

YANCEY MEMORIES

Volume 9, Issue 3

October 2005

OFFICIAL NEWSLETTER OF USS YANCEY AKA-93



Special Points of Interest

- *Did you know that the Yancey was once used to house Dominican Republic evacuees in 1965? Read about this incident in the cover story.*
- *Six newly located shipmates are listed under Welcome Mat on page three. Please get in touch with them if you recognize a name.*
- *For anyone who got a tattoo while in the Navy, you'll appreciate Harold Hegler's story on page three under Mail Call.*
- *George Rohrman shares his memories of an unforgettable shipmate. See pages four and five.*
- *Jay Schwall tells the tale of a foggy morning and a near collision. See page five.*
- *Another history of Yancey begins on page six. It's a different account than the previous entries.*

YANCEY USED AS EVACUEE CAMP

Upon graduation in May 22, 1964, I was assigned duties onboard the USS YANCEY (AKA-93) in the OC Division, homeported in Norfolk, Va.

Once again, however, Yancey was called upon to perform her vital support duties during a time of crisis. In the early spring of 1965, she was on a routine training mission when civil strife erupted into warfare in the turbulent Dominican Republic. Commander, Caribbean Sea Frontier, ordered the attack cargo ship to proceed at once to the troubled area, just as she was preparing to enter San Juan harbor for liberty.

On Friday, 30 April, the sixth day of the crisis, Yancey arrived off Santo

Domingo, the strife-torn capital city. Incorporated into the Caribbean Force already on the scene, the attack cargo ship took on board 593 evacuees representing some 21 nations. Included in the group were the daughter of the United States ambassador to the Dominican Republic, the wife of the United States naval attache, the Belgian ambassador, 16 nuns from the Dominican Order; and several seven- or eight person families. Among the 21 countries represented were Italy, France, Germany, Hungary, Colombia, Mexico, Chile, Switzerland, Canada, Lebanon, and the United States.

Upon their arrival on board the ship, the evacuees received information folders in Spanish and English, blankets, fresh

fruit and milk, and various other items. In addition, nurseries, rest areas, information booths, infirmaries, and various other make-shift stations proliferated on board. Everything from baby bottles and diapers to canes and crutches were provided the people whose routine had been so unceremoniously uprooted by open warfare.

Women and children evacuees slept in the officers and crews' quarters, respectively, while Yancey's men and the male evacuees slept "under the stars." Sacrifices made by the ship's company included missing a few meals to ensure that the embarked refugees had enough to eat and abstaining from showers in order to conserve water-

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(Continued from page 1)

despite the almost constant 100-degree temperatures during the day. Her crew worked nearly around the clock in order to care for the sick, injured, elderly, and the children. Highlighting the voyage back to San Juan, between 30 April and 1 May, was a birth-the ship's doctor, Lt. Ben Passmore, MC, delivered Stephen Yancey Paez, the son of Mr. and Mrs. Rodolfo Paez, at sea on 1 May. A ship-wide ceremony ensued, with a cake-cutting and the traditional passing out of cigars.

Representatives of the Red Cross; the Commander, Caribbean Sea Frontier; and several hundred relatives greeted Yancey's arrival at San Juan on 1 May, and the 594 evacuees (the new arrival included) disembarked swiftly. There was more work in store for the attack cargo ship; and, in response to urgent requests from the marines landed at Santo Domingo, the ship loaded hundreds of tons of gasoline, oil, and ammunition before she returned to the Dominican Republic.

Soon after the ship's arrival back in Santo Domingo on 2 May, Yancey's sailors worked round-the-clock shifts getting the vitally needed material ashore to the marines. On the 3rd, the ship received 150 evacuees and, on the following day, an additional 300 more displaced persons came up the gangways. Again, the ship's crew responded, in her commander's words, "magnificently."

Once again the ship inaugurated nurseries, infirmaries, "kiddie" watches, and other special arrangements to take care of her guests. Newspapers were printed in Spanish and English, and interpreters were constantly on duty and in demand. Although there were inconveniences to those civilians unaccustomed, as they were, to shipboard life, the evacuation itself was preferable to lying flat on the ground, listening to the whine of bullets overhead back in Santo Domingo.

Ultimately, Yancey disembarked the second contingent of refugees, having carried well over one-fourth of the total number of people evacuated from the Dominican Republic. She returned to Norfolk soon thereafter, soon to commence preparations for resumption of training and cruising off the eastern seaboard and into the Caribbean basin.

(This information taken from U.S. Navy ships history page).

Good Luck
Leo F. McCluskey
RMC USN RET

Interesting sidenote: ML&RS President, Larry Eckard, was in the initial wave of the 82nd Airborne Div that landed in the Dominican Republic to help rescue the evacuees.

A NEWSLETTER EXCLUSIVELY FOR FORMER
USS YANCEY SAILORS

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FINANCIAL STATEMENT

Balance remaining after 07/05
\$129.01
Funds received since 07/05
\$400.00
Funds available for 10/05
\$529.01
Funds expended for 10/05
\$404.80
Remaining balance for 01/06
\$124.21

Funds will be needed for the next newsletter. Contributions to the Yancey Memories can be made to ML&RS at the address above. Be sure to state that the donation is for Yancey Memories newsletter.

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.

ML&RS, Inc. 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 re-search 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.



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.

Barry Cain (1962-64) EN3/c
969 Flanders Rd
Riverhead, NY 11901
631-727-1226

Michael Zurich
9633 Bay Point Dr
Norfolk, VA 25318

Jay Schwall (1952-55)
PO Box 481
Huntington, NY 11743
bettynola@aol.com

Sheldon Gotesky (1966-69)
gotesky5@aol.com

George Brooks (1967-71)
36 Bramble Bush Dr
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Daryle Thornburg (1962-64) EN 3/c
301 North Sheridan St
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765-857-1324
thrn@aol.com



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 ML & RS, Inc so their names can be included in TAPS and be added to the Honor Roll.

James Byrd (1966-67) HM1
Died March 2003

Junior Weaver (1946-47) S2C Deck
Died May 3, 2004

NOTE FROM YANCEY COORDINATOR

This year's reunion is almost upon us, so if you haven't already registered, give it some serious thought. Our first reunion was 10 years ago in Norfolk, and we had a great time. Many new shipmates have called requesting information, so hopefully we will see some new faces this year as well as the regulars. I hope everyone had a great summer and I look forward to seeing you all in Norfolk.

George Clifton

Yancey Memories,

The "Y" was on a stopover at Pearl Harbor. The year must have been right at 1952. I was in Supply Division, but hadn't been there long. Three or four of us, I believe mostly from Supply, but possibly including Harris (Bos'n), decided it was time for a friend of ours to get a tattoo. I don't recall his name, but seems like it was Thom, and he had been in the Navy around 20 years and had no tattoos, and none of this bunch I mentioned did either. We decided it was time for the cook to have one. Went to *Tom & Jerry's* tattoo place there in the main part of Honolulu and got the cook placed in one of the stalls and the rest of us went to our stalls and picked out our pattern which was to be with us the rest of our lives. Needless to say, the entire bunch was feeling no pain by this time. Some of the work took longer than others, and each of us got through with our permanent decorations at different times, and to make a long story short, got back to the ship at different times. Thom (or whatever his name was—he was a First Class as I recall) had vanished. Next morning the bunch had sore tattoos of various objects on our arms, chests, whatever—but the cook, who had been in the Navy some 20 years, still had no tattoos. I'm sure he laughed for a long time about this. Wish I could remember his name for sure—I believe he was from somewhere in the Panhandle of Texas—and I remember him being a lot of fun to be around, and he was a great cook.

Harold Hegler
Yancey 1951-54

Yancey Memories,

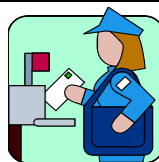
My 1st-Class Midshipman summer cruise was aboard the USS *Algol* - '62 I think. We departed Norfolk, VA for the Caribbean - tough duty, but someone's gotta do it, right? Of course everyone had to puke that first night-out while passing Cape Hatteras in some fairly heavy seas. So berthed in the em-

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2005 USS YANCEY REUNION

NOV 10-13

NORFOLK, VA



MAIL CALL

*A **big thank you** to everyone who responded to the e-mail request for material for this issue of the Yancey Memories. I even have some left over for the Jan 06 issue! Without you, the newsletter would not be possible. You made this a great issue!*

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barked Marine Officers' quarters, and no air conditioning, and in July, I got a terrible sunburn - and red and hot as a open hearth furnace in a steel mill. (No sunblock then). Once resurrected and able to tolerate sunlight, we were already in St. Thomas, tied-up at what I think was a submarine pier on the 'left' side of the harbor (as you enter) - not where the passenger ships tied-up. First steel band and first (and last) Rum hangover.

When ready to depart, the Algol's captain, for a seamanship demonstration, tried to back-out from (portside-to) the pier - without tugs...or a pilot.

There we all were on the 04-level, all us snappy Midshipmen in tropical whites, and the Captain was dressed like he was out on a safari: baggy khaki bermuda shorts, knee socks (on his chicken legs), and...a pith helmet. (I assume the outfit was 'regulation').

And so the Captain barked out his orders to get underway, and we began to back down...slowly...to port...and then more to port, where the pier was.

As the fender and wood pilings screeched, smoked and began to catch fire, we Midshipmen, manning the rail, in unison looked down between the ship and the pier at the crunching and snapping, and then, in unison, moved our heads upward, following the path of several now-splintered 12x12 beams and planks from the pier, spinning and bouncing off each other in mid-air at the 02-level, before splashing down into the water or onto (what was left of) the pier.

Looking back (as the Captain was getting the ship turned to make an escape out of the harbor), we Midshipmen, still manning the rail, and still in unison, were looking at the last 100-feet of the pier which now 'curved left' and had few deck planks remaining in place. Most were now floating between us and the pier remains.

I don't know what the radio-traffic exchange was between the Captain

and the Harbormaster as we could feel the sea swells at the harbor mouth, but it probably 'wasn't pretty'.

And on that Midshipman Cruise was when I first heard of the USS Yancey (AKA-93).

At the time I didn't know the USS Algol and USS Yancey were both built in Oakland, California by Moore Drydock, at about the same time.

But I did learn at that time, that both ships were taken out of mothballs on the West Coast at the same time (under President Kennedy's 'FRAM' program). And apparently that's where the fun began.

As the Algol sailors put it, the collision between the USS Algol and the USS Yancey on their way (from mothballs) to the East Coast was enough to ensure that in every liberty port on the way, both ships' crews 'tangled'.

So when I was later Commissioned and went aboard the USS Yancey for duty, I 'already knew' some of her history.

Win Bryson

Yancey Memories,

How does a Yancey shipmate get in touch with others from his respective tour of duty on the Yancey? Of all my attempts I have only succeeded once. I was in machinery division on the Yancey 69-70.

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bkbryant@bellsouth.net

Yancey Memories,

When I joined the Yancey she had been in Sasebo Harbor for an extended period of time, acting as stores supply ship for most of the other vessels in port. Some wag commented that we had to get a tug to pull us off the coffee grounds we had accumulated under the keel. Do you think there might have been a bit of envy in that comment?

John Mielke

"Most Unforgettable Character"

Everyone knows at least one "Most Unforgettable Character That I Have Ever Met," but when I remember my days on the Yancey I can not reduce the memories to one person. I will however limit this story to just one and save the others till a later date.

The Engineering Repair Division was where he worked with me in the Shipfitters shop. His name was Glen R. Kirkland from San Antonio, Texas who we called "Pork Chops." He was not too tall, but although heavy, he was not what you would call fat. He was a Pipe fitter and repaired all of the plumbing that needed fixing on the ship. This he did well, but that was not his most notable accomplishment - He could sell ice to Eskimos and / or vegetables to gardeners. He was very jovial and everyone was his friend. He never met anyone he did not like and everyone liked him. The thing that I consider was his best trait was his ability to find anything. I would liken him to 'Radar' on M.A.S.H. and 'Klinger' too (I never saw him in a dress). We always had a shop that was fully stocked with tools and materials, even tho we were not exactly entitled to everything that we had in the shop. It was not just one item that the shop had, but every man in the shop had a complete toolbox. There was not a repair ship in the Navy who had more sheet metal working machines than I had, and that was how I was able to manufacture a coffee bar in the Officers' wardroom and a plastic topped metal desk for the Captain. These items proved very useful at a later date when I got to talk to the Captain at an informal meeting about some inspirational items related to our Chief P.O. That however is another story.

It was not long afterwards that the Captain pinned my 'Good Conduct' medal on me at an inspection, and I can not help but admire the

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way he was able to do that without laughing out loud. He limited the evidence to an ear to ear grin.

Once he showed up with a jeep, but he returned the vehicle to the motor pool. He was very popular with the stevedores when we were in Japan and in exchange for items purchased from the ship's store, he was able to get them to misplace a few cartons from number one hold which we stored under the catwalk in the shaft alley and were able to use the merchandise with a little powdered lemon juice from a friendly cook.

Also you might say that it was a good thing that our ship never sank and needed to use the life rafts. If anyone drank from the water kegs they would be the happiest shipwrecked sailors in the Pacific.

About six years after we were discharged, he showed up at my house in Corpus Christi, Texas with a couple friends from San Antonio who had come there to go fishing. I also furnished the bait and tho I did not go fishing with them, he showed up three days later to get me to feed them a Bar B Q supper and a place to shower and spend the night before they left for home. It was not easy to explain to my wife why I had to do all this, but he flattered her too and she was not upset with him - only me. I have not seen him since then but I would enjoy seeing him again no matter what it might cost me.

George Rohrman

"A Friendly Game Called Craps"

When I was in high school, I would get with some friends and occasionally play with chips or pennies and have a game of five card stud. We didn't do this much, so we were mainly learning the

game. After I got on the Yancey, you would see a game going on now and then, but the players were more experienced.

At the time, I was bunking in the second division near the starboard side. One evening I came below decks and there was a game of about 5 sailors playing a game of craps. I thought I would watch some experts for a change. I only remember that the dealer was Botello, an Indian from Oklahoma. He seemed to know how to deal cards. As he was snapping the cards to each player, he came to his turn for a card. He handily flipped those cards and even seemed to drop one between his legs. Being helpful as I was, I reminded him that he dropped one. To this he replied, "If this was a real game, you would be dead by now." After that I just watched.

Ken Groom
Yancey Historian

"Yancey Sea Story"

Early 1950's we were leaving naval supply center in Oakland for Yokosuka and Sasebo very early in the morning with our Captain Kusebauch a retired merchant marine captain, called back for Korea. The fog rolled in and made the visibility zero.

My special sea detail was the engine room enunciator on the bridge. The forward watch reported hearing a boat dead ahead and then yelled, "It's a truck, it's a truck!" Then the next command from the captain was "Full stern." We almost ran aground in the admiral's front yard on Treasure Island. We then moved out some and anchored until the fog lifted.

Our Captain Kusebauch, a good captain, didn't like to use tugs going in or away from the docks. He would put our "M" boat in the water and use it instead of a tug. This brought about many interesting and close calls. Never had a mishap though, like knocking out the Chesapeake Bay Bridge.

Quote of the day: "What happens in Oakland, stays in Oakland."

Jay Schwall

"Rope Yarn Sunday"

Rope Yarn Sunday was not on Sunday, but was held occasionally on Wednesday by tradition. We were told that in boot camp, and it was carried out on some Wednesdays.

It was supposed to be a day of mending your clothes, taking care of your bedding and general tidying up of your personal belongings. It was typically carried out on a calm, sunny day at sea. But, the main part I remember was the announcement—"First Division, air all bedding." Our mattresses were enveloped in a "sack" that was a substitute for a sheet. Actually it had another name given to it that was more descriptive, but I can't reveal it here. The mattress was supposed to be woven through the ship's railing along with a web belt-like device called a "mattress strap." Your pillow was supposed to be tucked into this assembly. It took great skill to do this to avoid it being lost overboard. I don't remember anyone losing one overboard, but it must have happened. It was left out most of the day to get the sun and wind scrubbing it. At the end of the event, the announcement came "Secure all bedding." I don't ever remember anyone mending their clothes, probably since we had good laundry and tailoring services on board.

Ken Groom

WRECK OF THE YANCEY

Taken from the web site www.nc-wreckdiving.com. Submitted for Yancey Memories by Jayne Abrams via Calvin Hunter Mires.

SHIP NOTES:

Name: YANCEY (LKA-93/ex-MC-1193/AKA-93)

Date sunk: 1990

Size (ft): 459 x 63 x 26.3

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Propulsion: Geared turbine with 2 Foster-Wheeler boilers

Speed: 16.5 knots

Crew complement: 336

Type: Amphibious Cargo Ship (Andromeda Class)

Cause: Artificial Reef Program (AR-302)

Displacement Tonnage: 13,910

Location: 26998.8/39567.3 (south end) & 26998.7/39568.0 (north end)—LORAN

Armament: (1) 5" gun/ (8) 40mm/ (18) 20mm

Ship History

Yancey (AKA-93) was laid down under a Maritime Commission contract (MC hull 1193) on 22 May 1944 at Oakland, Calif., by the Moore Dry Dock Co.; launched on 8 July 1944; sponsored by Miss Beverly Bartlett; and commissioned on 11 October 1944, Comdr. Edward R. Rice, USNR, in command.

After fitting out at San Francisco, Calif., the attack cargo ship received her boat group of 26 landing craft and conducted an intensive shakedown out of San Pedro, Calif. She underwent post-shakedown alterations and repairs at San Diego, Calif., before she shifted back to San Francisco. There, she loaded cargo from 18 to 24 November and sailed the next day for the Hawaiian Islands.

Yancey reached Pearl Harbor on 2 December and, upon arrival, was assigned to Transport Division (TransDiv) 47, Transport Squadron (TransRon) 16. The attack cargo ship remained at Pearl Harbor through mid-January 1945, unloading cargo and preparing for the impending invasion of Iwo Jima in the Volcano Islands. Finally, on 27 January 1945, Yancey stood out of Hawaiian waters, bound for the Marianas with elements and cargo of the 5th Marine Division as part of Task Group (TG) 51.12.

En route, Yancey stopped at Eniwetok, in the Marshalls, for supplies and fuel. At Saipan, she later transferred her passengers to

LST's and at Tinian rehearsed for the Iwo Jima operation. Finally, Yancey arrived off Iwo Jima at 0624 on 19 February, D day for the initial landing. During her time off the invasion beaches, the ship lost two landing craft (LCVP's) — one to mortar fire and the other to broaching in the heavy surf. For the first four days of the operation, Yancey's boats and landing craft were in almost constant use-carrying troops and cargo and evacuating wounded. The ship also transferred 8-inch ammunition to the heavy cruiser Pensacola (CA-24), a process that had to be carried out by boat due to unfavorable weather and to damage which Yancey suffered when the two ships banged hard together.

Due to the tactical situation ashore, Yancey did not begin discharging general cargo until the morning of the 27th, when she anchored off "Red" beach. There, bad weather and unfavorable beach conditions made unloading slow, and nightly air raids interrupted the process several times. Much of the time, landing craft could not be used due to the high surf, so cargo had to be carried ashore by LST's, LSM's and LCT's.

During that unloading period, Yancey received her baptism of fire in the form of a long-range mortar shell. The ship, however, did not suffer any casualties and continued her duties offshore, embarking casualties. Thirty of the wounded were kept on board for evacuation, while others were transferred to nearby hospital ships. Yancey finally completed the unloading procedure on 2 March and, screened by a pair of destroyers, got underway for Saipan in company with three other transports.

After discharging casualties and fueling at Saipan, Yancey proceeded via Tulagi to Espiritu Santo where she joined the rest of her squadron and embarked units of the Army's 27th Division.

On 25 March, Yancey sortied for the Ryukyus as part of TG 51.3, the group earmarked as the mobile reserve. En route, via a scheduled stop in the Carolines, Yancey towed a disabled LSM to Ulithi.

On Easter Sunday, 1 April 1945, American forces started going ashore at Okinawa, beginning the long and bloody battle for that island. Eight days later, Yancey reached Kerama Retto with the rest of TransDiv 47, which had been detached from TG 51.3. She soon received orders sending her to battle and got underway on 11 April for the Hagushi beaches.

Yancey anchored off the beach on the 12th and commenced discharging her cargo that night. There, she started a routine of working hatches, securing to man all anti-aircraft batteries, and at night making smoke. "Smoke boats" -- landing craft equipped with smoke-laying equipment—from the attack cargo ship and picket boats—with armed sailors—were furnished ships in the outer anchorage. This measure improved security, but it prevented the boats so employed from unloading the ships.

Air raids caused further problems. Yancey's commanding officer estimated that while Yancey was off Okinawa, she lost 15 hours and 13 minutes due to the enemy airmen. Fortunately, her gunners were good and her fire control discipline excellent. On the evening of the 15th, her number four 40-millimeter mount registered hits on a Nakajima Ki.43 "Oscar" and claimed a "sure-assist" as the plane crashed some 3,000 yards from the ship.

The ship, the first AKA of her group to complete the unloading, finally put to sea on the 16th and headed independently for the Marianas. During the Okinawa campaign, Yancey had fortunately suffered only three casualties: two men were wounded by shrapnel and a third suffered a broken arm. No boats were lost, and there were no accidents on board ship.

After a brief stop at Guam to draw replacement boats and to allow her officers and men to get ashore for some rest and recreation, Yancey rejoined her squadron at Ulithi on 27 April and underwent 14 days of upkeep and logistics. In

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addition, she received much-needed boiler repairs and conducted intensive anti-aircraft training during which her crew won numerous five-case "beer prizes" for shooting down target sleeves.

On 8 May, Yancey received orders for detached duty in connection with the movement of men and material from rear area bases. Over the next two months, while the fighting continued on Okinawa and Allied forces moved inexorably closer to Japan, raiding her shores with near impunity, Yancey touched at Manus in the Admiralties; Finschhafen, New Guinea; Tulagi, Hollandia, Dutch New Guinea; and finally Guiuan, on the island of Samar, in the Philippines.

After reporting back to TransDiv 47, TransRon 16, at San Pedro Bay, Leyte Gulf, on 16 July, Yancey proceeded with the rest of the division to Iloilo, on the island of Panay, to conduct amphibious training exercises with the Army's 43rd Division which included landing on Negros Island.

On 15 August 1945, the attack cargo ship was in the Philippines loading equipment for slated exercises when Japan capitulated. The next day, the training exercises were canceled, and the troops disembarked. TransDiv 47 provisioned at Iloilo and sailed for Bantangas, Luzon, Philippines, to join the rest of TransRon 16. There, she commenced loading elements of the 1st Cavalry Division for the occupation of Japan.

Completing the loading process on the 23rd, Yancey weighed anchor on the 25th as a member of Task Force (TF) 33. However, the ships had to turn back because of a tropical storm in the vicinity. The typhoon delayed the task force for only a day, as the ships weathered the fringes of the storm at Subic Bay before again getting underway soon thereafter.

Yancey entered Tokyo Bay on the morning of 2 September, the day Japan signed the formal articles of surrender on the deck of the battleship Missouri (RB-63), anchored there. Shortly after the conclusion of

those ceremonies, the attack cargo ship headed into Yokohama harbor, the third ship in her squadron to enter that port and the first to start unloading. The ship completed her unloading in 19 hours and then proceeded to an anchorage off Yokohama.

TransRon 16 proceeded to sea on 4 September and steamed via Leyte Gulf to Zamboanga. There, they commenced loading elements of the Army's 41st Infantry Division on the 18th. Completing that process on the 18th, Yancey and her sisters shifted soon thereafter to Bugo, Mindanao, where she picked up Army LCM's. Ultimately, TG 54.28, of which Yancey was a part, assembled in Leyte Gulf on the 21st. The following day, all ships weighed anchor and headed for the Inland Sea of Japan.

Due to minesweeping difficulties, however, the landings scheduled for the Kure-Hiroshima area were postponed; and the task group sailed instead for Buckner Bay, Okinawa. On 23 September, the ship put to sea to evade a typhoon. On 1 October, she returned and anchored in Buckner Bay. Two days later, Yancey again headed for Japanese waters and entered Bungo Sudio on the 5th, beginning the long, difficult passage up the Inland Sea along the channel swept through the minefields. The next morning—after spending the night anchored in the cleared channel—Yancey headed for Hiro Wan, where the landings were made.

The ship completed her unloading in 48 hours. On 9 October, she was detached from TransRon 16 and reported to CinCPac for Assignment. The following day, Yancey rode out a typhoon with 130 fathoms of chain on deck, a second anchor ready to go, and steam at the throttle. On the 11th, the rest of her squadron hoisted "homeward bound" pennants and headed for home, leaving Yancey to celebrate the first anniversary of her commissioning anchored in Hiro Wan, Japan, "waiting orders."

On 15 October, Yancey got underway for the Philippines. She drew replacement boats at Subic Bay and

stopped at Manila for logistics before she sailed for French Indochina. En route to Haiphong, the ship's force readied the attack cargo vessel to receive her next passengers, Chinese troops.

Assigned to Task Unit (TU) 78.6.7, Yancey reached Doson, French Indochina, on 2 November. However, embarkation of the men of the 471st Regiment, 62nd Chinese Army, did not begin for 11 days. The delay permitted both officers and men from Yancey to see the local sights ashore. On the 13th, Yancey brought on board by boat 1,027 officers and men—and one interpreter. The next day, the task unit—three attack transports (APA's) and Yancey stood out for Takao, Formosa.

The trip, as recorded by Yancey commanders, was uneventful, except for rough weather which caused the Chinese to suffer numerous cases of seasickness. Regular Chinese Army rations—tea and rice—were served twice a day, augmented by that staple, the "C" ration. North of Takao, on the 18th, TU 78.6.7 dropped anchor. By 1700 that day, the disembarking was complete. The Chinese had cooperated fully during the trip, and one Yancey sailor observed that they seemed "most appreciative of what little could be done to make them comfortable."

The following day, 18 November, Yancey proceeded to Manila to await further orders. On 25 November exactly one year after the ship had left the United States and headed for the war zone—the attack cargo ship received her orders to proceed to the east coast of the United States for duty with the Service Force, Atlantic Fleet. The ship's captain, Comdr. Rice, had the orders read over the ship's public address system. As a Yancey sailor recorded: "the response left no doubt that all hands were satisfied."

To be continued in the 01/06 issue.

Rising Reunion Costs

Larry H Eckard, President, ML & RS, Inc

Anyone paying attention to the reunion costs have seen a sharp rise in past two years, and you're probably concerned about them. We are just as concerned as you are because it does no good to plan a wonderful reunion and price it so high that people can't afford to attend.

First let me make it very clear that we (ML&RS, Inc) have not increased our fees. The rising costs are 100% due to the increased cost of hotels, food & beverage, tours, entertainment, etc. We cannot control those costs, but we still get the best possible rates –better than you can get for your self – and pass them on to you.

Although prices have increased all across the country, some areas are still more expensive than others. Our on site representative has a ton of information about potential reunion sites so take advantage of it; let our representative answer questions about locations in your meeting when it's time to discuss reunion sites.

Also, in every hospitality room you will find a blue three-ring binder notebook full of information about potential reunion sites. The book gives you suggestions for tours and/or activities, information about at least one hotel, an itinerary and cost sheet from a recent reunion if one has been held in that city. Look over that book.

Here is some other information that you may find helpful. Option A (arriving on Thursday and departing on Sunday) for a couple is used as the standard for the prices that are cited below. There are of course some exceptions to the prices, depending upon the time of year and the other activities going on in the city at the same time.

In any of the following cities

(and this is not a complete list) you can expect to pay a minimum of \$740.00 and as much as \$800.00: Baltimore/Washington, DC; Charleston, SC; Savannah, GA; Boston, MA; Newport, RI; Charleston, SC; San Antonio, TX; San Francisco or San Diego, CA; Seattle, WA; Portland, OR; Chicago, IL; New York, NY; Dallas, TX; Nashville, TN; Minneapolis/St Paul, MN.

If you choose a city like one of these, you're going to pay top dollar, expect it and don't be surprised when it happens. Room rates are going to be near \$100.00 plus tax.

In the following cities you can expect to pay a minimum of \$665.00 upward to \$725.00: Myrtle Beach, SC; Norfolk, VA; St Louis, Mo; Tucson, AZ; Albuquerque, NM; Colorado Springs, CO; Milwaukee, WI; Harrisburg/Lancaster, PA; New Orleans, LA; Pensacola, FL; Reno, NV; Branson, MO; Columbus OH; Pittsburgh, PA; Omaha, NE; Cincinnati, OH/Northern KY; Buffalo, NY; Corpus Christi, TX.

Room rates will range between \$75.00-90.00 plus tax.

In the following cities you can expect to pay a minimum of \$625.00 upward to \$675.00: Biloxi, MS; Asheville, NC; Fargo, ND.

Room rates will probably be below \$75.00 plus tax.

For the past several years, Jacksonville, FL is the least expensive reunion city in the country with room rates in the \$60's and total package around \$600.00. If you haven't been there and cost is a concern, you should give Jacksonville strong consideration.

In any city no downtown hotels ever have complimentary airport shuttle service, and many have daily parking fees of \$12.00 and more. Hotels nearer the airport

usually do not have parking fees and generally have complimentary airport shuttle service.

Here are some other points you may wish to consider. There are hundreds of military reunions held every year. The vast majority are held in April and May or September or October. *They don't have to be!* Passover, Palm Sunday, and Easter usually (but not always) fall in April; Mother's Day and Memorial Day weekends are in May. So with these holidays, the reunions are crammed into the remaining available weeks – and do you think for an instant that hotels don't know this and price accordingly? Labor Day weekend, Rosh Hashanah and Yom Kippur are in September or October and it's the same thing. You can move your reunion forward to mid-late March (depending upon the location) and you'll get a better deal; the same with early November. Also, some groups ask for specific dates, without ever knowing what else is going on at the same time in your city of choice. We can help you best when there is a two or three week window to work in.

If you take this information into account when you make the decision on where to hold your next reunion, you won't be nearly as surprised when you see the prices.

VETERAN'S DAY (formerly ARMISTICE DAY)

The last paragraph of President Wilson's proclamation of November 11 as Armistice Day stated:

"To us in America, the reflections of Armistice Day will be filled with solemn pride in the heroism of those who died in the country's service and with gratitude for the victory both because of the thing from which it has freed us and because of the opportunity it has given America to show her sympathy with peace and justice in the councils of the nation."