

# YANCEY MEMORIES

Volume 20, Issue 1

June 2016



## COORDINATOR'S MESSAGE

First I want to thank those who responded to the fund drive. We appreciate your generosity. We also need help with stories for the newsletter. You may have noticed that most of the stories are submitted by Ken Groom who, although he is a great story teller, may eventually run out of stories. How about some stories from the 60's? Also I think people may be interested what other shipmates did after they got out of the

Navy so maybe that is something to think about. Even if you don't remember great stories from your time aboard you should remember your life after the Yancey. You can send stories directly to Karen at Premier or to me and I will get them to her.

We're still working on the itinerary for this year's reunion in Jacksonville, Florida. There is plenty to see and do in Jacksonville, so hopefully we can

narrow it down soon. I will update the website once more information becomes available and get the registration packets in the mail as soon as possible. In the meantime mark your calendar for September 22-26. I hope to see many of you there.

As always feel free to contact me if you have any questions.

**George Clifton**  
708-425-8531

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## USS YANCEY 2016 REUNION JACKSONVILLE, FL



DOUBLE TREE JACKSONVILLE RIVERFRONT HOTEL

Thurs. Sept. 22—Mon. Sept. 26, 2016

**Banquet Sunday Night**



## YANCEY STORIES

By James H. Sparkman, Jr., EM3/c

Having read "Yancey Encounters Typhoon" by Ken Groom, it brought back some memories of the Hurricane Penny in what I remember was 1951. I made 5 trips to Japan and Korea on the Yancey from February 1951 until June 1952. At this age they all seem to merge together in my memory and it is hard to determine which trip things happened on.

We were tied up to the docks in Sasebo with double lines out, two anchors forward and one spare anchor aft. We were in the safest place in the harbor.

We were not allowed to go above decks except for duty. We had up steam and the main engine was being turned three revolutions forward and three revolutions aft. A sea-going tug was tied up to us and when the USS Bryce Canyon broke loose from her moorings it went out and secured her then tied back up to us.

The next morning, going topside, most of the sheet metal roofs were off of the warehouses. One piece of sheet metal was in our radar net.

This also brings to mind another storm we were in somewhere between the Hawaiian Islands and the Aleutian Islands.

Batteries broke loose in the battery lockers and even though things were secured, they broke loose. Cargo broke loose in one of the holds and while on the ladder down into the hold, one of the men was thrown off and sustained serious injuries.

As I understood it, contact was made with the ComWesSeaFront and we were told to alter our course to the Aleutians, but shortly after altering our course we were to meet another ship that was headed to the Aleutians and transfer the injured man. He was transferred by Boatswain's Chair to the other ship and we proceeded to Japan.

We had a number of recruits just out of boot camp aboard for further transfer when we got to Japan. They were berthed in a troop compartment right next to the Engineer's compartment. They were all using the same head that we used. Needless to say, the toilet troughs were sloshing water out, vomit was mixed with all of this

as most of them were sick. A boy from my home town was among them and he was sitting on top of the bunk laughing. I stopped to talk to him and he suddenly jumped off and headed to the head. You had to hold on to something in order to stay on your feet. It sounded like every revit in the ship was coming loose.

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### Shore Patrol of the Day

Shore Patrol duties are often conducted much like mess duty. It is just the luck of the draw, particularly when you are on a ship like the Yancey. There is no training, you are given an arm band, a belt, holster and a 45 automatic pistol. Hopefully you don't have to use any of that.

One of the pleasures in being a Yeoman on the Yancey was when we received published results of court martials that were supposed to keep the troops in line. I remember one that was illuminating in declaring the enlisted men's rights.

Apparently, a sailor had been having a good time of feasting, frolic and fun, as well as having a few too many pints of Karin beer. He was picked up by the shore patrol and escorted to the rear of a paddy wagon to go to places unknown. It seems that the assigned shore patrol couldn't get him thru the door of the paddy wagon without difficulty. The sailor was alert enough to splay his arms and legs out and grab the door frame of the paddy wagon each time they tried to "put him away". Finally, the officer in charge of the shore patrol declared "I'll show you how to get him in" and proceeded to shove the sailor in the paddy wagon.

Justice prevailed, when the lawyer defending the sailor brought up a problem. "You (an officer) are not allowed to put your hands on an enlisted man". After all we all know there is a pecking order to everything in the Navy rules. The shore patrol officer could not understand this and declared to the court "You don't understand the situation, they (sailors) vomit and pee on everything in sight". The sailor was dismissed of all charges.

By Ken Groom

### The USS Du Page

Recently I read an article in the magazine "America In WW11" about the USS Du Page during WW2. It was a converted from a ferry service vessel that became APA-43. It participated in several important events in the Pacific War.

For my fellow shipmates on the Yancey several of us will remember the Du Page. It was beached in Sasebo, Japan during the Korean War and used as a receiving station for sailors in that area. I remember going aboard the Du Page only once. That was enough. I think I went there to see a friend one night and came away thinking that was the scroungist ship I had ever encountered. Years later when I was doing some testing at Boeing, I worked with an ex-sailor about my age. We were comparing our experience and I brought up the Du Page. He remembered it well and had the same impression I did.

Thinking back, I feel a bit ashamed, since I am sure many WW2 vets probably have fond memories of that ship.

By Ken Groom

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### Typhoon 1

The seamen who rigged in the gangway slept in the warehouse (part of Item Basin) that night because there was no way to get back aboard. I (Cliff) slept in the wheelhouse under the quartermaster desk where I could hear the radio; there was some traffic about ships going adrift. Perhaps it was the Bryce Canyon which broke her line to her buoy astern. There was an urban (seagoing) legend to the effect that she hit the buoy with her screw; supposedly the flag officer aboard would not let divers go down to check for damage for fear her imminent departure for stateside – with him as a passenger – would be delayed by yard time.

The next morning a signalman in a nearby ship messaged me "INT

*(Continued on page 3)*

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HOIST" in other words what is the meaning of the flags at your yardarm. I looked up and saw part of that warehouse roof you mentioned wrapped around the yard. I got pretty sooty standing on the manrope dislodging that corrugated iron to lower it to the deck.

Bos'n Aneloski was my preferred officer to stand watches with. We smarted off at each other. He was tasked with lowering the sheet anchor at her stern before the storm. I brashly remarked to him that it would not do any good. Old bos's told me in no uncertain terms to go inform the captain of that, because he himself had not been able to convince the old man of it.

**By Cliff McCune, former Quartermaster**

## Typhoon 2

I was on the Yancey in 50 & 51 before going to Eniwetok. I was in the 1<sup>st</sup> deck division. Along with several other new sailors we owe so much to the recalled reservists who were so patient and taught us so much. I was never sure if we were in the actual typhoon or the gales following it, but man what an experience! As always it was rough after sailing under the Golden Gate but it just kept on. We ate sandwiches for most of the trip except one day in the middle as it was too rough for the cooks to cook. I remember standing watch on the flying bridge and the O.D., seeing that we had a line to tie us to keep from going overboard. We split a seam just aft of the chain locker and the Captain's Gig broke free and had to be scuttled.

I was the horizontal trainer on the port bow twin 40's – our first training exercise was target practice at a target being towed by a plane- the Chief tore up some rags and passed them out for ear protection, must have worked – I can still hear.

I vividly remember climbing the ladder up and down to the crow's nest in fairly rough weather without any thought of safety lines, just leaning into the ladder on a starboard list and bear hugging on a port list. My favorite was the 4 to 8 watch to be able to

watch the sunset and rise.

**By Buck Woodburn, 1st Division Seaman**

## Typhoon 3 with Yancey at Yokosuka

*This Typhoon hit the area while The Yancey was in Yokosuka, Japan about June of 1952. I was on temporary duty in San Diego, going to Yeoman Class A school. I heard about it when I returned to the Yancey. Recently, when I submitted a story about a Typhoon in Sasebo, Japan, I got a telephone call from Edwin Booth. Here is the story he related to me by Edwin Booth, former ship fitter and Yancey shipmate.*

The Yancey was ordered to sea to ride out the incoming Typhoon. Other ships included an APA, a carrier and a cruiser. The carrier lost one of its screws during this Typhoon which lasted about a day and a half. The crew was ordered to stay below decks and not to go to the weather decks. They had to secure themselves to their bunks since the ship was pitching and rolling during this time. One of the sailors (Pop Wolfskill) even slept with his life jacket on during this time (I am told). It was said that the maximum roll the ship was designed for was a 36 degree roll and it apparently did just that without broaching. Most of the sailors were seasick during this eventful time.

**By Edwin Booth**

There must be several Yancey shipmates that remember this faithful time. If so, please submit your memories to Ken Groom for publication.

**Ken Groom (K.D.), Yancey Historian**

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Kent, Wa, 98032  
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## STATEMENT OF PUBLICATION

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The newsletter is intended to be a vehicle for the members to express opinions, make suggestions and especially share experiences.

Unless otherwise stated, the views and opinions printed in the newsletter are those of the article's writer, and do not necessarily represent the opinion of the Association leadership or the Editor of the Newsletter.

All letters and stories submitted will be considered for publication, except unsigned letters will not be published. Letters requesting the writer's name be withheld will be honored, but published on a space available basis. Signed letters with no restrictions will be given priority.

Letters demeaning to another shipmate will not be printed; letters espousing a political position will not be printed.

Premier Reunion Services is not responsible for the accuracy of article submitted for publication. It would be a monumental task to check each story. Therefore, we rely on the submitter to research each article.

The editor reserves the right to edit letters to conform to space and grammar limitations.

You are encouraged to actively participate in the newsletter family by submitting your stories and suggestions to Premier Reunion Services.

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*"Our Reunions Work So You Don't Have To"*



## WELCOME MAT

The following shipmates have been located since the last newsletter. Welcome Aboard! We hope to see you at the next reunion. You are invited to become an active member of the association.

**Mike Norman**  
(1964-1966) SM2  
20263 N. 2030 East Road  
Danville, IL 61834

**Charlie Cook**  
(1964-1966) EN1  
7465 Baptist Valley Rd.  
North Tazewell, VA 24630

**Harold Harris**  
(1946-1947) RDM3C  
4535 E. Robin Meadows Ln.  
Eau Claire, WI 54701

**Russ Gleason**  
(1963-1964) LT  
14129 West Center Dr.  
Lakewood, CO 80228

**Lamar Pace**  
(1951-1954) RD  
240 Country Pines Dr.  
Minden, LA 71055

**Daryle Thornburg**  
(1963-1966) EM3  
301 N. Sheridan St.  
Ridgeville, IN 47380

**Carl Calo**  
#7 Everett St  
Tuckahoe, NY 10707-3702

## STUFF YOU DIDN'T KNOW

- Men can read smaller print than women; women can hear better.
- Coca-Cola was originally green.
- It is impossible to lick your elbow.



## TAPS

The Yancey Memories was notified of the following shipmates' deaths. Our deepest sympathy is extended to the families of the deceased. Anyone who knows of a deceased shipmate, or learns of one, please notify Premier Reunion Services so their names can be included in TAPS and be added to the Honor Roll.

**Bobby Gene Young**  
(1955-1957) SN 1st & G Div.  
Deceased 12/27/2015

**Richard Nierescher**  
Deceased 10-25-2012

**Frederick Templin**  
(1951-1952) SN 1st & 2nd Div.  
Deceased 7/16/2015

**Lenvil West**  
No other information

- The state with the highest percentage of people who walk to work is Alaska.
- The percentage of Africa that is wilderness is 28. (Now get this: the percentage of North America that is wilderness is 38.
- The cost of raising a medium-sized dog to the age of eleven is \$16,400.
- The average number of people airborne over the U.S. in any given hour is 61,000.
- Intelligent people have more zinc and copper in their hair.
- The first novel ever written on a typewriter was Tom Sawyer.

## QUICK "JAX FACTS"

- The city of Jacksonville ranks as the 14th largest city in the U.S. in population with more than 800,000 residents.
- The Jacksonville metropolitan area, which includes three beach cities and Clay, Baker, Nassau and St. Johns counties, has a population of more than 1,000,000 residents.
- Jacksonville covers 841 square miles.
- Jacksonville International Airport (JIA) is 15 minutes from downtown by car.
- By air, Jacksonville is...  
60 minutes from Atlanta  
45 minutes from Orlando  
2 hours 15 minutes from NY  
9 hours from London
- Four modern day seaport facilities, including America's newest cruise port, make Jacksonville a full-service international seaport.
- There are three major Interstate Highways running through Jacksonville-I-95, I-295 and I-10. Additionally, I-75 is approximately 60 miles west of downtown Jacksonville.
- There are four major U.S. Highways— U.S. 1, U.S. 17, U.S. 90 and U.S. 301.
- Jacksonville is nicknamed the "River City" because of its location along the St. Johns River.
- Jacksonville's average winter temperature is 66 degrees.
- Jacksonville is located at Latitude 30 degrees N, Longitude 82 degrees W
- Henry Flagler built the first railroad trestle across the St Johns River in 1890.
- The first Gator Bowl was played in 1946 in Jacksonville.