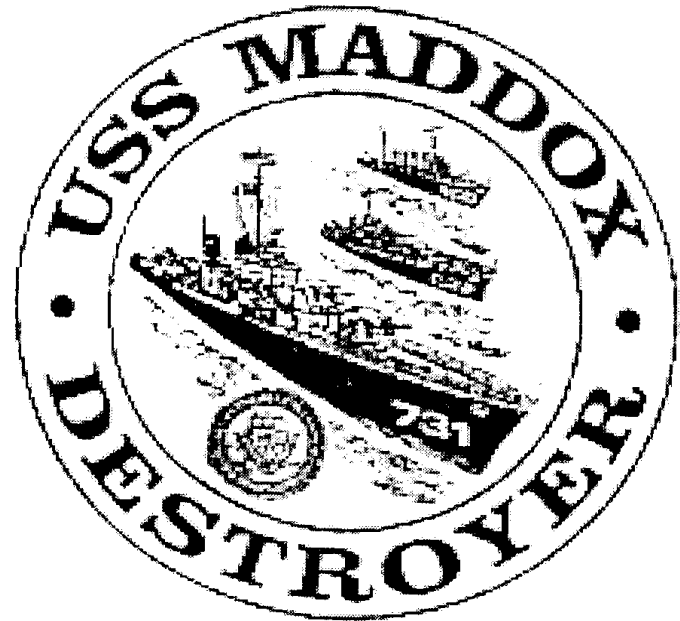




USS MADDOX DESTROYER
ASSOCIATION
12686 W. HWY 55
YORK, SC 29745-8748

TO:



USS MADDOX DESTROYER ASSOCIATION

12686 W. Highway 55
York, SC 29745-8748

February 2013

USS Maddox Association Officers and Board

Officers

President:	Dan Holland	2014
Vice President:	Jim Slattery	2014
Secretary:	Bob Wannamaker	Appointed
Treasurer:	John Bayley	Appointed
Chaplin:	Rev. Justin McMenamy	Appointed
Parliamentarian:	Cliff Gillespie	Appointed
Historian:	Roy Hyer	Appointed

Board of Directors

Bob Dinwiddie	2013
Earl Miller	2013
Edward Shultz	2013
Al Raines	2014
Russell Harvey	2014
Ed Pirie, Jr.	2014
John King	2014

Appointed Positions

Nominating Committee Chairman:	Hoot Gibson
Membership Committee Chairman:	Dennis Stokhaug
Webmaster:	Dennis Stokhaug
Newsletter Editor:	Kathy Stokhaug



A Message from the President

Greetings Maddox Family,

The holidays are over and hopefully yours were great for all of you and yours.

2013 has arrived and it's time to make plans for our Mobile reunion Sept. 12-15th. Hopefully, weather will be great with no hurricanes.

Our host hotel, Holiday Inn Airport, is near the battleship USS Alabama, a submarine, VN Memorial, tanks and other interesting attractions. The beautiful Bellingrath Gardens is within an easy drive. Mobile offers many other attractions.

If you plan to drive and will be coming into AL on I-65, the welcome center features a Saturn V rocket and a wonderful Vietnam memorial. If you have time and would like to explore Athens, AL. (US Hwy 72 exit). Don't miss the great Veterans Museum in the old railroad freight depot. Contact me if you need directions or more information.

Another great detour would be to visit Huntsville and the Space and Rocket Center. Traveling south from Athens approximately 12-13 miles, go east on I-565 about 20 miles to the center on the right.



Message from the President (cont'd)

Alabama has many great side trips from mountains, great rivers and lakes for fishing, many great golfing opportunities including the Robert Trent Jones Golf Trail, and white, sandy beaches. So, come to Alabama and plan to explore and stay awhile.

Please make your reservations early. I look forward to seeing you there.

Dan Holland

**USS MADDOX
DESTROYER ASSOCIATION
2013 REUNION
Sept. 12-15
Holiday Inn Airport
Mobile, AL**



Keep your eyes open for further details

DO YOU REMEMBER?

Do you remember what these terms stand for? Check Pg 5 for the answers:

- | | |
|-----------------|---------------|
| 1. Lollygagging | 6. Bilge rats |
| 2. Gobs | 7. Cans |
| 3. Deep Six | 8. Dogged |
| 4. Snot Locker | 9. Aloft |
| 5. Scuttlebutt | 10. Hatch |

My Favorite Port of Call

Dennis Stokhaug

This is my favorite Port of Call and the reasons why I say that:

HONG KONG

1. Having tailor made clothes and having them come apart shortly after.
2. Mandarin Hotel
3. Rickshaw Rides/Races
4. Victoria's Peak - Coffee at the small café at the top
5. Tram ride to Victoria's Peak
6. China Fleet Club - shopping for Jade bargains.
7. Visiting Communist Kowloon
8. Water Taxi's
9. Floating Restaurants
10. World famous Jimmy's Kitchen - my favorite restaurant
11. Tiger Balm Gardens
12. Mary Soo painting the Maddox with rags.

Why not share your favorite Port of Call with us? Send in your nominations along with your reasons and we will see what the over-all favorite is.



After the Reno Reunion Dennis received the following e-mail:

“My name is Phil Hitchens and I saw the notice of the Maddox Reunion in the Palm Beach Post. Although I didn't serve on the Maddox, I remember her quite well, since back in the 60's when I was a seaman apprentice, my ship, the USS Brush DD-745 was moored outboard of the Maddox at the Long Beach Naval shipyard. Every time I came or went to or from the Brush, I'd be crossing the Maddox's deck. I'd like to wish a happy reunion to all those attending and seeing the Maddox's name in the paper did bring back some memories of a time when I was a lot younger

Life Aboard Maddox in 1968

Submitted by Richard Otterbourg

The following is a letter to the Families of crew on Maddox:

As commanding Officer of Maddox, I am particularly proud of the officers & men who serve aboard her. I therefore intend to periodically take the opportunity to write to you, in the form of a "Family-Gram", to let you know what we are doing & what part your loved ones are playing in Maddox role as a member of the United States first line of defense.

Many days & a great deal of work by all hands went into getting Maddox ready to deploy for an extended period. There were a large number of inspections to insure we didn't miss anything in getting ready. A great deal of effort was put into overhauling equipment to insure that it was in good, working condition. One of our major concerns was in loading food, spare parts & other miscellaneous supplies to last us for many months. You can appreciate the size of the job of our Chief Commissary-man H. Harrell had in preparing his grocery list to feed a crew of 270 men for a period of several months. Despite the enormity of the task of preparing to go, each man did his share & we were ready to go on time.

On 5 July we sailed in company with Destroyer Division 192 composed of USS Berkeley (DDG-15) USS Preston (DD-795) & USS Fechteler (DD-870) bound for Pearl Harbor on the first leg of our voyage west. For many men such as RDSN David Merri-field of Portland, OR, this was their first time at sea. The ship rolled gently but not gently enough for all. In the time honored tradition of men of the sea, some paid visits to the rail. The seasickness soon passed as the seas grew calmer and all hands got their sea legs.

The transit time was spent practicing the art of our trade. Daily communications drills were held to sharpen our speed & abilities in the most vital area. SM1 Raymond Chord Jr., spent many hours on the bridge in supervising the work of his strikers SN Larry Hamblin, James Cunningham & Bernard Gorin. In Radio Central, RMC Leslie Coates saw to the complex problem of maintain-

ing effective radio communications, while training the nine radiomen who work for him in the skills necessary to operate a radio center. The engineers under Lt. Carl Richno, ran casualty control drills with the engineering plant. Daily we practiced firing our guns since we knew we would soon be using them in our role in the Vietnam war. So it was throughout the ship, training was the by-word.

Time passed rapidly & on the night of 10 July, the lights of the Island of Molakai appeared off our port side. Thursday morning the clouds hung low over the island of Oahu obscuring Diamond Head, the famous landmark near Waikiki. We passed through a rain squall & then up the channel into Pearl Harbor. As we moved towards our berth, we could see the coconut palms & the sugar cane fields in the distance. We could also see the modern, white memorial built over the sunken battleship Arizona as a monument to those who died at Pearl Harbor in 1941 during the Japanese attack. It reminded us of the task ahead & of the brave seamen who had gone before us.

When we had moored, many of the crew were off to briefings at the headquarters of the Commander in Chief of the US Pacific Fleet, while others turned to cleaning up the ship & repairing equipment that had broken down during the transit. Later, liberty call went, & the crew was off to discover Pearl Harbor & Honolulu or visit places that were their old favorites. Many were drawn to the beautiful Hawaiian beaches, others to sightseeing. Friday was a beautiful day. Some of the crew boarded a chartered bus early in the morning for an around the island guided tour. Others were back to the beaches, the hula shows & the souvenir shops.

Early Saturday morning, our Hawaiian visit came to an end & we were once again on our way. The next port of call would be Midway Island, a small coral island 144 miles from the International Date Line.

Upon departing Pearl, we utilized target services available to test our gunnery proficiency. Two five inch mounts, under the control of GMG2 Hamilton & BM2 McNaboe & two three inch mounts under the control of GMG3 Klopfenstein & GMG2 Bartolletti shot well enough to earn Battle Excellence awards.

Life on Maddox (cont'd)

The crossing between Hawaii & Midway was sunny & the seas calm. The warm sun made all hands thankful for the long hours Chief Shipfitter Alfred Glover, MM2 Charles Werner, & DC3 Allen Kronbeck had spent installing air conditioning units in all berthing & messing spaces. The luxury of a cool place to eat & sleep after working in the hot sun was a great morale booster.

On Thursday morning, 16 July, we pulled into Midway Island. The sky was again clear & the weather very warm. The water in the coral lagoon was blue & clear & fish swimming deep below the surface could be easily seen. During this brief stop for fuel, many of us went ashore to watch the Gooney Birds which live on Midway. Some of the crew went to the beach to swim, and then we were on our way to Guam.

On 21 July we became part of the US Seventh Fleet. The Seventh Fleet is the largest operating fleet in the world & it is tasked to operate in the Western Pacific, Eastern half of the Indian Ocean, & Southeast Asian waters to carry out U.S. Policy & Objectives. Maddox has deployed to help fulfill this task.

About noon on 21 July, the sea became rough. This was caused by two tropical storms in the area, one of which developed later into Typhoon Mary. With these storms located just to the north, the seas were very rough & the wind was up to 55 knots at times. Traffic on the weather decks had to be restricted so there would be less danger of losing a man overboard. At times waves would break over the bridge of the ship. Some passageways & spaces had 1 to 2 inches of water in places. The ship took a heavy pounding all the way to Guam.

When we pulled into Guam, the ship was showing obvious effects from the weather. A reel had been torn loose & washed down the deck; a vent was smashed by the waves, as was one side of the post office which was pushed in about 3 inches. In numerous places paint had been stripped from the bulkheads & hull by the abrasive action of the waves. The numbers 731 painted on our sides were completely removed by the waves. In Guam we took on fuel & dried out the ship as much as possible before heading out into the storm again. (cont'd next page)

Life on Maddox (cont'd)

One fine aspect of our visit to Guam was that it allowed four of our crew members to visit families there. GMG1 Jose San Agustin, SN Roy White, DK1 Jesus Santos, SM1 Karl Loth and MR1 Charles Miller all visited family members there. We were only in Guam long enough to refuel so the visits were short.

Leaving Guam we again headed out into the heavy seas on the last leg of our transit to Subic Bay on the island of Luzon in the Philippines. The rough seas presented a number of problems with feeding the crew. For some, including the old salts such as PN1 William Borneisen & YN1 David Highfield, the problem was keeping food down. For the cooks, it was preparing a meal. Imagine trying to prepare a meal for 270 men in a warm galley which is moving from side to side & jumping up & down at the same time. It would be like trying to write a letter while riding a horse. Yet our cooks CS1 Julius Bell, CS3 G.E. Maddux, & SM Mueller, Patchen & Martin managed to do this three times a day. CS2 Rayfield had an even tougher job in baking every night. To bake a cake, pie or loaf of bread in a bouncing oven is quite a chore but one over which he is a master. The crew's barber SHSN Bonitzer had quite a time trying to give the Executive Officer LCDR H. Shores, a flattop & many looked at Bonitzer with a straight razor in his hand as a threat to their ears. However, we all survived & arrived in Subic Bay the afternoon of 27 July.

Note from the Editor: Watch for the last segment of this trip in the next *Howgoesit* to learn about their actions along the Vietnam coast.

Do You Remember Answers:

1. Goofing off
2. Sailor
3. To throw overboard
4. Nose
5. Rumors
6. Engineering Rates
7. Destroyers
8. Activate a handle that puts the locks in place
9. In the superstructure
10. Entrances through a bulkhead (wall)

HOWGOESIT TRIVIA



ABOVE BOARD

The term today means someone who is honest, forthright. Its origin comes from the days when pirates would masquerade as honest merchantmen, hiding most of their crew behind the bulwark (side of the hip on the upper deck). They hid below the boards.

BOATSWAIN

As required by 17th Century law, British ships-of-war carried three smaller boats, the boat, the cock-boat, and the skiff. The boat-or-gig- was usually used by the Captain to go ashore & was the largest of the three. The cock-boat was a very small rowboat used as the ship's tender. The skiff was a lightweight all-purpose vessel. The suffix "swain" means keeper, thus the keepers of the boat, cock, & skiff were called boatswain & cockswain (or coxswain).

KHAKI

Originated in 1845 in India where British soldiers soaked white uniforms in mud, coffee, and curry powder to blend in with the landscape. Khakis made their debut in the U.S. Navy in 1912 when they were worn by naval aviators, and were adopted for submarines in 1931. In May 1941 the Navy approved khakis for on-station wear by senior officers, and soon after Pearl Harbor chiefs and officers were authorized to wear khakis ashore on liberty.

LOOKING FOR....



As you all have noticed, membership in the Association is decreasing every year. Dennis needs your help in finding new shipmates, Especially those who served in late 60's. If you have any information on someone, pass that along to Den and he will try to find him. Thanks!



WEB SITE



Don't forget to check out the web site by going to: ussmaddox.org, be sure to turn up the sound and enjoy. Dennis keeps the site updated and it is a good place to find the most current information about our next reunion in Mobile. You can also read the

Howgoesit and see the pictures in color.



They told me I had Type-A blood, but it was a Type-O

Did you hear about the cross-eyed teacher who lost her job because she couldn't control her pupils?

I got a job at a bakery because I kneaded dough.

SMILE - you know you want to. Beside's spring is just around the corner!!

AHOY LADIES!!



In wondering if the “Ahoy” greeting would be appropriate to use in this greeting for our “Ladies Section” of the *Howgoesit* I decided to do some research on the word. I knew Ahoy was a common greeting among sailors as boats passed each other but was surprised to discover that it was a common greeting before the “hello” we use now. I found out that “hello” goes back to about 1897 and it wasn’t used mainly as a greeting then. It was used to attract attention as “Hello, what do you think you are doing?” or to express surprise as “Hello, what have we here?” Hello didn’t become Hi until the telephone arrived. According to the dictionary, Thomas Edison put hello into common usage and urged people to answer the phone by saying “Hello”. His rival, Alexander Graham Bell thought the better word was “Ahoy” as it had been around longer, about 100 years longer, but Hello succeeded in large part because when the first phone books were put out they included How To sections and encouraged everyone to begin their conversation with a firm and cheery Hello! In spite of that popularity I thought Ahoy might be the better word here.

This is the launch of our “Ladies Page” that was discussed at the Woman’s Breakfast at our reunion in Reno. Now all we have to do is come with a good name for it so I am asking each of you to submit your thought on a perfect name to call this section. I believe it is easier to read the *Howgoesit* when it is easy to identify what we are reading. In that vein I am hoping to hear from all of you with your suggestions. Please send your suggestion to kstokhaug@aol.com. I would also love to have your input, if you have a favorite recipe, joke, favorite saying, funny cartoon, or anything you feel would be great to pass along, please do that. Input from everyone in the Association is what will keep this newsletter going and keep us all connected between reunions.

I have two items I want to let everyone know about that I have seen on the internet, they both are very moving and worth looking up. Maybe you have also seen these but it is worth passing them

again. The first is this year’s Sports Illustrated Kids “Sports Kids of the Year 2012”. Just search Google or your search engine for this story and watch an amazing story of a brother’s love.

The 2nd is a UTube video that has been going around for several years but it is something that I keep pulling up time and again as it is so moving. I’m sure you are all familiar with “Taps” as it is played today but have you ever heard the full version? Take the time to search for a beautiful version played on the trumpet by a young girl along with Andre Rieu from The Netherlands. Search for: Melissa Venema plays ILsilenzio with Andre Rieu. She is only 13 years old when this was recorded and once you hear this version you will always think of it when you hear “Taps” played again.



Wouldn't it be SO great
if we could put ourselves in
the dryer for 10 minutes and
come out wrinkle free
...and three sizes
smaller?

someecards
user card



Chaplain's Corner



ENCOUNTER GOD

Many times on weekend retreats that I have given over the years, someone will ask, "Is it possible to have an encounter with God?"

Yes, it can come through a person, place or thing. However, do not expect it to happen like lightening, nor will God write you a message in the sky. The question usually leads to some personal inquiries and direction - - like, are you experiencing God's goodness and gifts operating in your life? Are you praying, reading/watching any spiritual books/movies, etc.? We have to manufacture silent time in our busy schedules, by which we open ourselves to receive the love and assistance He has for us. Most times in our activities we don't give a single thought as to what came our way, or less yet, where it came from.

Sometimes I paraphrase a Scripture story to answer these questioning people, and I would like to do so today. Let's ask that we reflect on a particular message. If we get the picture or image of this, it will be worth the 1,000 words. It comes from the Old Testament in the Book of 1 Kings 19:9, 11-16. The Prophet Elijah came down from the top of the mountain to a cave where he took shelter. Something inside of him urged/said to him, go outside for the Lord will be passing by. Once outside, a strong, heavy wind was rending the mountain and crushing rocks - - but, the Lord was not in the wind. Next came an earthquake and then a fire - - but, the Lord was not in either of them. After the fire, it became eerily quiet - - a very soft whispering sound - - peaceful. In that silence Elijah heard a voice that gave him instructions, advising what he was to do - - he received his mission.

Chaplains Corner (cont'd)

Each of us can inject/substitute, events/circumstances that are going on in our lives into each of the phases of what happened to Elijah, like what in your life, at this time, could be the storm rending your mountain -- crushing you, what is shaking you that is almost an earthquake, or the something going on that is so hot you can't handle it, or who is the thorn in your life at the moment?

Yet, if we step back, pause, pray, look, or are in peace and quiet, we will probably be given the grace and assistance to see the solution, or God will have someone walk into our life with exactly what we need. At those moments - - think, that didn't just happen accidentally. If it's a genuine answer or response - - we can say its God entering our life - - He is granting us an encounter. What remains? Be grateful - - praise God for His goodness!

Prayer: May God sustain us in His peace and give us the strength to do His work that has yet to be accomplished in our lives. We lift up in prayer all those who are sick or suffering at this time.

A Servant of the Lord,

Rev. Mr. Justin McMenamy, Chaplain
USS MADDOX DESTROYER ASSOCIATION
3623 Harvard, Independence, MO 64052
816-254-1528
E-Mail: jmcme1528@aol.com

PRAY FOR THOSE DECEASED

Members: Donald Hughes, Aubrey Parker and George Haley. Wives: Donna Copeland and Sumie Putman. Eternal rest grant unto them, O Lord. May their souls rest in peace. Amen.