

Scuttlebutt

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



On the Scope

Greeting shipmates,

I hope this issue of the Butt finds everyone well and doing good. A quick check into my records and I think that this addition of "On the Scope" will mark my 57 contributions to the "Butt" and it is by far the hardest one that I have written. It is with great sadness that I inform you that since the last edition of the "Butt" we have learn of the passing of two people who were prominent greatly involved with our Association.

In late March of this year, we received a notice that on March23, 2026 Carole Green the husband of late shipmate Frank Green passed away. For those of you who don't remember Frank, he was a very active member of our Association and was instrumental in getting the Scuttlebutt up and running. In addition, he was the sole person who ran our ships store. Upon his passing Carole was a vital person in helping Jim Norton take over the reins of the job of learning the operations of the Butt and help with its continuation. In addition, she volunteered to continue to operate the ships store for years until its end. Her contributions and friendship were greatly appreciated and she will be dearly missed. Rest in peace. Sadly, in early June I was informed of the passing Kevin McKeown on June 6, 2026. This news was for me very personal. Not remembering the year but it was the reunion at Virginia Beach that my daughter read an article of the reunion. Knowing that I served on the Roberts,



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)
CUNNINGHAM, ROBERT ('52-'56)
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)
GEE, GEORGE ('64-'66)
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-'70)
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)
LAFLAMME, JOHN ('46-'48)
Plank Owner
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)
McKEOWN, KEVIN ('64-'66)
McKinney, Bob ('53-'56)
McLeod, Norman ('50-'52)
McNamara, Charlie ('54-'56)
Meerholz, Marty. ('56-'59)
Merrill, Frank ('55-'59)
Mersurvey, Edward ('49-'53)
Miller, Edward ('-'-')
Miller, Winston Y. ('-'-')
MOLLOY, STEVEN ('47-'48)
Mondy, Lloyd ('51-'53)
Moran, Bob ('58-'58)
MORGAN, JAMES ('57-'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)
PERSON, JOSEPH ('63-'?)
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
Plank 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)

*May They
 Forever
 Rest In
 Peace*



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

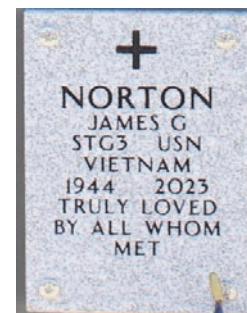
May you have fair winds and following seas forever. The good Lord is with you now and for eternity.



Leon McCoy

July 23, 1933

June 12, 2022



she encouraged me to attend. After relentless pushing she convinced me to check into it. My inquiries led me to communicating with none other than Kevin. After a discussion with Kevin, I decided to attend the reunion. Upon attending Kevin was the very first shipmate I met and it became a long running friendship.

Kevin as you know was a devoted member, never missing a reunion along with his loving wife Mary. He was also our ever-reliable treasurer always maintaining our expenditures with great accuracies. He was also a member of the "Tin Can Sailors Association". He served for 10 years and was a 1st Class Boiler Technician. While the Robert's wasn't the only ship he served on, he always mentioned that it was the best one.

This Association has lost one of its founding members and his lost will be sorely missed. Fare well my friend and smooth sailing.

Here are two excerpts from Kevin's contribution to the "Muster Book". Of all of my duty stations, the 3 years on the "Sammy B" was the most challenging and rewarding and prepared me to cope with the stress of civilian life."

And "I was very proud to have served on the USS Samuel B. Roberts (DD-823). I have made many friends which continue to this day, thanks to the reunions of the USS Samuel B Roberts (DD 823) Shipmates Association.



Donations in Carols memory, Quinton Fire Dept PO Box 8, Quinton, NJ 08072, Ambulance Corp. PO Box 257, Quinton, NJ 08072 or Maddie and Friends 330 Pecks Corner Road, Salem NJ 08079-11789

Donations in Kevin McKeown name Hope House Ministries, PO Box 358, Port Jefferson, NY 11777, ST Louis de Montfort R.C. Church Outreach, 75 New York Ave., Sound Beach, NY 11789

Ken



Ralph Senk '54 - '57



(L to R) Salvador Impenna '57- '59, Jimmy Morgan '57- '58, Frank Merrill '55- '59
Friends forever after serving on the Samuel B. Roberts together.

Rear Admiral George N. "Nick" Gee USN served on the Roberts from Aug.'64- Oct. 66.
For full biography go to Naval History and Heritage Command.

Attention

Please be advised that with the sad news of Kevin's passing the responsibility of being Treasurer of the Association will now be handled by President Ken Giardina. Therefore, any inquiries, contributions or questions should be directed to him. Ken can be contacted via email at giarkc@ptd.net or mail at Ken Giardina 136 Franklin Ave Saylorsburg, PA 18353. In addition, he can be reached via text 570-856-7324 or land line 610-381-3714.

Ken

Challenges of Preservation: Recent work on the "Jumpin Joey"

By Richard Angelini

Restoration Lead, USS Joseph P. Kennedy Jr DD-850

Back in 2019, we thought we had it made as the ship was really looking fresh and restoration projects ventured into areas we never completely preserved before. Our team decided to remove degraded tile in the M/B Engineers Division berthing aft as part of the rehabilitation of the entire space. Little did we know this effort would show us much wastage of the original steel decking that would center our forward efforts across the ship and change our mindset.

While COVID hit many hard, it was devastating to many ships. Our steam residential type boiler to maintain the climate for the paint and other ship needs went down for good. Volunteer efforts aboard slowed

dramatically and we turned to fundraising to push the ship forward. This fundraising effort that brought in over \$250,000 from private donors allowed us to change our position from display to outright shipyard type efforts to preserve the most important artifact- the ship's structure itself. The mindset changed after COVID... fighting for survival is now key.

The first step was to bring in remediation contractors to remove tile from various areas of concern on the main deck and below including the entire main deck, mess decks, all berthing, and associated spaces. This proved our worry that many of these decks were wasted under inches of tile and leveler.

The years 2023 and 2024 brought much progress as preservation aboard took off with volunteers and donations leading the way. Major tasking included:

- All ship's original style fluorescent light fixtures rewired for LED
- New residential boilers along with electric heaters were procured and installed
- 440v pier power receptacles installed and pumps procured in case of emergency
- New steel deck replacement in the steam line, M/B Division berthing, First Division berthing, mess deck, laundry, and the Fo'c'sle.
- Smoke Stacks No 1 and No 2 completely repainted
- Steel replacement forward of No 1 Smoke Stack
- Aft Mast, Bridge Face, Boat Davits, ASROC Deck, Torpedo Deck, and DASH deck repainted
- Steam Line, IC Room, FWD Junior Officers Quarters, and After Main Passageway repainted
- ASROC Control Station Window frames completely rebuilt

With the ship turning 80 years old in 2025, anything can happen...and it did. Late in 2024, one of our volunteers in C-205L berthing noticed water dripping from the overhead under the Fantail boat winch. A quick touch of the insulation brought down an avalanche of rust as the deck above was completely wasted. The effort to rebuild the boat winch and the deck under it eventually grew to a complete steel replacement from the areas surrounding MT52 aft to the Fanfare unit. It was more than we expected but the ship needed it greatly. This project is still underway as of this writing.

Even with all the money and volunteer hours invested in USS Joseph P. Kennedy Jr DD-850 over the past few years, the challenges and projects remain. Our goal still remains the same, however, which is to repair and replace all internal main structures of the vessel prior to going to drydock. This would include verifying and reestablishing water tight integrity where needed. Projects underway this year are:

- Test thickness and replace wasted metal as needed on the Fo'c'sle
- Replace wasted steel and repair the Refer Deck
- Insert new decking in the SONAR Equipment room and Fox Division berthing
- Repair wasted steel in C-204 and C-205 After enlisted berthing spaces and reinstall all lockers and berthing racks.
- Fabricate covers for the forward expansion joint.
- 03 Level Signal Deck refresh

When you visit the “Jumpin Joey” and see areas with dirt and some rust, know that the crew is working as hard and as fast as we can to revitalize this FRAM destroyer. The challenges are many for a ship that is now 80 years old and finances are limited to donations and ticket receipts at the museum. The volunteer crew has undertaken an amazing job on this ship with detailed restoration undertaken in each area once the structure has been solidified.

This is all worth it of course as this ship represents thousands upon thousands of destroyer sailors who served over the past 80 years and the vessels they served on. Our timeline focus for USS Joseph P. Kennedy Jr DD-850 is the era of the Cuban Missile Crisis through the Vietnam War. A Generation of US Navy sailor served honorably during this timeframe that included Anti-Soviet reconnaissance and deterrence, gun line duty off Vietnam, and the NASA space capsule recovery program.

Submitted by Tom Zwemke



Underway for the Cuban Missile Crisis 1962

DESRON 24 had a 5-week or so underway training period July-August 1962 shortly after I reported to the Samuel B Roberts for duty. We made one port call ... Quebec City. During the transit back to Newport, I was told I would be going to the ASW School in Key West. There was no one slated/qualified to replace the current ASW officer, LTjg Don Briselden, who was due to rotate off the ship in spring 1963. Even though I was the last, and most junior, Ensign to report to the Sammy B that summer, most, if not all, the other Ensigns were on board for temporary duty, or due to rotate prior to me ... I was just beginning a two-year tour on the ship.

ASW School was a great experience, despite the southern Florida summer heat. The Friday we departed Key West, Oct 19th, we noticed new, unusual, activity on the Key West Naval Station, Naval Air Station, and Key West airport ... totally unaware the Cuban Missile Crisis was underway. That Sunday evening is when President Kennedy went on TV to announce to the Nation what was going on. It was also that Sunday evening I reported back onboard the Roberts.

I was surprised to find the Weapons Officer, LT Jim Wilson, was onboard ... as I was escorted to report to him as the new 2nd Division Officer ... but he was on board to prepare his department for an emergent underway the next evening. He said my arrival was fortunate since the ship was to onload a full complement of ASROC missiles, 28 in all, the next day and my ASW school ASROC indoctrination would be put to good use. [Everything had been off-loaded because the ship was undergoing a three-week Repair Ship maintenance availability.]

I said something to the effect that doing such loading was impossible in one day, given the time and sequential requirements for each missile, and restrictions such as only one nuke missile could be on deck at one time. LT Wilson listened, and then said to me something like: “Mr. White, we get underway tomorrow at 1800 ... we will have a full ASROC launcher and full magazine, *Do You Understand?*” Oh, my ... talk about abruptly learning the difference between the “book” requirement and practical reality ... this certainly was such a moment ...

Early, VERY early the next morning I met, for the first time, GMMC Paul Evan, the senior missileman and ASROC expert (and an exceptional Chief Petty Officer!). We divided responsibilities ... he supervising the launcher loading of 8 missiles (including two nukes) ... me supervising magazine loading 20 missiles, including at least four nukes. Launcher loading was more complex and time consuming. The entire ASROC crew worked the entire day ... I recall eating breakfast, lunch, and dinner on station. Don Briseldon monitored everything ... he was present all day, too.

When the ship got underway, the launcher was full and in its “at rest” position. I recall there were two or three conventional missiles still on deck in shipping containers, but all nukes had been secured in the magazine. It was well after dark, and we were well at sea by the time we were done and secured the ASROC magazine.

The ship was off to the North Atlantic ... unlike every other ship, all ordered south to the Caribbean for blockade operations, the SBR went north for (Soviet) submarine barrier patrol.

John White (ENS, USN; 2nd Division Officer)

8/2/2026

The Appendicitis Episode 1964

The Samuel B Roberts was operating in the Virginia Capes exercises area ... we may have been with other DESRON 24 ships. The date exceeds my memory half-life, but it was probably sometime in spring 1964. Anyway, we were detached and sent at max speed to meet a submarine incoming from directly east. The sub had a sailor with appendicitis, and we were directed to take him off and transport him to Newport Naval Hospital for emergency care. It so happened we had the Squadron doctor embarked (which seemed to be the norm ... for instance, Dr Irving P Ratner was on the Roberts for the entire Med Cruise the fall of 1964).

I happened to be the OOD when we were due to rendezvous with the sub. I was directed (by Captain Murray) to maneuver so that we would be on a parallel course with the sub, 150 yards on its port side, so that our motor whale boat on our starboard side could be immediately lowered to proceed to the sub to pick up the patient.

We were doing 27kts, maximum for two boilers, course 090⁰ T, the sub was on 270⁰ T, 10 kts. We could have gone to the starboard of the sub to pass astern and come up on its port side ... but it would be quicker to angle out to our starboard and turn to port before reaching the sub, order 10 kts and use the turn to kill speed and end up in position 150 yds from the sub. However, what that meant is we would be pointed directly at the sub (generally considered a no-no) for much of the turn. But I did it anyway. I noted Capt. Murray said nothing, but got out of his bridge chair and paced the deck during the turn ... he was agitated a bit ...

Our calculations were spot on ... we ended up exactly 150 yards from the sub on parallel course. The MWB, at the ready, was dispatched without delay. Capt. Murray said to me something like "That was nicely done. Don't ever do it again." I well knew what "it" was.

Then we raced to Newport. The NAVHOSP was alerted and would have an ambulance on the pier to meet us. We arrived at night in a dense fog. The Navigator, LTjg Jim Antenucci, guided us in, Capt. Murray had the conn himself. It was solely radar navigation, none of the visual aids could be seen. At the point Jim recommended turning north to go around the south end of Conanicut Island (Jamestown) across from Fort Adams and Hammersmith Farm, Capt. Murray hesitated, saying something about being too soon ... Jim cut him off and said "Captain, if you don't turn now, you will be aground in 20 sec ..." Capt. Murray cut Jim off with "LEFT FULL RUDDER". And we then proceeded nicely to the Destroyer Piers in Coddington Cove.

Captain Bill Murray was a tough CO, but he knew everyone in the crew and who to trust. Jim Antenucci was one very trusted officer.

By the way, enroute to Newport, the Squadron Doc did an emergent appendectomy on the wardroom table (the wardroom was designed as a wartime OR), but that's a story for another time.

John White, LTjg, USN, Weapons Officer

8/9/2026

Return from Med Cruise December 1963

DESRON 24 departed Naples, Italy December 8th 1963 to return home to Newport, RI in company with the USS Essex CVS 9 ... I think we were ASW Task Force 4 ... we were completing a Med Cruise. The transit was to take ten days. Ten days ...

Shortly after transiting the Straits of Gibraltar, we hit heavy seas, not unusual in the North Atlantic, particularly for late Fall and Winter seasons. But it became relentless ... and increasing in severity. The wind velocity and waves got higher. I can't remember the exact sequence of events, but we got to the point of riding into 60-foot waves regularly. Meals were eaten with everything in a soup bowl while you were braced against anything solid to stay in one place.

The DD's were doing better than the Essex, and at some point, the OTC released the DESRON ships to proceed independently at "best speed-of-advance". When we were about 60 miles ahead of the CVS, which was having a much more difficult time plowing the waves the DD's could ride over, the Essex hit one with such force it snapped its main mast, which fell and pierced the main (flight) deck and damaged two S2F ASW airplanes in the process. Thank goodness all the CV's had been fitted with hurricane bows by this time, otherwise the flight deck would have been peeled back. At that point, the destroyers were ordered back to the Essex ... it was feared that more damage was in store, and they wanted us for possible survivor rescue. All well and good ... how to pick up anyone or anything in those seas was not addressed. I recall seeing the anemometer pegged at maximum – 90 knots? – whatever. Riding over waves ... the stern would occasionally come so far out of the water, the props could free-spin ... the engineers had to be really alert. Ship hogging and sagging was a worry, too.

Captain Bill Murray personally took the conn to reverse course ... it is the only time I ever saw his shirt show sweat stains. We made the turn, and another when we got to the Carrier. This is when I saw the inclinometer at 54 degrees, the heaviest roll of my Navy career.

We got a short weather respite, long enough to refuel (in marginal conditions from the good ship USS Salamonie AO 26?) ... I have no idea how/why she was out there ... routine to meet a transiting Task Group mid-ocean? or maybe sent because we were well behind our transit timeline and fuel was being depleted? Well, after refueling the storms re-generated. Worries arose we would not make Newport by Christmas. And we began taking damage. The fantail was wiped slick ... all the lifelines and stanchions aft disappeared ... two on the stern taking the deck to which they were welded with them, leaving nice, round, big holes allowing water to flow freely into after steering ... THAT produced some urgent action, the steering gear being all electrical. A Division plugged the holes with the largest DC Plugs available and shored them in place. The main flow was stemmed, but submersible pumps were required to remove water still leaking through the plugs. One of the 2 ½ inch fire main risers on the main deck had been bent 15 degrees from vertical ... what force!

The transit took 15 days ... we pulled into Newport December 23rd ... beat up, tired, and relieved ... and I had a renewed respect for the power of the sea ...

John White, LT(jg), USN, Weapons Officer

Unexpected Trouble

Circa 1969 estimate, The Roberts anchored in the harbor of Port-Au-Prince, Haiti.

The people were quite poor and shortly after we anchored, began to take advantage of our close proximity to the shore to come alongside the fantail in small boats to sell or trade their goods. Navy sweaters were a trade item of high value for the wool content.

It didn't take too long before there were so many boats that there was not enough access for all of them. The locals decided to climb onto the Roberts to make their deals. That is when things went south. Not a good idea to board a war ship. The crew tried to push them back but were over run.

That is when the Repel Borders alarm was sounded. Many of the crew instantly responded by heading to the armory where they were handed a weapon and told to move out to the main deck. Fortunately, some of the crew grabbed fire hoses instead and used them to knock the boarders off the deck and push other boats away from the ship. Probably avoiding an international incident.

I have not found any other stories of war ships that have been boarded by local people and only one military boarding. During World War II, the destroyer escort USS Buckley rammed and disabled the German U-boat U-66 in the Atlantic. As the U-boat's crew attempted to board the Buckley, the US captain gave the order to "repel boarders." The American sailors used small arms and improvised weapons to fight off the German crew, and the U-66 was ultimately sunk. BTW. The USS Pueblo was boarded but was not a combat war ship. (Spy Ship)

Fairy tales start (once upon a time). Sea stories start (this really happened. No S..T)

Bob Hunt STG 2

Bridge time

Yes, lots... particularly under Capt. Murray... he only allowed three-section watch rotation. He was prepared for wartime all the time. I was the only non-department head to be an OOD(F) as an Ensign. Fortunate. But when I was promoted to be Weapons Officer, only department heads were OOD's.

BTW, I was not the OOD for the foggy entry into Newport in my latest story. Don't know why I was observing on the bridge-perhaps to ensure Deck hands support was at the ready. I don't know who the OOD, but it may have been a non-qualified trainee.. that happened to me in late 1962 through spring of 1963. At Sea Detail the CO, XO, Operations Officer and in my case LT. Jim Wilson, Weapons Department Head all were on the bridge... lots of supervision and oversight, but I learned a lot.

As everyone can tell from John Whites articles, being an officer on the Roberts had its moments.

USS Samuel B. Roberts (DD 823)

23 February 1966

Dear Family and Friends,

Its been over 6 weeks since my last letter to you. And again I'm at a loss to compress so much activity into a few short Paragraphs.

At this writing we are on search and rescue station in the Tonkin Gulf, somewhere between Hainan Island and the North Vietnamese mainland. Our job here is an important one. If our aircraft are hit over North Vietnam and the pilot must leave the aircraft, they try to make it back to the rescue destroyer for safe pick up. One

destroyer has a "Sea Sprite" helicopter aboard for faster pilot recovery. The destroyers also serve as check points for aircraft returning to the parent carrier.

Things have been quiet in two days we have been in the Tonkin Gulf. This of course is good. However, we are always waiting and alert for instant when we'll be needed. Yesterday we had a bit of a fright which later proved unfounded. Several surface contacts traveling at high speed, 25-30 knots, suddenly appear on the radar and were closing fast. Remembering previous destroyers encounters in the Tonkin Gulf, we were at full General Quarters (battle stations) in a matter of seconds. This was followed by an agonizing, but brief period of waiting before identification signals were exchanged and contacts identified as friendly. Just one of the daily events occurring out here, providing something new or different to keep things interesting.

To retrace our movements.. Our last at sea period (49 continuous days) ended 17 January at Subic Bay. There we had six brief days alongside a repair ship for repairs and maintenance. From January to 1 February we visited Hong Kong, British Crown Colony, the number one liberty port for sailors in the Far East. Really a fabulous city with probably the finest opportunities for shopping in the world. At this point the ship is literally jammed with tape recorders, radios, woodwork, china, silver, sports equipment, brocade materials, silk, jewelry and you name it. It has taken some real thought to find a safe storage for all the purchases.

Following the Hong Kong visit, we made a brief stop in Subic Bay for operations with Task Group 77.7 (ENTERPRISE, BRAINBRIDGE, and others). Again, more screening, plane guard, lifeguard and naval gunfire support assignments. In three consecutive days of providing gunfire support in the Third Corps Area (Saigon vicinity) we fired over 700 rounds of ammunition against Viet Cong assembly areas, base camps, supply, storage areas and boats. As usual our guns were true and fire was right on target in every instance. Most of the gun firing was conducted from a distance of about 5,00 yards (2 ½ miles) off the beach against targets as far as 6 miles inland. Spotting of fire on target was accomplished by Army airborne spotters in light aircraft.

One of the night fire missions was especially interesting. In the course of firing illuminating flares over a Viet Cong assembly area, several flares landed, still burning, on a hill side and literally set a forest fire blazing over a quarter of a mile area. The Viet Cong were forced to evacuate and in doing so exposed themselves to our high explosive shells which followed the illumination flares.

This about brings you up to date on operations. For those interested, ABC TV will televise a documentary on Seventh Fleet Operations on 10 March, 10-11 PM EST and PST 9 to 10 PM CST. This will be color show with scenes of carrier operations, naval gunfire support, river boat operations, navy personnel in Vietnam and of liberty in Hong Kong. I don't believe you will see the SAMUEL B. ROBERTS but the program should give you a good appreciation for our work with the Seventh Fleet. If you miss it on 10 March, I understand it will be rebroadcast on Sunday 3 April.

Statistics for the deployment continue to grow. Our Executive Officer, Lieutenant Commander Poreda, tells me we have been at sea 69 days of the past 81 days. Miles steamed since leaving Newport now total 33,419. About 2 million gallons of fuel oil consumed. Approximately 100 tones of ammunition expended in anger. Eleven of the crew are now fathers of babies they have yet to see. 8 boys and 3 girls. The latest additions have been: Seaman James P. KEEN (Boy, 4 Feb), Petty Officer Charles W. LEHR (Boy, 28 Jan), Petty Officer Don A. SMITH (Boy, 11 Jan), Petty Officer John M. KOSINSKI (Girl, 2 Feb), Petty Officer John L. TURNER, Jr. (Boy, 25 Jan).

Everyone continues to enjoy good health. This has been enhanced I'm sure by LT BLEVIN, our squadron doctor who joined us in Subic Bay on 22 January from the USS Barry. The Chaplain LT MAGOR moved over at this time to the USS HAKWINS. Perhaps I should explain, with 8 ships in the squadron, the Doctor and Chaplain try to move around spending a few weeks with each ship. And of course when ships are in company they are always available to go where needed. For example, when a helicopter is available, Sunday at sea is a busy day for the Chaplain. He spends most of the day riding the "Holy Helo" from ship to ship conducting services.

In relistment, SAMUEL B. ROBERTS is still batting 1000. The most recent have been Petty Officers Michael J. BERTALAN (4 years) Clinton R. MINK (6 years), Richard J. MORIN (6 years), and Boyce J. HONEYCUTT (6 years). Each received sizeable reenlistment bonuses, payment for unused leave, assurances of special schooling or duty of their choice, and special attention to ensure receipt of all the benefits accruing from reenlistment. HONEYCUTT set a new first aboard SAMUEL B. ROBERTS. His reenlistment was the first effected under the new Variable Reenlistment Bonus program where men in certain ratings can reenlist and receive up to 1-2-3- or 4 times the normal enlistment bonus. As a Petty Officer Third Class Sonar Technician, HONEYCUTT will receive a \$ 6,137.60 bonus for reenlisting for 6 years.

And now for the best news I can possibly send you. When this letter reaches you USS SAMUEL B. ROBERTS will be on her way home to Newport, Rhode Island. Our route will take us across the Indian Ocean, up the Red Sea, through the Suez Canal, into the Meditterian, across the Atlantic and finally to Newport. The final 12,000 miles ahead will complete our journey around the world and mark the end of our seven month deployment which saw the first Atlantic Fleet Destroyer participation in the Vietnamese War.

What more can I say except to thank you for the splendid cooperation and support you have given me through your loved ones.

Looking ahead, we hope to be securely moored in Newport, Rhode Island in about 6 weeks.

With warmest personal regards,

W. R. Glaser

Commander, U.S.Navy

Comanding

The Last months of the "Steaming Sammy B."

Submitted by Ensign Tarrent H. (Tarry) Lomax

I joined the ship in Piraeus, Greece on December 28, 1969, as an Ensign of 6 months, and relieved LTJG Bradford B. Waterman as the Main Propulsion Assistant, as he was doing double duty as MPA and Engineering Officer. I recall only too well the constant problems with the evaporators. Feed water for the boilers came first, freshwater for the rest of the ship came last. Nonetheless, as CDR Richard D. Coogan (the CO) noted on my Fitrep following that deployment " the main plant was repaired and maintained such that every operational commitment was met during the deployment". But not without much sacrifice on the part of the entire crew. And fortunately, we were in the Med and not the tropics.

The primary role we played was plane guard to the USS Saratoga (CVA-60) and the USS Roosevelt (CVA-42). When I arrived on December 28, the "Sammy B." was Med-moored in Piraeus, and the Saratoga was anchored in Fallen Bay off Athens. We got underway the first week in January and I went to my first "Sammy B" watch at

1200 that day. Being the fourth officer on the bridge I basically was assigned a corner to stand in. About an hour into the watch the Saratoga started launching aircraft and shortly thereafter the PriAir radio circuit came alive. Seems that one of the aircraft started streaming smoke from an engine immediately after launch, and then another aircraft spotted an engine on fire. In a matter of minutes both the pilot and backseat crew bailed out and I watched as the aircraft hit the water and two parachutes floated down. Helos picked up the air crew and we spent the rest of the watch ensuring that there was no floating debris. So much for my first bridge watch on the "Sammy B."

The Saratoga departed the Med in January 1970 and was replaced by the Roosevelt, and we continued our plane guard operations. Sadly, the Roosevelt also lost several aircraft and aircrew during that deployment. When we departed the Med in May 1970, the Roosevelt remained there.

As the Final Days article pointed out, during that deployment "Sammy B." also made two trips into the Black Sea to assert the right of freedom navigation in what the Soviets considered to be their domain. Those trips included constantly shadowed by Soviet "Bear" aircraft and Soviet patrol craft. The OOD's and CIC watch standers were thoroughly briefed on limited rules of engagement with the Soviets, we maintained a course around the Black Sea always in "international waters. As we exited the Black Sea the second time we encountered heavy fog in the Bosphorus Strait and had to anchor. The fog carried the sound of the calls to prayer from the minarets to the ship even though you could not see either shore.

In addition to the Black Sea operations, the "Sammy B." shadowed the Moskva during her first sortie into the Med. Then Moskva was the first of her class of helicopter carriers in service with the Soviet Navy. In preparation for the Moskva assignment we loaded a container in Greece onto the helo deck, and embarked several Navy and civilian personnel who spent most of their time onboard in the hanger and container. The container held an assortment of electronic snooping gear including thermal imaging equipment had to run external power cables to the container before departing Piraeus. Once equipped we followed the Moskva into the Adriatic sea off the coast of Albania (then a Soviet-bloc country), where the Moskva and several support ships were anchored, and spent many hours getting thermal images of various Soviet naval ships. I was told by the technicians that those images would be used to ascertain the location of the propulsion equipment and that information would be provided to our submarine forces.

The final deployment included visits to Piraeus, Greece, and Naples (mostly alongside the tender), Salerno and Taranto in Italy. We stopped briefly at Souda Bay, Crete for a load of Bunker C fuel (which we later discovered was so bad that for the next several days we were constantly changing and cleaning the atomizers for the boilers). But we did get a few days of liberty in Palma, Mallorca, Valencia, Spain and Gibraltar before departing for Newport, where we arrived on May 22, 1970.

I remained on board during the INSERV and pre-deactivation, and finally departed on November 2, 1970 – the day the "Sammy B." was decommissioned. Needless to say, the Summer and fall of 1970, was hectic as described in the article and with an ever-dwindling number of crew. As a "reward" I did get the Engineering Officer billet for 18 months on the USS Borie (DD 704). Same WWII vintage ship, but at least the Borie's evaporators worked, and nothing penetrated the hull.

Despite the constant engineering challenges, my time on the "Sammy B." was rewarding as an Ensign could ask for. I was busy, with great mentoring from the chiefs and my enlisted shipmates and learned so much in such little time. I left the Navy in 1977 but treasure my time on the "Sammy B." and the reading "Scuttlebutt".

38 Years later, USS Samuel B. Roberts crew reflects on Iranian mine strike

By WGME-TV Staff Sinclair National Desk

A story of heroism and sacrifice.

On April 14, 1988, Mike Tilley and Chris Pond were both crewmen aboard the USS Samuel B. Roberts FFG 58. While conducting routine patrol in the Persian Gulf, the ship struck an Iranian underwater mine. “All of the sudden, there’s a big explosion. It throws everybody and rocks the ship back out of the water”, Tilly who was an engineman on the ship, said.

Over the weekend, U.S. military started to clear the sea mines from the Strait of Hormuz, a waterway between the Persian Gulf and the Gulf of Oman, as part of the mission to restore the safe flow of maritime traffic amid conflict with Iran. Two Navy guided-missile destroyers – the USS Frank E. Perterson and the USS Michael Murphy- began the mine-clearing operation in the strait.

Thirty-eight years ago, the USS Samuel B. Roberts crew immediately took action by containing flooding and fire, fixing the damages, all in real time. “You could see water just pouring in there. I took my shirt off and pants to plug the holes”. Chris Pond, the damage controlman on the vessel, said. As for Tilly, he was trying to re-start the ships main generator for power. “I literally had to go in and push a bypass button, it’s air start, and have the high pressure come through and start the diesel”, Tilly said. The crew had little food or water, and they were covered in firefighting foam. Pond says they did all they could to keep the ship afloat as they were surrounded by mines and shark-infested waters. “They took handrail cables and wrapped it around the main stack and five mm. gun and crisscrossed them along the crack and just turned buckle, so everytime the ship would come together, they would turn those buckles to try and keep the ship together, and it worked,” Pond said.

After two long days, the U.S.S. Samuel B. Roberts made it to land and everybody survived. A few dozen of the mine strike vererans recently reconnected in Bath, Maine. “Everybody has a new story or a new piece, and we all share those stories, and they all come flooding back as we keep talking, it’s a really great experience”, Tilly said. Crew members and their familys got to visit Bath Iron Works Navel Shipyard to get an inside look at where their ship was made. “You look at the ships and say ‘wow, I forgot how big these are’ it was really neat’.

Lets enjoy Novvember 11, Veterans Day and November 26, Thanksgiving with family and friends. The month of December has a lot of reglious holidays so enjoy the ones that your believe in and wishing you good health, boundless energy and happines for New Year 2027. This is your newsletter, so be free to send me anything you want to be inputted. Can be anything that you experinced on the “Sammy B.” or the U.S.Navy for shipmates to read.



Sammy B. Scuttlebutt

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

Shipmates Association

7948 NW 49th Way Gainesville, FL 32653

