

USS McKean DD 784 / DDR 784 SCUTTLEBUTT

March, 2013

Newsletter Contact: 1994 Thomas Ave., San Leandro, CA 94577, 510.351.5426
email: joe.winkel@comcast.net website: <http://www.ussmckeanreunion.org/>



(J'aibon Esperance)
"I Have Great Expectations"

**We really want to see you in September in Portland, OR.
SIGN UP NOW.
Fri., September 20 through Sun., September 22, 2013**

Remember these important dates: July 31, 2013 is the deadline for the reunion registration fee and August 23, 2013 for the hotel reservation.

Reunion Details:

Our reunion will be held at the Red Lion Hotel (On The River), Jantzen Beach, Portland, OR.

Our rates are: (Plus taxes)
\$99 per night for single and double occupancy
\$109 per night for triple occupancy
\$119 per night for quadruple occupancy

Your reservations can be made by calling call the hotel directly at 503-283-4466 or the Red Lion central reservations number at 800-RED-LION (800-733-5466). Request the USS McKean Reunion rate. Our rates have been guaranteed for up to 3 days before and 3 days after the reunion dates for those of you who may want to come early or stay longer. Our block of rooms will be held for us through 8/23/2013. After that day, our reunion room rates will be honored ONLY if there are rooms available.

The hotel imposes an EARLY DEPARTURE FEE. In the event you check out prior to your reserved

checkout date, the hotel will add an early checkout fee of \$50.00 to your account. You can avoid an early checkout fee by advising the hotel at or before check-in of any change in planned length of stay. You will be reminded of this fee by the hotel upon check-in.

Itinerary:

Friday 9/20

10:00 Reunion Check-In & Hospitality room opens

Saturday 9/21

08:00 Hospitality room opens
09:00 Shipmate memorial held on outside deck of Red Lion Hotel
10:15 Board the bus at the hotel and travel to Spirit Mountain Casino in Grand Ronde, OR for buffet lunch.
11:45 Buffet Lunch (Highly rated)
12:45 Board bus and travel to Evergreen Aviation Museum, McMinnville, OR (home of the Hughes Flying Boat HK-1 Spruce Goose, a B-17 Flying Fortress, a SR-71 Blackbird, and much more)

- 13:30 Guided Tour at Evergreen Aviation Museum.
- 14:30 Self guided tour time.
- 15:30 Board bus and travel back to hotel
- 17:00 Estimated return to the hotel and dinner on your own
- 18:00 Hospitality room opens.
- 19:00 Association Meeting: Raffle, auction, and Discuss the next reunion

Sunday 9/22

Free day for you to sight-see until 16:30.

- 08:30 Hospitality room opens
- 16:30 Pictures taken
- 18:00 Banquet and Guest Speaker

REUNION REGISTRATION FEE

The USS McKean Reunion Association registration fee this time is \$65 per person, reduced from prior reunions. Complete the attached registration form and send it along with your check to Chuck Horvath at P.O. Box 509 Nevada, MO 64772-0509 by July 31, 2013. Staying at the hotel is not required; however, attendance at the reunion requires being a member of the association and registration.

We have made contractual obligations for this reunion so we need to determine how many people will attend the reunion. Even if you haven't made reservations yet, please let Chuck Horvath or Joe Winkel know ASAP if you plan to attend. Plans can change, but we need your feedback as soon as possible. Contact Chuck at taxshop1@aol.com or Joe at joe.winkel@comcast.net.

Portland has many local attractions that will appeal to everyone. This reunion will again be a memorable and enjoyable experience for all attendees. Here is a small list of the more popular attractions that you can preview on the internet, if you have access. I will add more information about each of these in the next Scuttlebutt:

- Portland Japanese Garden
- International Rose Test Garden
- Portland Aerial Tram
- Lan Su Chinese Garden
- Pittock Mansion
- Powell's Books
- Pioneer Courthouse Square

SPECIAL ARTICLE

When we meet at reunions, discussion always turn to the sinking of the Soviet submarine by McKean in December, 1950. Bob Tokarczyk and Dick Shaw have been talking at our last several reunions about a diving expedition being planned to find that Soviet submarine.

Well, that diving expedition took place in June, 2010. The story of the dive and its findings have been written up in the 26th Issue of Wreck Diving magazine in 2012. The article is entitled **“Sworn To Secrecy; The search for a Cold War-era Soviet submarine sunk by the US Navy.”**

Joe Porter is the editor-in-chief of Wreck Diving magazine and he was a member of the dive team. He is also the author of the article. I want to thank Mr. Porter for his enthusiastic, generous cooperation by providing us with the information I am including here for your reading pleasure. I will not be reproducing the article here so if you are interested in getting a copy of this issue of Wreck Diving magazine, you can do so at:

http://www.wreckdivingmag.com/Merchant2/merchant.mvc?Screen=PROD&Store_Code=W&Product_Code=back_26&Category_Code=backissue



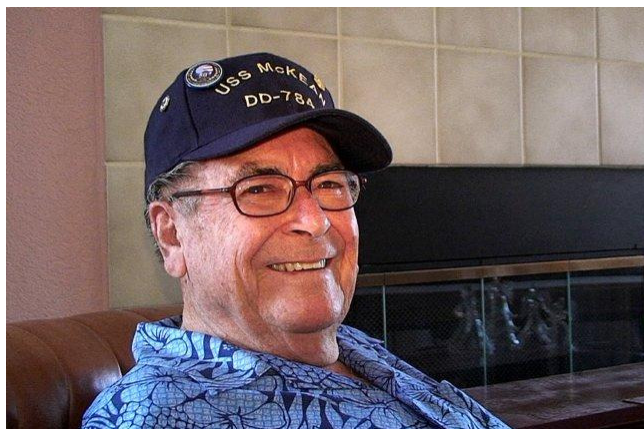
Dive Team

The findings of the expedition were neither what the dive team nor what we would have hoped for. No remains or evidence of any Soviet submarine were found. The following paragraphs are from the article:

“Although our conclusion may be wrong, we think that the Soviet submarine found the Iona Maru while being attacked and hid beside her temporarily, using a common submarine tactic of ejecting oil and debris from a torpedo tube to make her enemy at the surface think it made a kill, while the sub sneaked away. There really isn't any other viable explanation that we could think of.

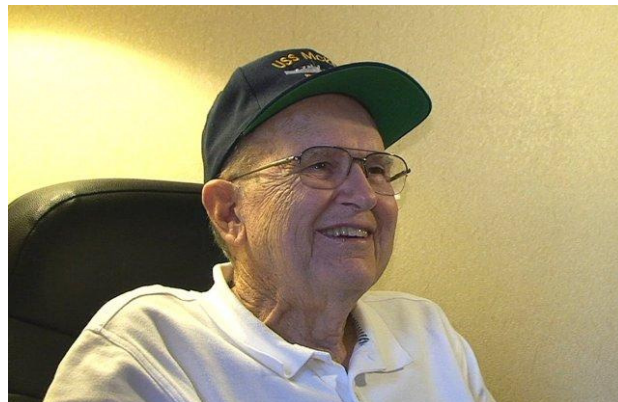
Even though the Iona Maru showed visible evidence of being depth charged, she was a steam ship, not diesel, so the oil slick couldn't have come from the Iona Maru and had to come from something else."

"On the return trip back to the U.S., we wondered how the sailors were going to react to the news that the Soviet submarine that they thought they had sunk had really gotten away. Once we arrived back in the U.S., the next and final order of business was to close the loop with the surviving sailors. Ken Sewell and Barbara Buchanan scheduled flights to California, Pennsylvania and Michigan to do final interviews with USS McKean sailors to close this chapter in history and our article. Their reactions were varied, but all were surprised. Here are excerpts from those interviews:

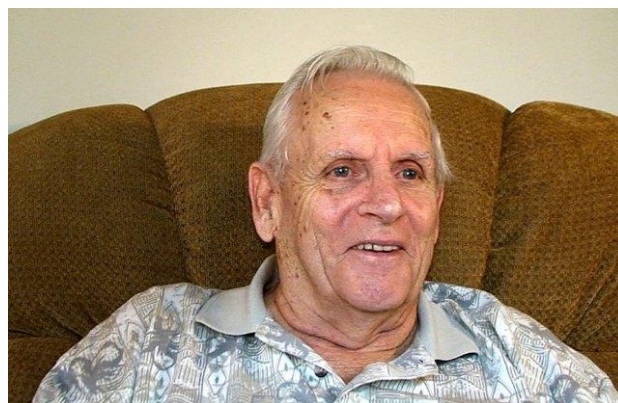


Gordon Bundy, and electrician on the USS McKean, whose job was to look after the steering motors: "When I received the information about the sub not being where it was supposed to be, I was very disappointed, because I feel like we sank that sub. And I feel like something has happened, I don't know what, but I get the feeling that there's been some secret maneuvering around, and I think somebody has picked that submarine up. Whether it's happened or not, that's my feeling." Referring to a separate incident, Gordon stated "I received a book from Ken, and in that book it mentions how this country went over by Hawaii, and brought a submarine up that exploded and they reassembled it, supposedly. So that's in my mind, and I feel that something like that could have happened. So I'm not giving up the thought that we sank the sub. I feel sure that we did. But I have to leave it there. The sonarmen were saying on the phone that they were pinging the submarine and it was the shape of a submarine, and it was moving at 5 knots. Why would they say

that if it wasn't actually happening? It leaves us with a lot of questions."



Dick Shaw, Fire Controlman, USS McKean: "I was really disappointed because we've been telling ourselves this for all these years...I thought they were going to find the submarine because we did sink a submarine. I've talked to several widows of men that were on our ship, and none of them said their husbands ever mentioned the fact that we had sunk a Russian submarine, because they were sworn to secrecy, they didn't tell their family, they didn't tell their friends. We did our job and we kept our word, nobody spilled the beans. That was the end of the story."

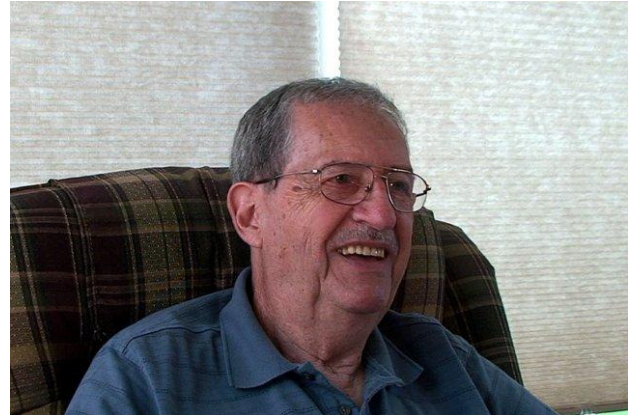


John Price, Quartermaster Signalman, USS McKean: "Now today I'm 78 years old, if I find out that the submarine escaped I'd feel good about it today because those lives were saved. But at the time, you're fighting a war, it's either them or you, and that's the way we looked at it. We eliminated them, and we were saved." Afterwards when he was told that the submarine was not there, his response was "Today I feel good about that, but at the time we were glad that we got them."



Robert Tokarczyk, Radioman, USS McKean, responsible for plotting the sonar data to get the target's course and speed: "The submarine was trying to jam us with its sonar. You could see what looked like an arc coming from a certain point and I thought, that's kind of stupid because it's just pointing out where he (the submarine) is." When Robert was told that the submarine was not found, but instead the Iona Maru, he stated "If the ASR10 stayed there, and sent divers down, what were they finding? What did they dive down there for the second time? Was the submarine there or not?"

If there was nothing more than scrap metal or the Iona Maru, why didn't they say it? Why the secrecy? It just doesn't make any sense to me. It makes no sense at all."



Paul Hoehn, Fire Control Technician, USS McKean: "I didn't think it was possible that the submarine got away. There were two destroyers after it, and it was severely punished with a battery of depth charges, and it seemed like we had accomplished our goal. I couldn't believe that a submarine got away from that."

Joe Porter, Author: "Those of us who were part of this expedition that set out to find the Russian submarine hold mixed emotions. While we didn't find what we were looking for, we did find the truth. We would like to thank all of the sailors who fought aboard the USS McKean for their service, and for honoring their promise to keep the events of this battle secret until they were declassified. These men represent the finest of the United States of America."

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REUNION ASSOCIATION BUSINESS

2012/2013 MEMBERSHIP DUES NOTICE

ANNUAL MEMBERSHIP DUES OF \$25 ARE DUE EACH JANUARY.

**MAKE CHECKS PAYABLE TO:
USS McKean REUNION ASSOCIATION
NOT TO CHUCK HORVATH**

**MAIL CHECKS TO:
CHUCK HORVATH
NOT TO "USS McKean Reunion Association"
P.O. Box 509
Nevada, MO 64772**

SHIPMATE'S SCRAPBOOK

Over the years, some of our shipmates have completed and sent a scrapbook page for our reunion scrapbook. This scrapbook is available at each of our reunions and is a huge success. If you have not sent a scrapbook entry (or would like to update yours), do so by printing and completing the **USS McKean SCRAPBOOK PAGE** at the end of this Scuttlebutt.

Please complete and send your page as soon as possible so we have it for the reunion in 2013. Use the mailing information on the page.

USS McKean REUNION REGISTRATION FORM

() I WILL ATTEND THE 2013 REUNION IN PORTLAND, OR , SEPT. 20-22, 2013

Name _____

Name for Name Badge (Nickname) _____

Address _____

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

The following person will also attend the reunion as my guest:

Name _____

Name for Name Badge (Nickname) _____

Total number attending _____ x \$65.00 = Total registration fee enclosed: _____

() I am including my USS McKean DD/DDR 784 Reunion Association dues of \$25.00.

() I plan on using my personal car or a rental car during the reunion. Free parking provided.

TOTAL CHECK AMOUNT \$ _____
(includes registration & association dues if applicable)

Make Checks Payable to: USS McKean REUNION ASSOCIATION

Mail Checks & Registration Forms to: Chuck Horvath, PO Box 509, Nevada, MO 64772-0509

Make Hotel Reservation: Red Lion Hotel (On The River), Jantzen Beach, Portland, OR. Call the hotel directly at 503-283-4466 or the Red Lion central reservations number at 800-RED-LION (800-733-5466)