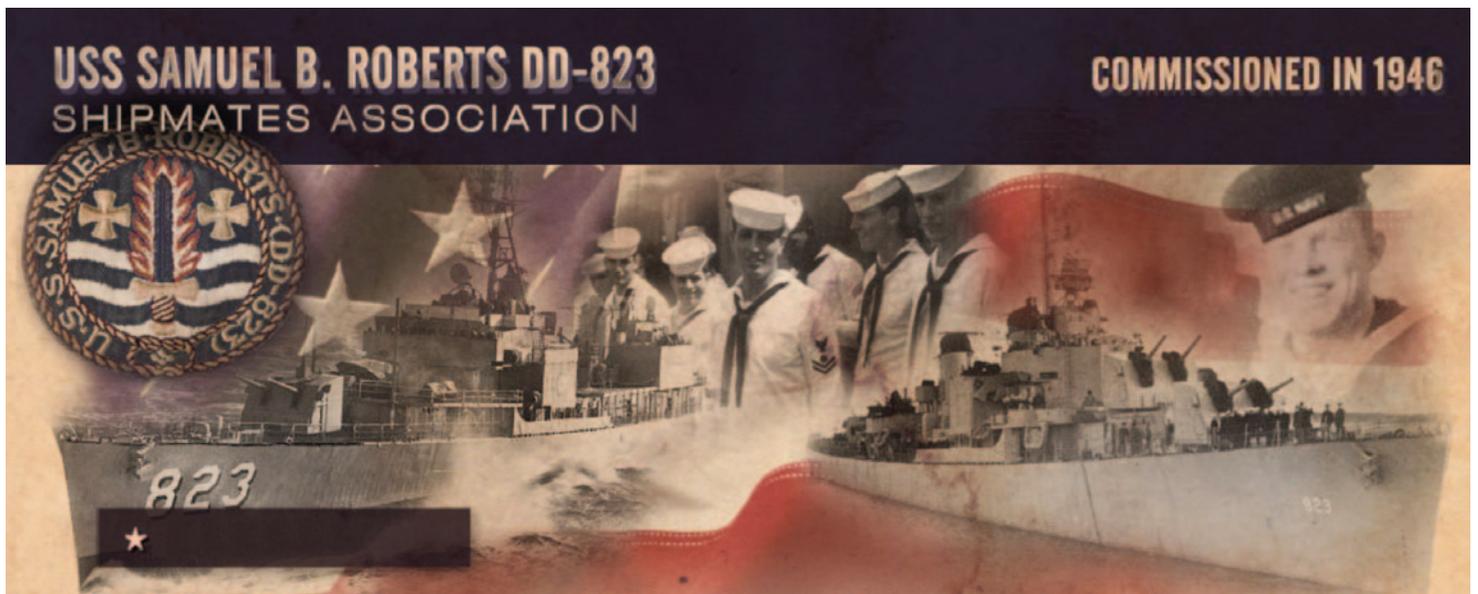


Scuttlebutt

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



On the Scope

Hi my Fellow shipmates. Finally at last this long cold winter is over we can enjoy what's to come. By the time this issue reaches you it should be late May or early June. To be honest I have been struggling and searching for something to write about, it's called writers block, well it finally hit me, this issue should be in your hands around Memorial Day and it is only fitting that Memorial Day deserves America's Respect. I served as a Commander of an American Legion Post in Pa. for many years and each and every year I held a Memorial Day service and I always closed with an appropriate poem paying my respect for all who serve and now have crossed over. There was however one poem that I was particularly moved by and I would like to offer it to you now.

(continue on page 4)



284

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)
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)
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)
Fedynyshyn, 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)
Issa, Leo ('46-'47) *Plank Owner*
Jacobson, Darwin (Jake) ('63)
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. ('-')
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)
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 ('-'-')
 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)

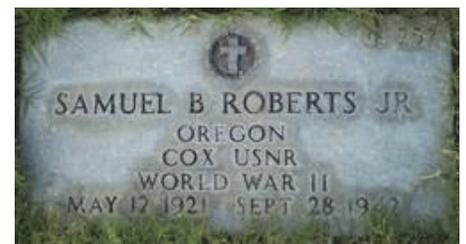
Smoyer, Earl ('51-'53)
 Spratt, Tom ('60-'62)
 Spies, Charles J. ('53-'55)
STAMM, LAMOINE O. ('53-'55)
 Stanley, Bob ('50-'54)
 Staszewski, Sigmund ('51-'55)
 Stewart, Rod (XO) ('64-'65)
 Sullivan, F.M. ('47-'52)
 Taylor, Lawrence K. ('48-'49) Capt.
 Taylor, Thomas B. ('50-'52)
 Totman, Deloris ('54-'55)
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)

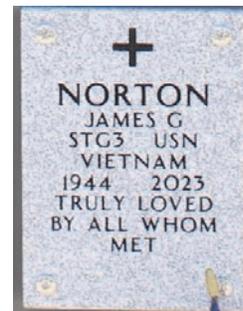


Shipmates, your tour of duty is over, the enlisted have the watch, The Officers have the Conn.

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



(continued from page 1)

The Veteran

By Freda H. Babinski

Today I was reminded of what time could not erase
As I walked through these halls I felt sadness in this place.
A building filled with history our books never see
Their stories are the pages locked inside their memory.
It's one of many you will find that's scattered everywhere
These people come here hoping to receive the proper care.
I saw a few in wheelchairs and so many used a cane
Some walked just fine but in their eyes was where I saw the pain.
These heroes have been marked for life, all surrounding me
They've shed their blood while others died to keep this country free.
I still remember stories of a war that my Dad went through
Each one was told with Army pride he called it "WW II".
And later "The Korean War" forced troops to say good-bye
Because Korea's North and South could not see eye to eye.
Then "Viet Nam" decided to raise up its' ugly head
Like all the wars, the damage left so many people dead.
When troops came home, they had to face another kind of war
A "War of Words" that added wounds as if they needed more.
The latest war was televised for the entire world to see
Called "Operation Desert Storm" performed so perfectly.
This war had ended quickly but our troops cannot forget

They're constantly reminded that the "Storm's" not over yet.
These wars do not discriminate religion, sex or race
The bombs, grenade and poison gas take lives we can't replace.
And weapons don't have boundaries they claim what's in their way
What will it take to stop these wars right here, right now, today?
Our troops are thought so highly of when they are called to war
But when it's over sadly they are not remembered anymore.
And what about the one's still lost are they forgotten too?
Is anyone still searching for the ones who fought for you?
These men and women suffer more that you will ever know
When war is over, they still fight a war that doesn't show.
Each one deserves the very best for what they went through
Your proof is V.A. Hospitals I'm sure there one by you.
We all want Peace and Harmony but something's always wrong
These building might become extinct if we could get along.
My husband fought the last two wars which stole the heart he had
He wears that look of war abuse just like my precious Dad.
I don't have all the answers but I know one thing for sure
The anger has to leave before a healing can be the cure.
And so please remember America is fee because of Veterans today
And more of them still yet to come so we must not forget "Memorial Day".

NEVER FORGET

USS Barry D 933



Barry followed by Sammy B. & Desron 24 approaching piers

In Vietnam USS Barry DD-933 our Squadron leader had the call sign Silver Ace. Barry served all over the world in every ocean, in every major conflict from the Cuban Missile Crisis, Vietnam to the Middle East. In March of 2016, I was in DC on business and had the weekend off to go down to the Washington Navy Yard to try and see DD-933 for the last time before she would be removed from her pier. Barry had a long and tremendous career since 1956 when she was commissioned. Barry was Des-Ron 24's squadron command ship and operated with Sammy B. in Vietnam, along with USS Bainbridge DLGN-25, /CGN -25 and USS Enterprise CVN-65 as the first Nuclear Task Group in combat. Decommissioned in 1982, after 26 years of service, Barry became "Display Ship Barry" (DS Barry) in 1984 at the Washington Navy Yard and a major attraction until 2015. That weekend in March, I was able to have one last visit and with the help of security do a dumpster dive near the pier and retrieve the gangway

banner that welcome visitors for years. Our Association visited Barry over the years during reunions. When I returned home the following week, I contacted the Barry Shipmates Association and was able to send the banner to them. They were very appreciative and sent me two 8x10 prints of our Vietnam home coming April 8, 1966 illustrated by Joe De Thomas. In May, 2016 DS Barry began her trip to Philadelphia Navy shipyard for the last time. By February, 2022 Barry was totally recycled. Farewell To Silver Ace. Like the Sammy B. a True Cold War Warrior.

Tom

Welcome Home April 8, 1966



Welcome Home April 8, 1966



DS Barry on display at the Washington

Navy Yard for 32 years



Barry being recycled



Enterprise, Bainbridge, Barry, Roberts

Sometime ago, the Tin Can Sailor's Association printed this quotation from then Fleet Admiral Chester W. Nimitz.

"Of all the tools the Navy will employ to control the seas in any future war, the most useful of the small types of combatant ships, the Destroyer, will be sure to be there. Its appearance may be altered and it may even be called by another name, but no type - not even the carrier or the submarine - Has such an assured place in future navies."

DESTROYERS and DESTROYERMEN

"Small Boys"

A small grey ship, her bows steaming spume, fights her way across the heaving slopes and sinking valleys of water. She is the protector, the tin can, awake, ever-searching. It was she whose unwearied watch brought thousands of our youth safely to distant shores to form the assault; whose guns blazed the way across the beach for them; and whose youth then returned to the wearied watch to escort yet more ships to distant shores with thousands of tons of supplies required to make the assault successful.

The versatile destroyer was neither wholly nor largely engaged as an anti-submarine vessel; destroyer operations encompass a range wider than that of any warship type. The enemy suffered from the rapier-like thrusts of the destroyer-the torpedo for the battleship, the depth charge for the submarine, the gun for the airplane or the pill box on the beach- the greatest concentration of power in a lightweight fighter the seas have ever seen.

Some of the numerous accomplishments of the destroyer and destroyermen include the battles in the Coral Sea, the savage engagements of the Solomons Islands, the bitter fight for the South Pacific. There follows the destroyer mission of "Operation Torch" and the greatest troop lifts to England and North Africa; the battle for the Mediterranean and the destroyer work in the drives on Sicily, Salerno and Anzio; the Normandy landings and the landings in Southern France. With Fortress Europe unlocked by "Overlord" the spotlight returned to the DesPac effort in the Navy's trans-Pacific drives- destroyer operations in the patterns of "Galvanic", "Flint Lock", "Cherry Tree", and in the Third Fleet's drive through the Bismark Barrier to the doorstep of the Philippines. Following this came the battles of Surigao Strait, Leyte Gulf, and Ormoc Bay, which put destroyers and destroyermen to the ultimate test. Relentlessly, DesPac operations led to Saipan and to the epic struggles of Okinawa where the "small boys" fought the greatest destroyer battle of all history in their stand as picket boats against the revenging Kamikazes.

We, in particular, all recollect operations in the Gilberts, Marshall, Marianas, Philippine Sea, Lingayen Gulf, Hollandia, Brunei Bay, Balikpapan; and the capture of the Japanese hospital ship "Tachibana Maru" carrying 1600 troops and quantities of arms and ammunition, sinking of the Japanese submarine "I-21" and the prisoners which we took aboard off Turk.

And who can forget then typhoon of December 17. Rough on battleships and carriers, the typhoon was unmitigated hell for the destroyers. The storm came hollowing down from the north; the ocean surged up to meet the sagging sky; the seascape blurted out in the gray-white opacity of flying spume. During the peak of the storm, a number of DDs were rolled over on their beams and pinned down with their stacks almost flat against the sea. Somehow the destroyer men managed to survive the raving ocean.

The DDs and destroyer men in World War II waged and won the greatest sea, anti-submarine and surface -air battles in naval history. Here can be found a multitude of exploits of seamanship, marksmanship and leadership that highlight a record in which every Navy man may share the pride of partnership.

Patrick Clancey, Hyper War Foundation

Feed Water

Somewhere circa 1967 out in the Atlantic or maybe the Mediterranean I learned what feed water was and why I should care.

About 4 am the captain sounded General Quarters to make an announcement. The message as best I can remember was that both evaporators had quit working and there was only 500 gallons of fresh water left to feed the boilers (engines). One boiler had already been shut down and all unnecessary power had been cut. We are in heavy seas and cannot come alongside a tender to take on water. Only emergency lighting is working and if those lights go out you are to make your way topside....and do the best you can.

Those words were chilling to say the least. The ship without power will turn into the troughs of the waves and if the waves are big enough to cause the ship to roll above 63 degrees it will capsize.

I was in the sonar equipment room along with Charlie Roberts lead sonar man and 2 or three other sailors. There was very little talk. We all just looked at the lights and for me wondered what the sea will feel like if the lights go out.

Fortunately, about 6 am the engine crew got one evaporator running and the seas began to settle. So, the lights stayed on and we secured from GQ.

As for the crew in general. Just another day on the Sammy B.

Personnel Inspection

I joined the Roberts right after she got back from the Vietnam cruise. As a non-rate, I was assigned to Deck Div. After a couple of months, while working on the main deck, TM2 Trickel tapped me on the shoulder and asked me if I wanted to become a Torpedoman's Mate. The very next day, I was in Fox Div. as a Torpedoman's striker. In the course of events, I also became part of the ASROC Security watch standers when the FZ Alarm wasn't set. During our 66-67 Med cruise, we were moored in Naples Bay when we were told that an Italian Admiral was to visit us with a time-honored personnel inspection. Originally, I was told to stand the ASROC Security watch during the personnel inspection, and it was to be in dungarees. That's nice, no

personnel inspection for me. However, in the spirit of inspections, I polished my shoes and put on my best dungarees, and waited to go on deck to stand my watch, while the rest of the division was readying for the inspection. As I waited, word came down that I was to stand my watch in undress blues. OK, shift out of dungarees and into my best undress blues. Now the word came down that I was to stand inspection! Wow, now panic set in, for I really wasn't ready for that kind of inspection, and little to no time to prepare. I hastily put a better spit shine on my shoes, used toothpaste to brighten up my piping, reroll my neckerchief, and said a brief prayer before heading up to the ASROC Deck for inspection, but it felt more like an execution. I'm standing in the front rank when the Admiral and inspection party stop in front of me, Oh God! The Admiral turned to our Captain and said something to the effect that I was a fine-looking sailor. I'm sure our Captain must have secretly rolled his eyes when he heard the Admiral say that. I'm also sure to an Italian Admiral eye, I was a fine-looking Italian sailor.

Well, prayers can be answered and on my next liberty, I celebrated with a Napolitan pizza and lots of chianti.

TM3 Phil Piccola

Bird Droppings

You'll be happy to know that I've sent in to BUPERS complete list of all of our living shipmates, and letting them know that we're all available to ship over and lend our experience and expertise in driving our Navy's newest ships. I did recommend that they assign us to nothing larger than a frigate, and that hatches and passageways be widened to accommodate us. In fact, if they could assign all of us to the same ship, and that would be ideal. You will however, have to learn how to use a computer.

Now, with the Navy building up its fleet in the near future, and with relatively low recruitment results, I have this feeling we'll be really needed. I know, I know, you're questioning whether- at our advanced ages, we're up to the job. And in today's world, just what the benefits might be. Well, let me just tick off a few things that might be appealing to us all:

MONEY

When we were last aboard the Sammy B some 50 years ago our monthly take home pay was \$78.00. Today an E-4, gets \$140 assuming you have at least two years of active duty under your belt. That's almost double what you were getting before. Of course, you will already be getting free medical care (a real doctor will be visiting the ship once a month), free food, a lavash wardrobe in all the spring colors: navy blue, white denim and nautical camouflage. Of course, you won't have to wear this uniform while in foreign countries such as Aden, Iran, North Korea, Syria, or even China. In fact, this

might even be discouraged. Of course, you can put money away by investing in the Aerie Insurance Program. We keep the money, and after 25 years, you get it all back with 3% interest! You can be set for life. Did I mention spiritually? When we were docked in Naples, we had a priest come aboard (the only one in two years) to hear confessions. As soon as the guys found out he couldn't speak or understand English, the confess lines grew long.

TRAVEL

Everyone knows us Navy guys get around a lot. I remember fondly my liberty times in exotic ports like Eretria, Abadan, Crete, Beirut, and Norfolk. I can relate to you the wonders I've seen, the place's I've seen. It's best I tell you about them over a glass or two of a nice Cabernet, Black Label Scotch, or, if you're so inclined a bit of Jack Daniels on the rocks. Let's just say that getting around is still in the cards.

FAME

Well, I admit to the fact that those press releases in the local newspaper went the way of the Gooney bird, as the newspaper's themselves are on life support. So, I can't guarantee that your township will be reading about you and your ventures abroad anytime soon. There are all kinds of other benefits you should be aware of since you were last aboard. I'll save those for another day. But just to get you started on your shipping over process, and to bring you up to date on Navy lingo. I've together a little questionnaire to fill out. I'll bet you will do well!

The place you eat breakfast, dinner and supper is called the -----deck.

To come aboard the ship at the pier, you cross over the -----

Hallways are ----- ceilings are called-----

The place on the ship where the captain snoozes, issues order, commands -----

The middle of the ship where you come aboard -----.

The front of the ship is called the ----- the back of the ship? -----

The place where all the officers meet and eat -----

The deck on the back of the ship ----- your bed is your -----

The place you pee, shave, shower is known as the -----

Moving from place to place, your ship is -----

A Hedgehog is not edible, because -----

Don Eagle

From Combat Information Center

I was standing the midwatch in CIC while in the Mediterranean and the Captain's hat was sitting on the DRT (Dead Reckoning Tracer). The hat sat there for 2 hours and no Captain so I put the cap on my head and was skipping one foot in front of the other and switching my arms at my waist and barking orders. I did this for a couple minutes and with my back to the door that led to the bridge and heading to the door that led to the sonar shack. I saw my radar scope operator get a surprised look on his face. I did not hear the door open and the captain standing behind me. I turned around the captain had his hand out; I took the hat off my head and handed it to him. He never said a word just smiled and turned around and when to the bridge. The captain never mentions anything about that incident. Lesson learned never put on an officer's hat.

Another Captain Story

While in port in New Port Rhode Island on a Saturday in the fall, pier one with the starboard side of the ship facing east and no ships outboard. After quarters I had the Radarmen duty personnel go about the chores of cleaning CIC, O2 level, berthing, head and equipment and fan rooms. It was a cool day and I got a cup of coffee and went to the bridge and sat in the captain's chair to catch the sun coming thru the window on the bridge. I put my feet on the wooden railing, put my dixie cup over my nose and took a little nap. The next thing I know someone is tapping my left arm and said "may I have my chair", the captain. I said sorry and did not hear him being piped aboard, he said he spent the night and was catching up on paper work. He took me out on the starboard wing and pointed to the yardarm to the captain's pennant. I went back to CIC and after a while the captain came in and said the chair was mine, he was leaving to go home.

Terry Haskins RD2

Enclosed info for the Tin Can Sailors Reunion from September 21-25, 2025 in Norfolk, Va. For more info go to www.destroyers.org or call office at (508) 677 0515. This an important meeting for our Shipmate Association, election of officers, to continue as an association, keep the Scuttlebutt going, if not what to do with the treasury monies. Also, what comes up from our members. We had only 16 members attend at our Charleston, SC reunion in 2023. Need input for a direction from members on what they want from the Officers to do, this is your association. Another note I need stories from our members, I only got one story from a shipmate the rest from our officers. I know we all have a memory of our time on the "Sammy B."

Thanks,

Terry Haskins.

REGISTRATION INFORMATION FORM

This form must be returned to the TCS Office -PO BOX 100, SOMERSET, MA 02726

(please print)

Name: _____ TCS Membership # _____ 1st TCS Reunion?

Street Address:

City: _____ State: _____ Zip Code: _____

Phone:() _____ - _____ Cell:() _____ - _____ Email: _____

Spouse/Guest(s) attending:

Name: _____ Cell: () _____ - _____

Name: _____ Cell: () _____ - _____

Name: _____ Cell: () _____ - _____

Destroyers you served aboard (limit 3)

Ship Name, Hull Number, Years Aboard (i.e. 1952-56)

USS

USS

Person to notify in case of emergency. Please List someone not attending the reunion for each attendee.

Emergency Contact: Name: _____ Cell: () _____ - _

Emergency Contact: Name: _____ Cell: () _____ - _

Emergency Contact: Name: _____ Cell: () _____ - _

Food Allergies/ Any other allergies?

MEAL SELECTION

Include how many of each choice if you have a guest.

Wednesday Evening Dinner:

Chicken Marsala with a Marsala Wine Sauce

_____ Pan Seared Salmon Filet with a Ginger Soy Glaze

Prime Rib with Au Jus and Horseradish

_____ Vegetarian Option

_____ Gluten Free

REGISTRATION PAYMENT

(please print)

Registration Fee (per person) \$185.00 Total Registration Fee \$

OPTIONAL TOURS

		Price Per Person	Total # of People	Total
Sunday 9/21	Spirit of Norfolk Dinner Cruise	\$150.00		
Monday 9/22	Jamestown Settlement Day Trip	\$85.00		
Tuesday 9/23	Victory Rover Naval Base Cruise & Nauticus	\$85.00		

NEW membership, \$30 special Reunion rate \$ _____

I would like to make an additional donation of \$ _____

TOTAL REGISTRATION FEES, TOURS, MEMBERSHIP & DONATION : - \$ _____

(Tours, Membership & Donation optional)

PAYMENT INFORMATION

_____ Enclosed is my check (Make Payable to Tin Can Sailors) in the amount of \$ _____

_____ Charge my credit card in the amount of \$ _____

Credit Card Number: _____ Exp. Date: ____/____/____ Sec. Code: _____

Billing address: (if different from mailing address)

Once registration is complete, a confirmation letter will be sent to the email address you've provided.

September 21-25, 2025

Tin Can Sailors National Reunion

Norfolk, VA

PRELIMINARY PROGRAM

Saturday, September 20

5:30 pm - 7:30 pm Early Registration

Sunday, September 21

9:00 am Registration Begins

11:00 am Luncheon Begins

12:30 - 2:00 pm All Hands Session and Live Auction

3:30 pm Boarding for Spirit of Norfolk Dinner Cruise Begins

5:00 pm Spirit of Norfolk Dinner Cruise*

Monday, September 22

8:00 am Bus arrives, begins boarding

9:00 am Bus departs for the Jamestown Settlement Tour*

5:00 pm Bus returns to the hotel (Estimated)

Tuesday, September 23

7:00 am Shuttle bus begins, runs to pier

8:00 am Victory Rover Naval Base Cruise & Nauticus*

Wednesday, September 24

Last day for Ship's Store

5:00 pm Cash Bar and Social Hour

6:00 pm Dinner and Guest Speaker (Business Casual)

Thursday, September 25

Have a Safe Trip Home!

*Optional Tours



Sammy B. Scuttlebutt
A quarterly publication of the
USS Samuel B. Roberts (DD823)
Shipmates Association
7948 NW 49th Way Gainesville, FL 32653

