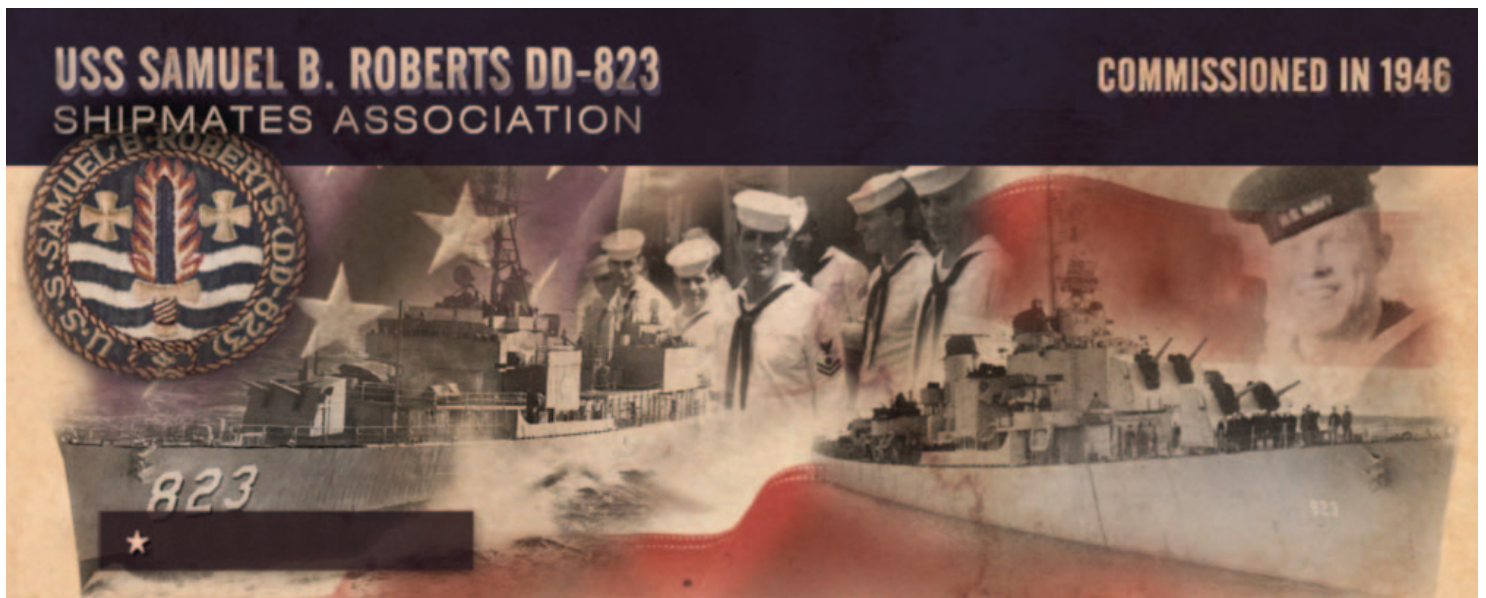


Scuttlebutt

A quarterly publication of the
USS Samuel B. Roberts (DD-823) Shipmates Association



Greetings shipmates, hope this issue of the “Butt” finds you all doing well, that the winter has passed and the New Year is treating you well.

I can’t believe that the next issue of the “Butt” is already being prepared for issue. If by chance you remember in my last input to the “Butt” I spun a tail, part one referencing how one good deed deserves another. To refresh one’s memory in that issue I spun a tail about finding papers marked **SECRET** behind some ECM equipment in CIC while on watch. Without bringing it to anyone’s attention during my watch. When my watch was over, I then went to Officers Country and presented the papers to the operations officer. Lt. Beasley, he thanked me for returning them and the matter was over.

Now that I have brought you up to date, part two, just about a year had past, Lt. Beasley was now LTC Beasley and I had just past the test for RD2 and was waiting for my promotion. On one occasion while I was on watch, while we were at sea we had an electrical problem with one of the ground surface Radar Repeaters. We reported the situation to the bridge and called for an ET to check out the problem. The ET reported they could fix the Repeater but not in the dark. The officer of the watch determined that the repeater was needed and request permission from the bridge to allow the ET to work on the piece of equipment. Permission was granted and the lights were turned on in Combat. At this time my duty was monitoring a surface radar, so my duty was not possible since I could not work the scope in the light. During this time down, I chose to rest my eyes comfortably



HOME IS THE SAILOR FROM THE SEA

Roster of deceased shipmates. Paying our respects
Most recent additions are in ***CAPS, Italics, Bold Print and Underlined***
“Sailor Rest Your Oar”

May we ever be mindful of God’s wisdom, forgiveness and love. Please keep our defenders of freedom safe.
Thank you Lord

Aber, Joseph G., Jr. ('49-'51)
Adam, Russell ('50-'52)
Allain, Charles ('50-'54)
Anderson, Marlan ('55-'59)
Antenucci, James ('62-'65)
Arduini, Al ('49-'52)
Bader, Robert M. ('53-'55)
Bailey, Donald U. ('46)
Balf, Jim ('64-'66)
Bangert, Bill ('45-'50) *Plank Owner*
Barker, Donald ('49-'52)
Barnhart, Dwayne ('56-'57)
Barnes, Donal ('65-'70)
Barnett, Sol ('58-'60)
BAUER, DONALD ('59-'60)
Baughman, Arden ('55-'57) *Capt.*
Beck, Wally ('58-'59)
Berlyn, Barney ('51-'53)
Bess, James ('47-'50)
Blackburn, Robert ('58-'61)
Blackmore, Richard ('68-'70)
Bonnell, John T. ('64-'66)
Borgo, Frank ('50-'54)
Brazda, Charles ('58-'61)
Bouchard Robert ('54-'56)
Brown, Herbert Lee ('56-'58)
Brown, Robert N. ('57-'60)
Brownlow, P.J. ('52-'54) *Capt.*
Brush, Richard F. ('53-'56)
BRUNO, ANDREW ('59-'60)
Budd, Terry ('63-'67)
Butler, John ('59-'61)
Buzz, Ken ('56-'57)
Calvi, John ('61-'62)
Cappelletti, Fred ('47-'50)
Carella, Anthony J. (Unknown)
Carpenter, David G. ('48-'52)
Carter, Franklin “Allie” ('58-'59)
Case, Edward G. ('51-'53)
Ceravolo, Bud ('57-'59)
Chessels, Larry W. ('68-'69)
Cipolla, Mike ('58-'61)
Clair, John G. ('54-'55)
Clippard, James E. ('48-'49)
Clark, Calvin ('51-'54)
Cline, Frederick ('46-'47)
Coleman, Yuell, Sr. ('-'-')
Connaire, John ('57-'-')
Coogan, Richard ('69-'70) *Capt.*
Cooper, Richard ('48-'52)
Corbett, Bobby ('62-'65)
Costello, Joseph ('49-'48)
Plank Owner
Cox, Earl ('46-'51) *Capt.*
Craig, Barry ('65-'67)

Craig, Thomas G. ('58-'59)
Cramton, Phil ('54-'-')
Crawford, Cecil ('47-'54)
Crosby, Ed ('54-'55)
Cummings, Larry ('63-'66)
Custer, Harry G. ('53-'56)
Czapiewski, Ron ('62-'65)
Daniszewski, Anthony ('52-'54)
Davidsen, Art ('68-'70)
Davidson, Dick ('59-'62)
Davis, Chuck ('55-'57)
Dawson, Harold ('56-'58)
DelBarone, Albert ('59-'64)
Delisle, James Jr. ('57-'59)
DeRycke, “Louie” ('53-'55)
Dew, Joseph ('62-'66)
Durand, Richard ('66-'68)
Durant, John ('55-'57)
Dzamko, Joe ('59-'61)
Eckland, Philip D. ('52-'53)
Edwards, John T. ('47-'50)
Edwards, Terry ('65-'67)
Ekberg, Robert ('55-'57)
Eva, Larry K. ('58-'62)
Fedynshyn, Joseph “Fedy” ('49-'52)
Fennessy, Eamon T. (mid 50s)
Fetter, John ('49-'52)
Fisher, Ray *Plank Owner*
Fitzgerald, William ('-'-')
Flannery, Robert ('51-'54)
Flynn, Robert E., Sr. ('57-'60)
Forth, Delmer ('57-'60)
Fox, Hervey Ray ('52-'56)
Free, Harry C. ('53-'57)
Fretty, Richard ('54)
Gadansky, Bruce ('64-'67)
Garabedian, Varoujan ('54-'55)
Garavano, David P. ('63-'67)
Gaw, Ronald ('67-'69)
Gelber, Sam ('52-'54)
Glaser, Wm. R. *Capt.* ('65-'66)
Green, Frank ('53-'57)
Griffin, Gordon ('?'-'?) *Chaplain*
Grippo, Frank M. ('48-'52)
Groves, Herman ('50-'53)
Gunn, John ('?'-'?)
Hall, Lewis S., Sr. ('50-'52)
Hamilton, Kenneth ('68-'68)
Hardagree, John ('60-'63)
Hartz, Weldon ('53-'54)
Hashem, Fred “Lucky”
('46-'49) *Plank Owner*
Hazel, Lee ('46-'??)
Karl G. Heinze ('54-'56)

Henderson, Bill ('63-'66)
Hendry, Jim ('54-'56)
Hennessey, William V. ('46-'48)
Plank Owner
Hesketts, Robert ('54-'56)
Hester, Benny Lee ('54-'57)
Hickman, George C. ('46-'49)
Plank Owner
Hilditch, Francis ('51-'53)
Hohler, “Reds” ('53-'56)
Hott, Ralph ('-'-')
Huttman, Louis ('64-'66)
Hyatt, Gerald ('46-'48)
Iacovo, Fred P. ('51-'54)
Ingallinese, John ('54-'56)
IMPENNA, SALVADO ('57-'59)
Issa, Leo ('46-'47) *Plank Owner*
Jacobson, Darwin (Jake) ('63)
Jeffrey, Gaylor ('67-'69)
Jones, Floyd T. ('47-'49)
Jones, Samuel ('67-'69) *Capt.*
Jones, William E. ('50-'53)
Kalemba, Tony ('-'-')
Karvalas, James C. ('62-'64)
Kelly, Gene T. ('46-'47) *Plank Owner*
Kennedy, Jim ('56-'59)
Kesselring, Mike ('56-'58)
Kirk, Edward J. *Plank Owner*
Klett, Larry ('51-'55)
Knippenberg, Robert E. ('48-'52)
Kopfer, Frank ('58-'50)
Krupinski, Leon ('49-'53)
Kuhn, Joe ('64-'66)
Laird, Jack ('49-'53)
LaFrance, Edgar ('51-'54)
Landahl, John ('60-'63)
Lavertu, Adrian ('65-'67)
Lawrence, Jim ('57-'61)
Lehr, Charles W. ('62-'66)
Lindsay, Edward, Sr. ('66-'70)
Litsch, Frederick ('58-'60)
Littlefield, Charles A. ('59-'60)
Lofler, Ted ('46-'47) *Plank Owner*
Loparco, John ('63-'65)
Loudermilk, L.B. ('54-'55) *XO*
Lyons, Matthew ('50-'52)
Macagney, Robert ('54-'56)
Mace, Brian ('66-'68)
Malarkey, Ray ('57-'61)
Malloy, Stephen J. ('47-'48)
Manzi, Lester “Butch” ('67-'69)
Marino, Vincent S. ('52-'55)
Matarazzo, John ('63-'65)
Markopoulos, Mike, K. ('56-'57)
McBrien, Adrian ('55-'57)

McCoy, Leon J. ('52-'55)
McCreary, Frank ('54-'55)
McFarland, Orrin A. ('47-'49)
McGill, Jim ('54-'56)
McGinnis, Larry ('65-'68)
McGirr, Morris ('46)
McKenzie William E. ('54-'56)
McKinney, Bob ('53-'56)
McLeod, Norman ('50-'52)
McNamara, Charlie ('54-'56)
Meerholz, Marty. ('56-'59)
Merrill, Frank ('55-'59)
Merservey, Edward ('49-'53)
Miller, Edward ('-'-')
Miller, Winston Y. ('-'-')
Mondy, Lloyd ('51-'53)
Moran, Bob ('58-'58)
Morgan, Jimmy W. (DE-413-1943)
Morgan, William ('47-'50)
Mostek, Gerald ('46-'48)
Muenkel, David ('49-'54)
Murphy, Edward C. ('64-'68)
Murphy, Pleasant L. ('59-'61) *Capt.*
Murray, Ron ('52-'55)
Murray, William ('62-'64) *Capt.*
Napierala, Thomas ('60-'62)
Nelms, Dan ('64-'67)
Nichols, Ronald J. ('54-'56)
Nielson, Donald ('-'-')
Norton, James ('64-'66)
Obenauer, Pete ('64-'67)
Ogilvie, Roger ('52-'54)
Ogilvie, Robert ('47-'52)
Old, Robert ('47-'52)
O’Quinn, Herman ('53-'57)
Palloni, Frederick, Jr. ('-'-')
Palmisano, Mickey ('52-'55)
Pandorff, Robert ('50-'53)
Pappano, Anthony “Pappy” ('48-'52)
Park, Edward ('48-'54)
Parker, Dewey J. ('48-'52)
Parker, Maurice ('-'-')
Paul, Robert ('62-'64) *XO*
Pearson, Billy Dean ('51-'53)
Petrylak, Joseph J. ('-'-')
Pfeiffer, Joe ('57-'59)
Phifer, John ('50-'54)
Pierce, Ken ('46-'49) *Plank Owner*
Pizzi, Al ('48-'52)
Powers, Ed ('57-'58)
Prussack, George W. ('61-'64)
Rankowski, Charles ('64-'65) *Capt.*
Ray, Robert R. ('46-'48) *Plank Owner*
Regina, Joseph ('62)
Reilly, Paul ('55-'59)

Rice, Edwin A.. (' - ')
 Robinson, Alden F. (' - ')
 Robinson, Robert L. ('51-'53)
 Robinson, Steven C. ('56-'58)
 Rosario, Norman (' - ')
 Ross, Charlie ('62 -'64)
 Ross, Frederick A. ('50-'54)
 Ross, William ('50-'53)
 Rost, William Jr. ('60-'63)
 Rukin, Herbert J. ('61-'66)
 Salva, Steve ('56-'57)
 Sample, Gene V. Sr. ('49-'53)
 Sarao, Joe ('55-'57)
 Samsel, Robert O. ('49-'53)
 Sarquiz, Joe ('55-'57)
 Schadler, Frank ('52-'54)
 Schaefer, Ed (' - ')
SCHRADER, NEAL ('57-'58)
 Schroeder, Carl ('53-'55)
 Schwab, Rollin ('56-'59)
 Seaver, Llewellyn "Dave" ('53-'57)
 Senk, Ralph ('54-'57)
 Senderovitz, Steve ('61-'64)
 Shannon, Frank ('52-'54)
 Sheehan, Robert ('50-'54)
 Sheehan, Joe ('51-'55)
 Sherry, Peter M. (Unknown)
 Shields, Robert J. ('52-'56)
 Shifton, Joseph ('48-'49)

Siegerdt, Ronald R. ('53-'56)
 Simmons, Fred S. Jr. '46-'56
Planck Owner
 Skorupski, Stanley S. ('55-'57)
 Smith, Charles F. ('64-'66)
 Smith, Carol ('51-'54)
 Smock, Merrill G. ('56-'58)
 Smoyer, Earl ('51-'53)
 Spratt, Tom ('60-'62)
 Spies, Charles J. ('53-'55)
 Stamm, LaMoine O. ('53-'55)
 Stanley, Bob ('50-'54)
 Staszewski, Sigmund ('51-'55)
 Stewart, Rod (XO) ('64-'65)
 Sullivan, F.M. ('47-'52)
 Taylor, Lawrence K. ('48-'49) Capt.
 Taylor, Thomas B. ('50-'52)
 Totman, Deloris ('54-'55)
 Totten, Randy ('61-'63)
 Turner, Carol Anton ('57-'59) Capt.
 Turner, John ('62-'67)
(Past President Shipmates Assoc.)
 Tyminski, Bill ('51-'55)
 Vascotto, Richard ('52-'55)
 Viertel, Otto ('52-'55)
 Villane, Jack ('52-'55)
 Villanti, Dr. Anthony ('54-'56)
 Virilli, Paul ('48-'52)
 Vogler, Edward Allan ('52-'54)

VonSee, Curtis B. ('57-'59)
 Vorhees, George ('46 -'50)
 Wahl, Harvey G. ('47-'51)
 Ward, Ray, ('60-'62) Capt.
 Weist, Francis ('51-'55)
 Wescott, Lonnie ('51-'52)
 Wheeler, Fred ('58-'59)
 Wheeler, Larry ('63-'65)
 Wellington, Howard W. ('51 -'55)
 White, Richard ('54-'56) Capt.
 White, Robert ('46 -'50)
 Wigglesworth, Carl E. Jr. '66-'69
 Wilcott, Clarke J. ('62-'64)
 Williams, James G. ('48-'52)
 Wingenroth, James ('62-'63)
 Wipperman, Bill ('58-'61)
 Woloszyn, Joseph ('48-'52)
 Wren, Bobby ('53-'56)
 Zenni, Martin ('52-'54)
 Zerbe, James A. ('53-'56)

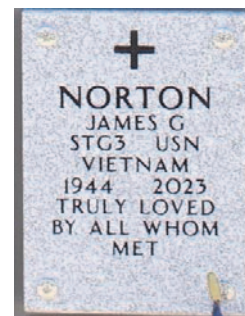


Shipmates, your tour of duty is over, the enlisted have the watch, The Officers have the Conn.

May you have fair winds and following seas forever. The good Lord is with you now and for eternity.



Leon McCoy
 July 23, 1933
 June 12, 2022



and put my head against the bulk head and rest my eyes. While in this down time as fate would have it, **Buckskin** himself walked in and upon seeing me resting with my eyes closed immediately shook me and started laying to me. When he finished, his last reply was “**you’re supposed to be a 2nd class, well not anymore** “. I was placed on report and recommended for Captains’ Mast. From there things went pretty fast, first XO’s mast with the captains to follow. During the days between the XO’s and Captain’s mast I was visited by LTC Beasley. I explain to him what took place and why I was doing what the captain saw. A few days later I was approach again by LTC Beasley and he informed me that upon further consideration the whole matter had been dropped. Nothing further was ever said but I am sure, **Favor Returned**.

Monologue: At my very first reunion in Virginia Beach, I had a chance to speak with Captain Ray Ward we had a nice talk and I told him of that incident. He smiled and said “I don’t remember it BUT you probably deserved it”. We both chuckled and I am happy to say we became friends.

Thus ends my tale of one good deed, deserves another.

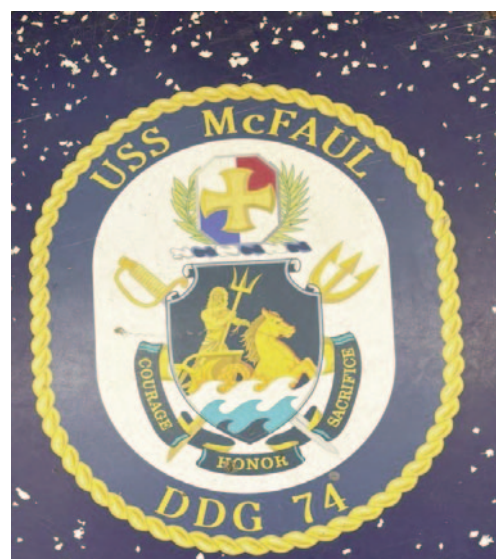
Stay well shipmate and have a great summer.

Ken

USS McFaul DDG 74

It was great to have a tour of an active-duty war ship. However, we could not take pictures in the areas that we could visit and could not go to areas that were not “SANITIZED”. We did get lucky to get to see CIC area. (No phones, no photos) We were lucky also to get a tour because the ship had just received orders to go to sea for an operation.

USS McFaul is an Arleigh Burke-class Aegis guided missile destroyer in the United States Navy. She is named for U.S. Navy SEAL Chief Petty Officer Donald L. McFaul. USS McFaul was the 11th ship of this class to be built at Ingalls Shipbuilding in Pascagoula, Mississippi, and construction began on 26 January 1996.





Missile Launch Deck



John White listening to officer in the background giving ship info.

Photos of the Bridge. Much different from the Roberts.





Fain Tail & Flight deck for helicopters

- Builder: Bath Iron Works, Huntington Ingalls Industries
- Combat System Integrator: Lockheed-Martin
- Date Deployed: July 4, 1991 USS Arleigh Burke (DDG 51)
- Propulsion: Four General Electric LM 2500-30 gas turbines; two shafts, 100,000 total shaft horsepower
- Length: Flights I and II (DDG 51-78): 505 feet (153.92 meters); Flight IIA and III (DDG 79 AF): 509 1/2 feet (155.29 meters)
- Beam: 59 feet (18 meters)
- Displacement: 8,230 - 9,700 Long Tons
- Speed: In excess of 30 knots
- Crew: 329 Total (32 Officer, 27 CPO, 270 Enlisted)
- Armament: Standard Missile (SM-2MR); Vertical Launch ASROC (VLA) missiles;
Tomahawk; six MK-46 torpedoes (from two triple tube mounts); Close in Weapon System (CIWS), 5-in. MK 45 Gun, Evolved Sea Sparrow Missile (ESSM)
- Aircraft: (Flight IIA and III (DDG 79 AF)) Two LAMPS MK III MH-60 B/R helicopters with Penguin/Hellfire missiles and MK 46/MK 50 torpedoes

USS Samuel B. Roberts (DD823)

Sound of The Mid Watch

The **Midwatch** may mean a few hours on watch for most Navy men, but to the crewmen on the USS Samuel B Roberts (DD823) it is the sound of **David Sterritt RD 3, Jeffery Gaynor STG 3** and **Charles Blackmore, RD3**, members of the ship's band. Their most recent engagement was to make the New Year Party for the **Roberts** an all-ship's occasion. Highlighting this event, the **Midwatch** brings sounds that have been heard in the Mediterranean and in ports of call in the United States. While the **Roberts** was

undergoing regular over-haul in **Boston**, the “**Midwatch**” has continued its tradition of good music for the benefit of its ship and crew.



L to R, Sterritt, Lee, Blackmore, Gaynor



L to R, Gaylor, Lee, Blackmore, Sterritt

From: Commanding, USS WILLIS A. LEE (DL-4)

29 FEB 1968

To: BLACKMORE, Charles E.

Via: Commanding Officer, USS Samuel B. Roberts (DD 823)

Subject: Performance of the Band “Midwatch,” appreciation of

1. I would like to commend you for the outstanding performances you gave in both Sousse, Tunisia and Siracusa, Sicily. The enthusiasm, dedication, and general fine quality of these appearances, played a very major part in creating goodwill in these cities for the Navy in particular and the United States in general. Congratulations on a job well done.

W.J. MOREDOCK

In addition to the recognition received for operational commitments, the Squadron was also cited for the manner in which it carried out its community relations program. Special visits were made to Sousse and Tunis, Tunisia by the **Lee** and **Roberts** respectively. According to the men of the two ships, a friendly rapport was established between the crewmembers and the Tunisians, thanks in part to the music provided by their rock and roll band.

During Lee’s visit to Sousse more than 5,000 Tunisians swarmed across her decks and listened to the band. The music provided entertaining enough for the rock and rollers to be invited for a special performance in the town square.

USS Samuel B. Roberts (DD823)

FPO New York 09501

DD823:CPP:1n
1650
Ser 998

13 NOV 1966

From: Commanding Officer, USS Samuel B. Roberts (DD823)
To: SMSN Paul Richard DENAULT, USNR
Subject: Commendation

Ref: (a) Commander Cruiser-Destroyer Force, U.S. Atlantic Fleet message
0511815Z of 5 August 1966

1. Reference (a) announced the results of the Cruiser-Destroyer Force, U.S. Atlantic Fleet, Fiscal Year 1966 Battle Efficiency Competition. **USS Samuel B. Roberts (DD823)** was named winner of the following awards.

Battle Efficiency Award for destroyer Squadron 24
Departmental Excellence Award for Engineering

2. The Battle Efficiency Award and Departmental Excellence Award are made to one ship in each squadron. In addition to meeting all the annual basic training requirements, the winning ship must have the highest score in the squadron in overall battle readiness for the competitive year. This marks is obtained by averaging grades for exercises during the year as well as marks received for smartness, efficiency and over all performance in fleet operations.
3. Thy winning of the Battle Efficiency Award is a reflection of the outstanding performance of duty and achievement by the crew of the ship. You, as a member of the ship's company during the past competitive year which included an around the world cruise and combat operations as a unit of the U.S. Seventh Fleet Forces off Vietnam, contributed significantly through individual perforce and effort to the winning of the Battle Efficiency "E" for **Samuel B. Roberts**. You are congratulated and hereby commended form your outstanding professional performance and devotion to duty.
4. A copy of this letter will be made a part of your official record.

W. R. Glaser

Paul R, Denault, SMSN, USN
USS Samuel B. Roberts (DD823)
FPO New York 09501

Dear Signalman Denault,

Then first nuclear-powered Task Group in history, TG 77.7 engaged the enemy at 720H on 2 December 1965 in South Vietnam.

The Task Group under *Commander Carrier Division Three* composed of the nuclear ships *USS ENTERPRISE (CVA(N)- 65)*, Commanding Officer, Captain James L. Holloway III, *USS Bainbridge (DLG(N)-25)*, Commanding Officer, Captain Hal C. Castle, and, under *Commander Destroyer Squadron Twenty- four*, Captain Carl A. Sander, the convention power destroyers *USS Berry (DD-933)*, Commanding Officer Otto D. Tiderman, and *USS Samuel B. Roberts (DD823)*, Commanding Officer William R Glaser.

Enterprise had embarked *Carrier Air Wing Nine*, Commanded by Commander F. Taylor Brown, which consisted of the following squadrons and units:

<i>Fighter Squadron 92</i>	Commanded by Commander Edgar A. Rawsthorne
<i>Fighter Squadron 96</i>	Commanded by Commander Rober D. Norman
<i>Attack Squadron 36</i>	Commanded by Commander John E. Marshall
<i>Attack Squadron 76</i>	Commanded by Commander James B. Linder
<i>Attack Squadron 93</i>	Commanded by Commander Albert J. Monger
<i>Attack Squadron 94</i>	Commanded by Commander Otto E. Krueger
<i>Reconnaissance Attack Squadron 7</i>	Commanded by Commander Kenneth E. Enney
<i>Heavy Attack Squadron 4</i>	Commanded by Commander Donald L. Jenson
<i>Detachment M</i>	
<i>Carrier Airborne Early Warning Squadron 11</i>	Commanded by Lieutenant Commander Wayne House, Jr.
<i>Detachment M</i>	
<i>Helicopter Combat Support Squadron 1 Detachment M</i>	Commanded by Lieutenant Commander Robert L. Wheeler

You were a member of that Task Group and your contribution was instrumental to the success of the operation.

H.L Miller
Rear Admiral, U.S. Navy
Commander Carrier Group Division THREE
And Commander Task Group 77.7

Gunfire Exercise, Culebra, Puerto Rico 1964

DESRON 24 participated in Operation Springboard in early 1964 ... late January or in February in the Caribbean Sea... a most enjoyable respite from the harsh winter in Newport ... with exercises around Guantanamo and Roosevelt Roads ... but most importantly, port calls in San Juan, St. Thomas, St John, St Croix, and other great places when tropical hours workdays were implemented.

The Samuel B Roberts was scheduled to conduct day and night shore naval gunfire support exercises on the NGFS Range on Culebra Island after a long weekend in San Juan. We had an engineering casualty that prevented us from sortie with the other Squadron ships on that Monday morning. It got fixed late in the afternoon and we were on the way to join the other ships on the range ... Culebra Island was only a little over 60 miles from San Juan, and we would get there by 2100 or 2200 that evening. The Weapons and Ops Departments had been practicing dry NGFS exercises for some time and were looking forward to doing it live fire.

While enroute, sometime around evening meal, the XO, LCDR Bob Paul, approached me and asked what I thought of doing our night NGFS exercise for score on our initial run on the range. In my mind I was thinking "WHAT? You're out of your mind! We haven't done this for over a year, many on the WEPS/OPS/NAV team have never done a NGFS exercise, and you want to go for score without a practice run prior?" Besides hitting a target, you have to make adjustments ordered by the Shore Observer, keep continuous star shell illumination coverage, and execute counter-battery fire. Not a small effort! AND, since we were delayed, we missed the opportunity for a Daylight NGFS exercise to "get our feet wet" and settle in on a live-fire routine.

Well, apparently the other ships at Culebra were having a bad time ... disorganized ... near mishaps ... confusion ... it was a cluster ... and Captain Murray, listening to the radio traffic, wanted to get in and get out quickly. I expressed my concern and reservation to XO Paul ... but he persisted, and I ... with nagging uneasiness in my stomach ... eventually said 'yes'.

We joined the ship rotation on the NGFS Range and, when our turn came around, we told the NGFS Range Officer our exercise would be for score, not practice. I remember they asked twice for confirmation our run would be for score. And then we were on the range ...

And we did well. Two small errors lost 4 points, and just "the fog" of being the first-time cost 7 points ... but we passed with a score of 89. When the score was announced by the Range Officer over the radio, Captain Murray was ecstatic ... saying something like "Whoo-hoo! ... Mr. MacKay (to the Ops Officer), request permission to exit the range!".

I was less excited ... if we could do it again our score would be 93 or better. And the whole team wanted to shoot a lot more rounds than just one pass. But at that point we were the only ship to have a successful NGFS exercise completed, in one run, and were possibly the envy of the entire DESRON. And we certainly made Captain Murray look good. We all slept well that night.

I have no recollection if/when we completed our daylight NGFS exercises.

I was fresh out of OCS in December 1963 reporting aboard the USS Samuel B Roberts DD 823 to start what I had hoped was a new adventure in my life. The Roberts was returning from a Med Cruise and had experienced some very bad weather on the return trip. I was waiting on Pier 1 as the ship approached and moored. The ship was definitely appeared to have had a rough crossing with lots of rust and beat-up appearance. As soon as the mooring lines were secured about a third of the crew excited for liberty. I waited until things settle down then approached and asked permission to come aboard. I met with Bill Makay, the Operations Officer, whom said I was to be assigned to the Weapons Department. He asked Peter Creasey to show me around. Peter spent some time showing me around the ship and dropped me off at the forward Junior Officers Berthing area where from one to six officers were berth in a space of what seemed like a 10'X10' space. Once inside my new berthing area my preconceived impressions of life aboard a Navy ship were calibrated. It was small, crowded, cramped, and not very comfortable. But in truth, the area was only used to pass out and sleep after a long watch or busy day.

We spent almost a month in port giving me enough time to learn my way around, my responsibilities and develop some friendships. Life aboard was busy, and I learned a lot. Come February the ship made plans for a two-or three-week deployment to the North Atlantic. Getting underway was exciting and gave me visions of new places and new experiences. Underway I had bridge watch working with the OD to learn station keeping. We were in company with 3-4 ships in our squadron. On the way north I got a lot of station keeping experience and enjoyed the duties. For two or three days the seas were fairly calm, but the weather forecast called for heavy seas and winds. In anticipation of heavy weather, the captain ordered everyone to make ready for the coming weather.

I grew up in Rhode Island, a state that is mostly ocean. I had both power and sail boats; fished with rod and reel and in water with a spear gun. However, none of that got me ready for the North Atlantic with waves that peaked at about the height of the bridge and a dinner that night was greasy pork chops. I had the 8 to 12 watch on the bridge. I was watching the inclinometer going from 30 degrees to port and 30 degrees to starboard. I somehow made it through the watch with a light head and a very unsettled stomach. At the end of the watch, on my way to head, I was over the rail recycling the pork chops. Chief Evens, my chief gunner's mate and salty as the come, happened by and asked if I was sick, I answered in the positive and the chief to me "You're not sick until you feel the hair of your AH in your throat, now get something to eat." He told me to eat some crackers and go to bed and in the morning force down some breakfast. I did what he suggested and my queasy stomach slowly settled down. That was the first and last time I was sea sick.

Michael Testa

Mike, I think all of us that served on a destroyer has gone through something like that.

I have three special memories of our time deployed in the Vietnam theater. The first is **Martha Ray**. Frankly, I don't remember the show, what I remember is being amazed that she was on a destroyer somewhere in the Vietnam theater, putting on a show for the troops, and being thankful for that incredible display of support. I'm still and amazed and still thankful.

The second incredible memory is when my brother Tom, a marine artillery officer in country, who was a forward observer, flying around in some little plane, calling in airstrikes, artillery and naval gunfire with the troops, showed up on the **SBR** when we docked in Subic Bay to see how naval gunfire worked from the originating end. He spent a week on the bridge and in **CIC** observing the **SBR** going through its naval gunfire training.

The third is the emergency request for a critical part for the sonar, out of service in a combat area. Of course, the wrong part became, and hell rained down on me from the old man, exec, all the way down the line. Turned out that the part was correct, and the electrician simply put it together wrong. And I lived to fight another day.

Always a pleaser,

David Palmerlee

Dec.21, 1965

Dear Mom and Dad,

Santa Clause may not be coming to the **Roberts** this Christmas, but **Martha Ray** is. She and her troop arrived on the **Enterprise** yesterday and they will be highline from one ship to another until she has put in an hour-long show and spent an afternoon with each of us. I never realized what an important gesture it was to send show people to military outposts. But now I know. It's funny how real Christmas spirit can be squeezed into an austere situation. I hope nothing goes wrong.

We are north now, in and out of visual range of Hunan for about 6 weeks doing **ASW** operations. Occasionally a **Russian** trawler appears weaving in and out of formation, sniffing at one ship then another. We aggravate her anyway we can. Yesterday we waited until she was downwind and blew tubes all over her. Right in her wake, wherever she goes, is a little **Navy** tug. Two can play the same game.

I've been collecting officer's theories on handling paperwork. Since it is a problem of yours. I'll pass it along. **Mike Teasa**, G Division Officer, always had a neat desk and never seems overburdened with paperwork. He says "anything not actually critical to national security I throw away." **Bill Fey** who is of a clerical bent, files it all. He has a neat desk, but as time passes he starts to take up a lot of drawer space. The **XO** routes all of his to someone else with a little attached message like "Please expedite" or "investigate and inform me the results." I put all of mine in the middle of my desk and worry about it. What's on top is always bad enough, but what's out of sight beneath is foul food for the imagination.

Martha Ray has come and gone now. She was worth more than a week of liberty to the Crew.

Love, **Charlie Fox**

Tin Can Sailors 50th Anniversary

2026 National Reunion

August 23-27

Warwick, Rhode Island



Tin Can Sailor room rate
\$149.00 plus tax per night
(single or double)

Included in the hotel rate

- Breakfast
- Complimentary hotel parking
- Complimentary PVD airport shuttle



Reservations can be made by calling
(401) 732-6000, group code is TCS.

You must mention that you are with
the Tin Can Sailors when making the
reservation to get the TCS rate.

Reservations may be made through
the link at www.destroyers.org.

Crowne Plaza Providence-Warwick

Possible tours may include:

- Battleship Cove
- Replica Vietnam Memorial Wall
- Newport, Rhode Island
- Lighthouse tour
- Fall River Heritage Park
- The Breakers Mansion
- Tin Can Sailors Headquarters

More information will be in the Spring 2026 issue of The Tin Can Sailor.

Information/registration packets will be available soon. Call Headquarters at 508-677-0515 and ask for Annmarie to add you to the mailing list or request one online at www.destroyers.org.

We look forward to seeing you in August.

Shipmates,

Please go to the Tin Can Sailors website to download anymore info about the August reunion. If you to the website you can put you can request a package that includes everything you need to know. Its not up at this time of printing of the Scuttlebutt. Will not have an another "Butt" until after the reunion. I'm still have problems with my right arm after my stroke in Nov. 2024. I'm getting better, its that my hand cramps up after being on the laptop for a while.

Also want to give thanks to **BOB Hunt** for the info on the **McFaul DDG 74**.

Terry Haskins, Secretary, Editor of the Scuttlebutt

**U.S.S. SAMUEL B. ROBERTS DD-823
SHIPMATES ASSOCIATION
2025 TREASURER'S REPORT**

Ending Balance (12/31/2024).....	\$4,953.23
Deposits (01/01/2025 - 12/31/2025).....	<u>\$235.00</u>
Sub-Total.....	\$5,188.23
Disbursements (01/01/2025 - 12/31/2025)....	<u>\$1,900.67</u>
Ending Balance (12/31/2025).....	<u>\$3,287.56</u>

2025 Deposits:

Dues.....	\$35.00
Donations.....	<u>\$200.00</u>
Total:.....	\$235.00

2025 Disbursements/Expenditures:

Scuttlebutt, Letters, Envelopes, Printing & Postage.....	\$1,890.23
Terry Haskins - Office.....	<u>\$10.44</u>
Total:.....	\$1,900.67

Receipts on file.

Respectfully Submitted,
Kevin McKeown, Treasurer

Happy Birthday America celebrating 250 Years, Shipmates, Thank You for keeping us free during your time of service in the U.S. Navy.

Shipmates, wives and children, in need of more sea stories, serious, funny or just a day in the life on board a destroyer. Anything that might be of interest or important to the association is welcome. Can be sent by mail or email.

Terry Haskins,

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Sammy B. Scuttlebutt
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