we went to general quarters and all hands man your battle stations, which was standard procedure when

entering or leaving port, but we already were in Mt 52 as we were on watch and the next order came "man all ASW stations" and within a few minutes they started dropping the cans, I remember saying "why are they wasting those cans on a drill? After hearing about the sub missing us, Spiotta next told us that there was an oil slick on the water & debris, so we opened the hatch and went outside to look. 1. I remember seeing a black box that came upon the surface, & other items. 2. A shiny black binocular case & other small pieces floating in the oil. 3. I remember when the plane (PBY) flew over really low and slow, we were told that it was taking pictures and we started waving at the plane. 4. That is when the Captain told everyone topside to go below as there were more sailors on deck besides us that were watching them. Those pictures of our ship, men waving and stuff on the water is hiding somewhere with the rest of the lies. 5. I also remember the ASR 10 standing out and sending the diver down. 5. Remember when we went into Sasebo to refuel and reload, we got in around midnight as CDR. Weatherwax being the newest captain we were always last in refueling and taking on stores and ammo, we ran into the side of Dixie AD-14 and their crew members ran out on deck in their skivvies thinking they had been torpedoed because they had already heard the story about the subs. Saying that, I also remember it was suppose to have been 2 or 3 subs and the other(s) got away when they shot the black box out of the tube to distract us, that box which was told to us, made all the sounds of a submarine and we dropped several cans on it until it surfaced. Getting back to the Dixie, I had a home boy who was aboard the Dixie and was topside in his skivvies who shouted at me telling me that thought they had been hit. Later he told me they had heard the same story reference the subs from the earlier cans that went in to re-load and refuel. Also the girls in Sasebo also told us about the subs when we went back in 42 days later.

Other Sources

From the Navy Website, <http://www.navy.mil/>

Greyhounds of the Sea

Two major events shaped the beginnings of the destroyer. The first was the advent of the torpedo boat. These swift, small craft were able to dash in close to larger ships, loose their torpedoes, and dash away. They proved their abilities with devastating effectiveness in the Chilean Civil War of 1894 and in the Sino-Japanese War of 1894. By the mid-1890s, many of the world's navies recognized the need for a counter weapon, and so the torpedo boat destroyer, later just "destroyer," was born.

The U.S. Navy first faced a destroyer in the Spanish-American War. Spanish Admiral Pascual Cervera sent two destroyers against a squadron of U.S. Navyships at Santiago Harbor on July 3, 1898. American cruisers quickly took aim on the destroyers, blowing one out of the water. An American armed yacht, USS Gloucester, moved in on the second destroyer and sank it. Our Navy, realizing that had these destroyers had better handling and thus could have inflicted serious damage, sent out orders to speed the American destroyer program, then in its infancy.

The first U.S. destroyer was USS Bainbridge (DD 1), launched on August 27, 1901, and placed in full commission on December 23, 1903. During World War I, Bainbridge served on patrol and convoy duty in the Atlantic. Bainbridge was the lead ship in her class of 16 ships. She had an overall length of 250 feet and displaced 420 tons. She had a crew of four officers and 69 enlisted personnel and was armed with two 3-inch guns, five 6-pounders, and two 18-inch torpedo tubes.

The opening of hostilities in World War I found the Navy strengthened with a new type destroyer design, much improved over Bainbridge's. In the early months of the war, the United States was neutral, although American lives were being lost as a result of German submarine warfare against British merchantmen. The U.S. protested when the German submarines began sinking American

shipping bound for England. The protests, the sinkings, and the loss of lives continued until April 6, 1917, when the United States declared war on Germany.

Admiral William S. Sims, USN, persuaded the British to try the convoy system of shipping goods again. The British had tried the system before but, because they seemed to have little defense against the U-boat, decided that it wasn't worth the price. Now, with British supplies running dangerously low and American destroyers helping to combat the submarine menace, the convoy system was reinstated.

With American destroyers escorting convoys, the German's submarine toll was reduced: from 900,000 tons in April 1917 to one-third of that by November.

The first German submarine sunk by the U.S. Navy in World War I was the U-58. It was the only U-boat kill of the war by American destroyers. On November 17, 1917, destroyers USS Fanning (DD 37) and USS Nicholson (DD 52) were escorting an Atlantic convoy near the Hebrides. Suddenly, Fanning's lookouts sighted a periscope moving through the sea. Fanning swung about, raced toward the sub at top speed, and began attacking with depth charges. The U-boat partially surfaced. Then, Nicholson joined the fray, making a depth-charge pass of her own.

The explosions jammed the sub's diving gear and the U-boat plunged towards the bottom. At about 300 feet. the sub blew ballast and shot toward the surface. Fanning and Nicholson were waiting when the U-boat broke the surface and the destroyers began shelling. This was enough for the Germans who quickly surrendered. But, the U-boat's skipper ordered the seacocks opened, and as the destroyers were picking the surrendering Germans off the sub, it eased below the surface never to come up again. Only forty survivors were taken prisoner.

American destroyers in World War I made some lasting contributions to U.S. seapower. In their 250 battles with German submarines, the gallant little ships laid the groundwork for modern antisubmarine warfare. They had guarded the

trans-Atlantic crossing of two million men without the loss of a single life or transport ship. And, by mounting 3-inch anti-aircraft guns, they had foreseen the day when ships would do battle with enemies in the sky.

By the end of the "war to end all wars," the U.S. had the largest destroyer fleet in the world, but, the Disarmament Treaty of 1922 caused more than 200 of these valiant ships to be decommissioned while 40 more were scrapped. Not one new destroyer was launched between 1921 and 1934.

What destroyers there were constituted the Destroyer Force, Atlantic Fleet. The Force was redesignated as Destroyer Squadron, Atlantic, on October 1, 1921; later to be redesignated again as Destroyer Squadron, Scouting Fleet, U.S. Fleet (December 8, 1922).

With the rise of Adolph Hitler in Germany in the early 1930s, authorizations began for the rebuilding of the American destroyer forces. Forty-five new DDs were authorized for the last half of the decade.

With the change in designations in the Fleet, the destroyers were established as Destroyer Squadron, Scouting Force, U.S. Fleet. From October 1, 1937, to July 3, 1940, units of this squadron were transferred continually to the Pacific Fleet. The outbreak of war in Europe reversed this trend.

On July 3, 1940, there were again enough destroyers in the Atlantic to establish a type command. This tycom was known as Destroyers, Atlantic Squadron, U.S. Fleet. When in November 1940, the Atlantic Squadron became the Patrol Force; the destroyer command was renamed Destroyers, Patrol Force, U.S. Fleet. On February 3, 1941, with the reorganization of the Navy and the dissolution of the Patrol Force; the U.S. Atlantic Fleet formed and Destroyers, Atlantic Fleet came into being.

When the war broke out in Europe on September 3, 1939, the United States again, as it had in World War I, tried to remain neutral. Once again, it

was the German submarine threat that strained that neutrality.

On the morning of September 4, 1941, destroyer USS Greer (DD 145) was enroute from Newfoundland to Iceland when she picked up sonar contact with a German sub. A British patrol plane had warned Greer that the U-boat was lurking in her path earlier. The destroyer made and held contact uneventfully for nearly 3 1/2 hours, when suddenly, a torpedo was spotted heading for the ship. Greer turned sharply, avoiding the torpedo, and let loose a salvo of depth charges. Again, a sharp turn and another torpedo charged by the destroyer, which was followed by a salvo of depth charges from Greer. By late afternoon, Greer lost contact and after a three-hour search, she continued on to Iceland. Apparently, the sub had dropped the fight, but the attack prompted President Roosevelt to issue orders to "shoot on sight" any warships within "our defensive waters."

The destroyer USS Kearny (DD 432) was commissioned on Friday, September 13, 1940. Thirteen months later, Kearny, in company of destroyers Plunkett (DD 429), Livermore (DD 431), and Decatur (DD 341), was dispatched on an emergency mission 350 miles south of Reyjavik, Iceland. A Canadian convoy was being attacked by German submarines. In the late afternoon of October 16, 1941, the four U.S. destroyers took up station as a screen around the Canadian merchantmen. The wolfpack which was followed by a salvo of torpedoes had temporarily withdrawn, shortly before midnight a merchantman suddenly went up in a ball of flame. The Germans had returned. Kearny and the other DDs rushed to the attack, but the U-boats broke off the engagement.

Minutes passed. Suddenly, two more merchant ships were ripped apart by German torpedoes, and the fight was on again. Near 2 a.m., Kearny had to cut her speed to avoid ramming a Canadian corvette. In the glow of the burning merchant ships, Kearny became a virtual sitting duck and one German submarine skipper took advantage of the situation, firing three torpedoes at the destroyer. Two missed, but the third tore a jagged hole in Kearny's starboard side, thus making her

the first U.S. destroyer damaged in World War II. Kearny, which by the extent of the damage should have gone down, managed to limp into Iceland for repairs and continued fighting throughout the war.

Two weeks later, on October 31, 1941, a little more than a month before the United States entered the Second World War, USS Reuben James (DD 245) was escorting a convoy about 600 miles west of Ireland. With 44 merchantmen in the convoy, Reuben James, along with the destroyers Tarbell (DD 142), Benson (DD 421), Hilary P. Jones (DD 427) and Niblack (DD 424), was holding an average speed just under nine knots. It was 5:39 a.m. and Reuben James was 2,000 yards off the convoy's port flank. Without warning, a torpedo struck Reuben James, tearing her in two.

The bow section sank immediately and the stern went up in a tremendous explosion. Within minutes, there was nothing left of Reuben James. Only 45 of the 160 man crew survived, and Reuben James became the first destroyer casualty of World War II.

The war in the Atlantic saw the destroyer perform many varied tasks from hunting and destroying German submarines to rescuing downed airmen. These "greyhounds of the sea" were also on hand for the landings in North Africa, Sicily and Europe, using their guns to knock out shore batteries, to keep the skies clear of enemy aircraft, and to guard Allied landing craft.

The biggest operation destroyers participated in was Operation Overlord, the invasion of Europe on June 6, 1944. At Utah Beach, destroyers Fitch (DD 462), Corry (DD 463) and Hobson (DD 464) were the first ships of the invasion force to shell the shore. At Omaha Beach, destroyers Baldwin (DD 624), Carmick (DD 493), Doyle (DD 494), Emmons (DD 457), Frankford (DD 497), McCook (DD 496) and Thompson (DD 627) came in so close to the beach that their hulls rested on the bottom as their guns raked the enemy strongholds.

It was the gunfire support of these and other ships that kept the German army from moving in reinforcements.

Ships of the Destroyer Force, Atlantic Fleet, also participated in the Korean War, the Cuban Crisis of October 1962, the Vietnam conflict and any time these "greyhounds of the sea" were needed.

The Destroyer Force, Atlantic Fleet, continued from World War II to April 1, 1962, when it was combined with the Cruiser Force, Atlantic Fleet, forming the Cruiser-Destroyer Force, U.S. Atlantic Fleet, headquartered in Newport, R.I.

With the Navy-wide realignment of forces, the Cruiser-Destroyer Force, Atlantic, shifted its headquarters to Norfolk, VA., on July 1, 1973, and was disestablished on December 31, 1974, to combine with the Amphibious Force, Atlantic and the Service Force, Atlantic, to form the Naval Surface Force, Atlantic Fleet on January 1, 1975.

One of the newest destroyers is USS Arleigh Burke (DDG 51). Named for the Navy's most famous destroyer squadron combat commander and three-time Chief of Naval Operations, Arleigh Burke is the most powerful surface combatant ever put to sea. Technological advances have improved the capability of this class of destroyer. Designed for survivability, DDG 51 incorporates all-steel construction and numerous damage control features.

DD 21 is the Navy's newest land-attack destroyer program. The DD 21 design concept will support joint-service requirements in littoral regions. Armed with an array of land-attack weapons, DD 21 will provide sustained, offensive, distributed, and precise firepower at long ranges in support of forces ashore. This program also includes the use and development of the electric drive systems. Good Times.

Remember When

From The San Diego Dispatch – Oct. 22, 1965 . . .

Where Else Does \$12, 950 Buy You All This
No closing costs No escrow fees No loan costs

\$72 monthly, principle and interest
VA \$1 down

See these three bedroom residences today,
offering you extra-wide lots with 70 to 75 foot
frontages. 100% nylon wall-to-wall carpeting,
custom draperies, modern built-in kitchen
appliances, spacious paved patios, rear yard
redwood fencing, and front yard landscaping
with sprinkler system.

Meadowlark Homes
In beautiful Poway Valley
20 miles north of downtown San Diego

In Memoriam

None to add, at this time.

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

USS McKEAN CAP and SHIRT ORDER FORM

CAPS - Wool Serge, True Navy Blue
\$15.00 each (+ \$5.00 S/H if shipped to home)

Quantity _____ USS McKEAN DD 784 (Pre 1964)

Quantity _____ USS McKEAN DD. 784 (Post 1964)

CAPS: Total \$ _____ S/H \$ _____

HANES BEEFY T-SHIRT - Cotton,
True Navy Blue

\$15.00 each (+ \$5.00 S/H if shipped to home)

Quantity _____ USS McKEAN DD 784 (Pre 1964)

SIZE(circle one) MED L XL XXL XXXL

Quantity _____ USS McKEAN DD 784 (POST 1964)

SIZE(circle one) MED L XL XXL XXXL

SHIRTS: TOTAL \$ _____ S/H \$ _____

XXL ADD \$2.00 XXXL ADD \$3.00

USS McKEAN REUNION REGISTRATION FORM

I WILL ATTEND THE 2007 REUNION in Milwaukee, WI, Sept. 14 - 16, 2007

Name _____

Name for Name Badge (Nickname) _____

Address _____

Rank/Rate _____ Years on USS McKean _____ to _____ (ex 1948 to 1952)

The following guests will also attend the Reunion:

Names _____

Total number attending _____ x \$25.00 = Total registration fee enclosed: \$ _____

Please add me to the USS McKEAN DD/DDR 784 Reunion Association. \$25.00 is enclosed.

I plan on using my personal car or a rental car during the reunion. Free parking at the hotel.

TOTAL CHECK AMOUNT \$ _____

(includes registration, merchandise & association dues if applicable)

Make Checks Payable to: USS McKEAN REUNION ASSOCIATION

Mail Checks and Forms to: Chuck Horvath, 1309 S. Batt Ln., Diamond Bar, CA 91765

Make Hotel Reservation With: RAMADA INN CITY CENTRE - (414) 272-8410

USS McKEAN SCRAPBOOK

The USS McKean Reunion Association is going to update the shipmates' scrapbook. If you would like to participate, please fill in the information in the spaces provided below. You may also include a photo of yourself when you were on the McKean and a recent photo of yourself. Please send photos no larger than 4x6. Enclose the information and pictures with your Reunion registration form. Pictures may be sent to Chuck Horvath at a later date. At every Reunion you hear shipmates asking if someone knows what happened to another shipmate with whom he had served. This will help provide that information. Even if you are not planning to attend the Reunion, it would be appreciated if you completed this form and mail it before the Reunion to Chuck Horvath, 1309 S. Baft Ln., Diamond Bar, CA 91765.

SOME HISTORY ABOUT ME

I WOULD LIKE TO CONTACT OR BE CONTACTED BY THESE SHIPMATES

Name _____

Rank/Rate _____ Date on USS McKean _____ to _____