

# YANCEY MEMORIES

Volume 18, Issue 3

July 2014



## Coordinator's Message

### Reunion Update

Preparations for the 2014 reunion are in the final stages and you should be receiving the itinerary and registration information shortly. The official reunion dates are Thursday October 2<sup>nd</sup> thru Sunday October 5<sup>th</sup>. The host hotel is the Crown Plaza at the Crossings which provides free shuttle service from Providence Airport. Tours include a Thursday early bird tour of the Foxwoods Resort & Casino or a tour of Providence and the Culinary Museum.

Friday will be a tour of the Naval Base and Breakers Mansion. Friday evening will be a Clambake dinner at Francis Farm. Saturday's trip is to Battleship Cove for a tour, Lunch and Memorial Service. There is also a post reunion Best of Boston tour on Sunday. We will have our usual Thursday Reception Buffet and Saturday Banquet. The registration deadline is August 21<sup>st</sup> so start thinking about the reunion now. I think this can be a great reunion and look

forward to seeing you there. Reunion information will also be included on the Yancey website [www.ussyancey.com](http://www.ussyancey.com).

### Reminder

Although we are not using Premier Reunion Service for our reunion this year we still have a long standing relationship with them which includes publishing our newsletter. For this reason we still need to continue providing funds to support the newsletter.

**George Clifton**

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## OPERATION HIGHJUMP Part 4

Memories from LINDY LEO, USN RM3 USS YANCEY AKA 93  
As told to Ed McLaughlin USN RM3 USS YANCEY 93

I ended part three of Lindy's Operation Highjump story by saying we would cruise along with Lindy into warmer waters. So here we go!

Lindy said that the YANCEY was treated to many exciting ports of call on the way home. He remembers stopping at Dunedin, New Zealand. It turned out to be a real experience for Lindy because they served warm-room temperature beer in the pubs, instead of cold beer as in the states.

Underway again, the ship visited the island of Pago Pago, American Samoa. This is a tropical environment, where all the native Samoan Islanders were bare footed and bare chested. They performed their native ritual chants, songs and dances for us said Lindy. (What a way to thaw out and quickly get warm. Ed) The next port was Pearl Harbor, Hawaii. Aah, back to the urban lifestyle mixed with many South Sea island cultures.

*(Continued on page 2)*

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

(Continued from page 1)

After a too brief stay, and not enough liberty, the YANCEY set sail for Port Hueneme, California, where the Sea Bees disembarked. Offloading went well and we were soon back at sea.

The Yancey headed south to the Long Beach California Naval Shipyard for dry-dock. Lindy described the dry docking process as similar to locking through the Panama Canal. The ship entered the dry-dock compartment, and the front and rear locks were closed water tight, water pumped out, and the Yancey was slowly lowered precisely onto ship supporting blocks, pre-positioned for the keel. Once the ship was in a standalone/self supporting mode, and the dry-dock floor siphoned dry, the hull was sandblasted by the shipyard workers to remove any attached sea creatures (barnacles and that ilk) and the hull repainted.

During this period, ship's company remained berthed aboard, aided by the shipyard's connected power and water lines. But all meals were eaten at messes on base and all administrative functions were transferred to the shore station facilities and guard mailed back and forth daily.

Upon dry-dock completion, the Yancey headed south to San Diego, where TF-68 duties were officially terminated and the Yancey placed under control of ComPhibPac (Commander, U.S.N. Amphibious Forces Pacific Fleet).

The Yancey then participated in fleet exercises off San Diego, when misfortune struck during night-time maneuvers. A submarine barely clipped the Yancey's propeller (or vice versa) with no human injuries.

Déjà vu – The Yancey headed back to Naval Ship Yard Long Beach for propeller repairs.

When the Yancey was sea worthy, the Pacific ports and places came and went rapidly: Oakland, Bremerton, Seattle, Pearl Harbor, Kwajalein, Midway, and Guam, just to name a few. Lindy said he could compare a cargo ship to a land-based tractor trailer semi-truck, transporting goods when and where needed.

Lindy told a memorable story that could have turned out tragic for ship and crew during a 1948 trip to Eniwetok Atoll, (U.S. nuclear test site).

"On my turn standing a midwatch, the duty signalman suddenly rushed into the radio shack, and excitedly blurted out: "What's INT QRA?" (These letters spoken separately, is communication's short hand for "What is the name of your ship or station?"). My reflexive automatic response was, phonetically, "Nan How King Dog" (the U.S. Navy's four letter unique ship identifier). The signalman flashed these letters skyward twice and that ended that! Apparently, a scrambled U.S. plane using flashing light signals, was challenging any craft in or/nearing these restricted waters."

Lindy's final trip on the Yancey, in 1949, was to Tsing Tao, China. (Lindy trivia - The Germans brought their beer making technique here – modern spelling Qing Tao). "Our mission was to remove any and all Allied Forces equipment/gear/supplies/personnel and transport same to Formosa (now Taiwan). This was due to the Chinese Red Army (Mao's men) overrunning the Nationalists (Chang's

troops) for the 'booty prize' of Mainland China!

Even today, China and Taiwan are separate countries". Lindy took a long breath, leaned back and reflected on what he called "A city kids Navy adventure to see the world, revealed God's beautiful creation, awesome!

I finally let out my breath, and marveled at the places where Lindy and the Yancey had been. If we think of world history, we can place the Yancey and Lindy right on that timeline.

What great memories and history you have given to us Yancey shipmates Lindy. We are indebted to you and others that have sailed the seas, kept the peace, and made history in doing their jobs.

From one radioman to another I will simply say "BRAVO ZULU" my friend.

Ed's personal notes - - In the October 2013 Yancey Newsletter, "**Yancey Memories**", I introduced us to Lindy R. Leo, and I said I felt he was "famous, special and even historic", I hope now you can see why I used those words!

Lindy, thank you for your recollections of Yancey history, and thank you for taking your time to share with us, we are wiser for it. I am looking forward to seeing you at the 2014 Reunion. I will buy the first round!

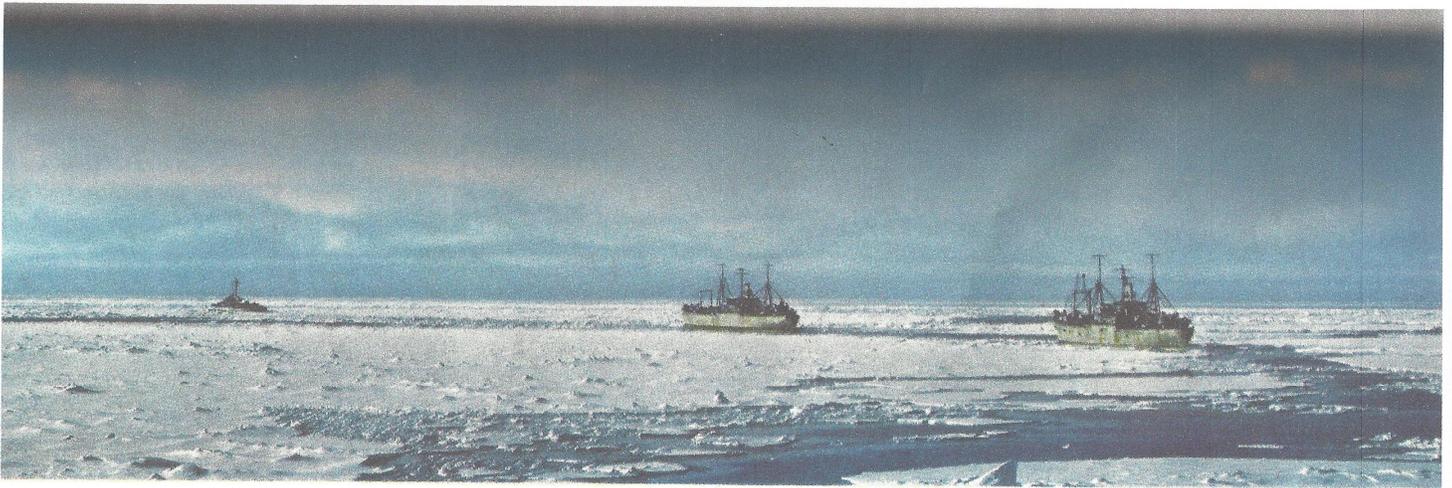


(Ed's note - - Bravo Zulu is a Navy term used to say "Job Well Done!")

The base that was known as "Little America" had to be re-established four times in various neighboring positions due to the ice shelf cracking and breaking off. Little America V was known for its radio capabilities and its use of the call sign KC4USA until 1987, when the ice shelf cracked again and "Little America"; fortunately uninhabited at the time, suddenly found itself on an iceberg named B-9. As the berg drifted away from the shelf it was lost by the group that tries to keep track of all icebergs floating in our oceans. It is believed that B-9 broke apart and upended wiping out all traces of "Little America". All traces of the footsteps of the Yancey crew are gone, but they have been recorded in history. As a part of history we have Lindy Leo to thank for his records and memories of "Operation Highjump."

We hope you enjoyed this ride through Yancey history!

**Lindy and Ed**



Through Heavy Pack They Plow Toward Little America, with the Coast Guard Icebreaker *Northwind* (Left) Slashing a Path



© National Geographic Society

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Kodachromes U. S. Navy, Official

"Dog Town," Little America: Despite the Wide Use of Snow Tractors (Left), Dogs Are Still Useful in Rough, Crevassed Country

Editor's Note: If you were part of Operation Highjump, we would love to hear from you about your experiences. **Please** send you story to us at Premier Reunion Services, PO Box 11438 Hickory, NC 28603 or [karen@mlrsinc.com](mailto:karen@mlrsinc.com)

## Interesting Theories on Operation Highjump from Wikipedia

In the [Area 51](#) novels Operation Highjump was said to be cover for an expedition to excavate flying saucers buried under Antarctica's ice shelf by long-ago extraterrestrial visitors.

Adherents to the [Hollow Earth](#) hypothesis believe that Admiral Byrd flew over the North Pole and into the hollow earth in February 1947 and that he kept a secret diary of the incident. This belief was first published in 1957 in F. Amadeo Giannini's book *The Worlds Beyond the Poles*. Giannini writes that Byrd encountered a humanoid being from another "world" who warned humanity to pursue peace and not war. He also reported that Byrd spotted a living woolly mammoth near the North Pole.

One major problem with Giannini's account is that in February 1947, Byrd was leading Operation Highjump in Antarctica and was, consequently, nowhere near the North Pole. Another problem is that in February the Arctic is in winter and sunlight does not reach the North Pole so that it would have been im-

possible for Byrd to see something, like a woolly mammoth, from the air. Furthermore, Giannini quotes directly from the 1937 movie *Lost Horizon* [29] in the dialog of the humanoid Byrd allegedly encountered. Some Hollow Earth theorists believe that *The Worlds Beyond the Poles* was published by "controllers" in order to discredit the Hollow Earth theory.

Another theory is that Operation Highjump was an expedition to find Nazis who had fled to Antarctica at the end of World War II and had established a secret base with submarines, aircraft and flying saucers. The main source for this was a Soviet film pretending to be a documentary. The film is available on YouTube but the U.S. ships it mentions do not correspond with the facts. Neither the [USS Casablanca](#), which was already decommissioned at the time nor the [USS Murdoch](#), allegedly sunk by a flying saucer, are listed among the naval ships participating. The allegation that 100 German [U-boats](#) also disappeared right before the end of the war is also unsubstantiated. No credible evidence has ever been found to support this theory.



## WELCOME MAT

The following shipmate has 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.

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## TAPS

The Yancey Memories was notified of the following shipmates' death. 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.

**Richard Stevens**  
(1944-46) RM2C  
Died March 21, 2014

**Everette Lamb**  
(1944-47) SK3  
Died January 2, 2014

Ralph McCulley  
(1951-1954) SK3



## MAIL CALL

Premier Reunion Services,  
My dad, SKC Everette Dexter Lamb, passed away on 1/2/2014. He served his country proudly in WWII, Korea and Vietnam.

He was on the Yancey October 1944 to 1947.

As for a tattoo, he had a large one on his shoulder depicting when he first crossed the Equator.

After he died, I got my first tattoo. It is the Navy anchor with USN on it. I think he would be proud.

**Darlene Lamb Beckett**  
2373 Fenwick Way  
Virginia Beach, VA 23453

## FINANCIAL STATEMENT



Balance after 04/14	<b>\$35.00</b>
Funds received since 04/14	<b>\$85.00</b>
Funds available for 07/14	<b>\$120.00</b>
Funds expended for 07/14	<b>\$130.88</b>
Balance for 10/14	<b>-\$10.88*</b>

**\*No newsletter will be published in October unless sufficient funds are received.**

The newsletter is mailed only to those who returned the coupon for USPS service. All others can access the newsletter on line at [www.mlrsinc.com/yancey](http://www.mlrsinc.com/yancey). Contributions may be sent to Premier Reunion Services at our address on the cover. Make checks to Premier Reunion Services and be sure to note that is for Yancey Memories.

## STATEMENT OF PUBLICATION

The YANCEY MEMORIES is the official publication of the USS YANCEY AKA-93 Association. From now on it will be published quarterly in January, April, July, and October, *subject to receiving sufficient funding*. The Newsletter is funded by voluntary contributions from the membership. All members are encouraged to support the voice of the YANCEY. A financial statement appears in each issue of the newsletter.

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.