



USS MADDOX DESTROYER ASSOCIATION

**12686 W. Highway 55
York, SC 29745-8748**

Winter 2010

USS Maddox Association Officers and Board

Officers

President:	Al Raines	2012
Vice President:	Dan Holland	2012
Secretary:	Bob Wannamaker	Appointed
Treasurer:	John Bayley	Appointed
Chaplin:	Justin McMenamy	Appointed
Parliamentarian:	Cliff Gillespie	Appointed
Historian:	Ron Hyer	Appointed

Board of Directors

Robert Fairbanks	2011
Russell Harvey, Sr.	2011
John King	2011
James Slattery	2012
Hoot Gibson	2012
Dennis Stokhaug	2012
Robert Graham	2012

Appointed Positions

Nominating Committee Chair:	Hoot Gibson
Reunion Committee:	
Eastern Region -	John Bayley, Joyce Metcalf, Ed Pirie Dan Holland
Central Region -	Jim Slattery, Justin McMenamy, Russ and Janet Harvey
Western Region -	TBA
Membership Committee Chair:	Dennis Stokhaug
Web Master:	Ben Gold
Newsletter Editor:	Mary Raines



"How goes it" News

A Message From the President

Hello Shipmates,

By now the holidays have passed and the mess has been cleaned up. We are all trying to forget all good food, cake, pie and candies we ate and are now trying to figure out a way to loose some of that extra weight we gained. The truth of the matter is, I know none of us gained any weight, I just had to put that in any way.

Shipmates, family and friends that attended the reunion in Philadelphia, know what a great time we had. We had several new attendees. Those that didn't make it---well you missed a really good time. Seeing old friends, catching up on what has happened in our families over the past year is why we enjoyed it so much.

This year the reunion is being held in Branson, MO. I can hardly wait!!! Branson is a fun place to go, there is lots to do and see, so mark your calendar, August 25-28, 2011 at the Lodge of the Ozark. PLEASE MAKE PLANS TO BE THERE.....

I would like to thank everyone for their vote of confidence. At first the thought of being our Association President was very scary. Then I realized that the current Officers and Directors of the Association would not let me screw things up to bad. Even if I did manage to get things in a mess, Vice President Dan Holland would step in and clean things up. That is what VP's are for isn't it?

As always, our greatest and most sincere appreciation goes out to the hard working group that is always working to make our reunions what they are. Thank you Joyce, Bill, Ed, Norma, Bob, John, Justin and all the others for the countless hours you spend making them memorable.

A Message From the President, Cont.

Without your efforts there would be no reunion at all. If I have forgotten to mention any one I apologize.

Dues notices have been sent. Joyce has sent information to ship-mates that have never belonged to the association. Our numbers are dwindling. Please make a New Years' Resolution to contact at least one person you know that served on the Maddox, let them know about our Association, the reunions and encourage them to become involved and attend. Mary and I attended our first reunion in 1997 in Orlando, FL. I was immediately hooked and have attended most every one since then.

Thank you again,

Al Raines, President

SEE YOU IN BRANSON.....

Reunion News

2010 USS Maddox Destroyer Association Reunion Philadelphia, Pennsylvania

Philadelphia, the birthplace of America's modern democracy, home of the Liberty Bell, Independence Hall, Constitution Hall, and the Betsy Ross House was the perfect location for the 2010 Maddox Reunion. •

Grace Makita and Daughter
Dianna →



Jim Copeland, John & Sandy
Bayley



Joyce Metcalf
and Lois Ann
Fanelli →



Ed "FiFi" and
Norma Pirie

USS Maddox Destroyer Association Reunion, Cont.



Bill Metcalf, Evelyn & “Hoot” Gibson

Glad to see ‘ya Lil!!!



Bob and Gladys Graham, Pat & Faye Walsh

In Serious Discussions!!!
Alvin Christmas and Al Raines



All Aboard the Tour Trolley!!!!

USS Maddox Destroyer Association Reunion, Cont.



Korean War Museum - Evelyn, Lil, George and Hoot



Liberty Bell



Battleship New Jersey



Reunion Banquet Time!!!



George Fabbri. Evelyn Gibson



**Catching up!
Clarence Pearson and George
Fabbri**

USS Maddox Destroyer Association Reunion, Cont.



Clarence and Pat Person



Fern and Lil



Jim Slatterery and Auctioneer
Dan Holland Sold for \$100
.00...Congratulations!!!



WWII CREW

Standing: L→R John Lynch,
Manny Rubin, Joe Fanelli, War-
ren Decker.

Sitting: L→R John Fisher, Ray
Pieroni, Bob Sanders, Mel
Cunningham, Bill Haldane



Korean War, DD-731



Viet Nam Era, DD-731

Branson- Here We Come!
August 25-28, 2010

Branson, Missouri is known today as the "Live Music Capital of the World" but it has a rich history dating back to its first days in the 1800's. Starting with a small store at a riverboat stop, the city now boasts over 40 theaters with 60,000 theater seats, hosting over 70 live theater shows. Country legends such as Johnny Cash, The Sons of the Pioneers, Foggy River Boys, "Box Car Willie", The Oak Ridge Boys, Tony Bennett, Charlie Pride, LeeAnn Rymes and many others have entertained at theaters over the years.

As luck would have it, during the dates of our reunion, Silver Dollar City will host the Southern Gospel Picnic, starting on August 25th.

On August 26, Historic Downtown Branson at Branson Landing will be hopping with the 23rd Annual Downtown Branson Fiddle Festival & Mid-American Fiddlers Championship

There are over 350 restaurants, three lakes, 9 golf courses, over 200 retail outlets and caves to explore. If nothing looks interesting - then I am at a loss for words or suggestions.

SEE YA'LL IN BRANSON!!!

*2010 Reunion
Philadelphia, Pennsylvania*

TOURING PENNSYLVANIA

Bob Wannamaker, BT2 1961-64

Sarah and I left North, SC, on Monday morning to drive to the Maddox Reunion in Philadelphia. We drove up the Shenandoah Valley to Mechanicsburg, PA to visit our son's in-laws. The visit was a great side trip not only for a delicious lunch for us, but a busy afternoon visiting the owner of a 1926 Wills Sainte Claire (Model T6 Cabriolet Custom Body). Since we own several antique cars, it was so delightful to see this rare automobile. This car was purchased at an auction in Las Vegas and restored to its original splendor. This was an enjoyable afternoon that was planned by our hosts who were friends with the automobile's owner in Harrisburg.

We left Harrisburg by the Pennsylvania Turnpike where we saw a terrible accident in the west bound lane that shut down traffic until two medivac helicopters airlifted the occupants of the wrecked vehicles. It was a sad occasion that ended our day of visiting and sightseeing in Harrisburg.

We arrived at the Embassy Suites near the Philadelphia airport where we planned to meet Dennis and Kathy Stokhaug. We visited with several shipmates and spouses and ate dinner in the hotel's restaurant. Dennis and Kathy had visited Philadelphia earlier in the summer and we followed their plans to visit the historic city and surrounding area.

On Wednesday the four of us visited Valley Forge National Historic Park where General George Washington crossed the Delaware River and spent a winter in 1777-1778. The park is quite large and has a beautiful visitor's center and a bus for moving easily from one site to another.



TOURING PENNSYLVANIA, Cont.

Among the restored buildings was Washington's headquarters. This was the highlight of the tour. The house was built sometime in the 18th century. Much of it is restored; however, there are some original parts to the house. General Washington rented the house from its owner. The Park Service guide did a wonderful job telling us about the house. While the British were enjoying the comforts of the Nation's Capitol in Philadelphia, Washington and his army were suffering through the terrible winter. Washington used this time to organize, equip, and train the Continental Army to begin our fight for independence. While we were there, we met and talked with the friendly employees, had lunch near the Park's church, and enjoyed visiting with an Australian family finalizing their tour and on the way back home.

On Thursday Dennis and Kathy showed us the sites in the Historic City downtown. It was parking at a premium price near the Park administration building. We stopped at the Park Service ticket office to get the tickets for our entry time into Independence Hall. A volunteer gave us an excellent lecture on the Hall and it was amazing that they still had the original chairs of the Speakers of both Houses. The room was set



Independence Hall up just as it was when Washington took the oath of office as the first President of the United States. I liked this part of the tour, especially the well informed Park Service employees who did a great job of moving these large crowds and keeping everything interesting. Starting July 12, the Tower of Independence Hall will undergo a 14-month rehabilitation project and the workers had already started with the scaffolding around the building.

The Liberty Bell was a big hit with the crowds of tourists, including us, as we scrambled to get the best shot of the famous cracked bell. The architectural design of the building complimented the Liberty Bell which was originally cast in England and then shipped to America.



TOURING PENNSYLVANIA, Cont.

We walked to Elfreth's Alley, the oldest continuously inhabited street in America. It was interesting to walk down this small street and visualize the way colonial Philly must have looked in the beginning of our beloved country.

On the way to the Betsy Ross House, we had to stop for Sarah and Kathy to check out a local shop but before too long we started our tour again. The Betsy Ross House is generally recognized as the place where Betsy Ross lived when she may have made the first American Flag. They also had nice shops where some of our party reviewed and purchased.

We left the Betsy Ross home and walked to see Christ Church, known as "The Nation's Church" because of the famous Revolutionary-era leaders who worshiped there. Christ Church is an Episcopal church located in Philadelphia, Pennsylvania. It was founded in



1695 by members of the Church of England, who built a small wooden church on the site by the following year. When the congregation outgrew this structure some twenty years later, they decided to erect a new church, the most sumptuous in the colonies. The main body of the church was constructed between 1727 and 1744. The original graveyard of Christ Church contains the graves of Benjamin Franklin and his wife, Deborah, along with those of four other signers of the Decla-

ration of Independence and many Revolutionary War heroes. While at Christ Church we all sat in the pew that was George and Martha Washington's and enjoyed a wonderful lecture from one of the members of the Church.

One cannot visit the historic city without visiting Ben Franklin's original home site, post office, and printing press. They have done extensive work at Franklin's court underground museum where you can see the foundation of the original home.

TOURING PENNSYLVANIA, Cont.

We took the free time on Saturday to visit downtown and tour the Wanamaker Building, built in 1900. The buildings' lower two floors is a Macy's Department Store, businesses lease out the top floors for offices. We went to hear the famous Wanamaker Organ that has been thrilling shoppers and visitors since 1911. The organ is supported by donations and kept in working order and under constant restoration by both paid staff and organ volunteers. After the concert, we joined a small group to begin a "behind the scenes" look at the workings of the organ. What made the organ unique was the over 28,000



pipes, some as small as a pencil and others large enough for a Shetland pony to stand in. We visited the restoration shop, carpenters' shop, and the massive console located on the second floor of the building. While behind the scenes, we had the opportunity to see how they stored all the Christmas decorations that Macy's has been famous for displaying during this season of the year.

Dennis and Kathy did a marvelous job being our tour guides for this Maddox Reunion. We always look forward to our reunions. The locations have so much to see and offer, especially with good friends.

Sea Tales

MADDOX WINS WWII IN THE PACIFIC, WITH A LITTLE HELP - Part II

Mel Cunningham, *Capt, 3/44-10/45*

Editors Note: *In the last edition of the "Howgoesit", incorrect identification of the author was made. I deeply regret the error.*

The 300 EMB's poised at Corregidor would be a great threat to the amphibious force if deployed in mass while the force was in the support and landing phase of the operation. However, luck was with the good guys in the white hats. The EMB'S had gasoline engines and in the caves of Corregidor there was little ventilation and the gas fumes were heavy. One of the engine maintenance men made a spark and that was all she wrote. The explosion and fire that followed destroyed all the boats and killed the majority of the trained crews. It is not difficult to imagine the havoc that 300 suicide boats would create at night among the ships in the landing area.

Although the Japs had lost the majority of their EMB's they were able to muster a sufficient number to stage two night attacks sinking 3 LCS's, a PC and damaging a 4th LCS which was run aground to prevent sinking. The threat was sufficient to cause the amphibious commander to leave the beach head and take the heavies to open sea during the hours of darkness.

On Okinawa, there were 700 plus EMB's. When the Army landed on Keramo Retto Island, they captured 300 of the boats before they could be employed. In softening up the main island of Okinawa, the priority of targets was air fields and second was the EMB's. Fortunately, we were reading their mail and knew where most of the boats were hidden. Our air strikes were lethal and as a result the majority of the boats were destroyed before they could be brought into action. During the Okinawa operation, their attacks were piecemeal but they sank 1 LCS, 1 YMS, and put out of action 3 DD's and an LCS.

WWII IN THE PACIFIC, WITH A LITTLE HELP - PART II,

Cont.

The suicide boat attacks in the Philippines and Okinawa had not gone unnoticed. The strategic and tactical planners were aware of the threat the EMB's posed to our invading forces. With the invasion of Japan proper just over the horizon in November, it was critical that they confirm their belief that suicide boats had been positioned to attack our forces. The planners felt that the Tokyo area would be heavily defended and they suspected that EMB's had all ready been deployed. To confirm their suspicions, they felt that trolling with live bait would provide the answer if the Japs took the bait.

After the last strikes on 19 July, the task force departed the operating area and rendezvoused with the replenishment group at 0430, 20 July. It was going to be a long day as we had not lost the exalted position of SLJO (shitty little jobs officer). We took on ammo from the USS WRANGELL (AE-12) and fuel and provisions from the USS HOUSATONIC (AO-35). From that time until dark, we played mailman for the task group. When the last bit of mail was delivered, we headed for our night time steaming picket station 12nm from the force.

COMDESRON 61 in USS DEHAVEN picked up the following message from the USS BENNINGTON. It is quite possible that we were the delivery boy.

COM3RDFLT 201451Z

DEPARTING TF 38 ON 21 JULY COMDESRON 61 WITH SQUADRON PROCEED DIRECT LATITUDE 33-10 NORTH LONGITUDE 141 EAST X ALL TIMES ITEM X ARRIVE THAT POSITION 22 JULY 1800 X THENCE HIGH SPEED RUN FOR ARRIVAL EAST ENTRANCE SAGAMI NADA AT MIDNIGHT ON 22ND X MISSION ANTI SHIPPING SWEEP IN SAGAMI NADA TO NORTH OF ISLAND OF

MADDOX WINS WWII IN THE PACIFIC, WITH A LITTLE HELP - PART II, Cont.

OSHIMA AND EXIT THROUGH WEST ENTERANCE X BEFORE DAWN ARRIVE LATITUDE 34 X DO NOT CROSS 100 FATHOM CURVE X ANY ENEMY MET WILL BE DESTROYED X ON WAY OUT BEFORE ARRIVING LATITUDE 34 NORTH BOMBARD TARGETS OF OPPORTUNITY FOUND IN ENEMY SHORE INSTALLATIONS X THIS ONLY IF NO CONTACTS MADE X SHIPS RESTRICTED TO 20 ROUNDS PER GUN FOR BOMBARDING X REQUESTS HAVE BEEN MADE TO COMSUBPAC TO NOTIFY YOU OF FRIENDLIES YOUR VICINITY AND YOU MUST GIVE THIS INFORMATION TO SQUADRON X ATTENTION INVITED MY 201445 AND FOR MANDATORY COMPLIANCE NOTE SOP-1 PARA 6 X REJOIN FAST CARRIER TASK FORCE NEAR LATITUDE 29-20 N AND LONGITUDE 138-10 E AT 23 JULY MEETING TG 38.1 AT 1800 THAT DATE X SEND URGENT MESSAGE TO COMTHIRD FLT AND CINPAC ON MEETING ENEMY OR START OF BOMBARDMENT CLARIFYING SITUATION AND NOTING PROGRESS X NOTE CINCPAC SERIAL 000501 DATED 10MAY 1945 X ANY CHANGES IN FINAL MEETING POINT ON 23 JULY TO BE RELAYED TO CDS 61 PRIOR DEPARTURE BY COMFAST CARRIER TASK FORCE X

Early in the morning, MADDOX departed the night steaming picket station and headed for the task group. Instead of refueling, at 0410, we joined the destroyers of DESRON 61 outside of the ASW screen. This was unusual and all hands began to feel that something out of the ordinary was happening. It seems that with all the mail being passed and received the Captain got a copy of our marching orders. For once the mess cooks and Ens Belamy were behind the power curve and did not have the straight skinny. It was not long before the word was out and it was a shipping sweep into Tokyo Bay.

Shortly after our arrival DESRON 61 broke away from the task group and headed on a course of 290 degrees. The sea was black with good size swells and there was a low overcast. We were taking

MADDOX WINS WWII IN THE PACIFIC, WITH A LITTLE HELP - PART II, *Cont.*

green water over the bow as the deck crews began preparing for the run into Tokyo Bay. The Captain had directed the First Lieutenant have the deck divisions flake out heavy tow lines on the forecastle and the fantail to tow or be towed should the situation become nasty. Our responsibility was to the ship ahead of us and the tin can astern would take us in tow if we became disabled. Not a very pleasant thought but it beat the hell out of falling into Jap hands. To them life was cheap and we were pretty far down on their pecking order and it would not be a fun time.

For the past few days, the task force had been playing chicken with a typhoon. With the staff batting average 0 for 2, we were not sure of the outcome. When we left the task group, the seas were very rough and if we could make the required speeds was one of the questions that COMDESRON 61 had to answer. Captain Hederman, in DEHAVEN broke away from the formation to test the riding qualities of the ship in the heavy weather. They steamed on the various courses and speeds necessary to meet the criteria in the OORDER. The seas were between 8 and 15 feet and it was a rough ride. He determined that we could safely do the mission. When the test were completed, DEHAVEN rejoined the formation. Captain Hederman queried the skippers. One suggested if the seas did not improve we should retire before sunset. Another said it was like the day before the big game. Play ball! The typhoon track was predicted to pass through the Tokyo area on 21 July. The weather recon flights had collected the storm track information and the predictions were correct without any curve balls. This meant for our inbound run the sea should continue to subside. There was another plus side, the typhoon would keep Jap search airplanes on the ground and our ingress would have a better chance of going undetected. We would be going within 10nm of land and the land would mask incoming raids until they were less than 3 minutes from the ships. If we were detected, the Japs would surely respond.

In the circular AA defense, we conducted radar ranging exercises to

MADDOX WINS WWII IN THE PACIFIC, WITH A LITTLE HELP - PART II, Cont.

calibrate the equipment for a final time. John Garrigus was our range finder operator and his manual ranging accuracy was astounding. The radar accuracy was matched against John's ranges to insure that it was calibrated. With the expected night action, we would be solely dependent on radar ranging for the initial gun solutions. In plot, Ens Cady was briefing Elton Crandall on the destruction of the computer and stable element should the ship get hit and have to be abandoned. I am sure that the radiomen were also instructed on the destruction of the codes and have the weighted sacks available. If it should come to pass, I doubt that there would sufficient time to do all the things required.

This type of operation was strange to us. Normally, we would do our regular duties until general quarters was sounded and then man our battle stations. There was little or no time to contemplate what was going to happen. We might be at GQ for hours waiting for a Jap raid but this was different. As the MADDOX plowed through the heavy seas, we were getting closer to the Japanese mainland and would be entering the outer portion of Tokyo Bay. This was a whole new ball game for us. We were in and out of rain squalls and occasionally, there would be a patch of blue sky overhead. As the day progressed the sea started to abate and we had a smoother ride. The ship was still pounding and occasional spray would reach the bridge. With the improving conditions the squadron increased speed to keep our schedule.

The Squadron Commander sent this message via light to all ships:

FOLLOWING IS MY GENERAL PLAN X SINGLE COLUMN

FROM POINT QUEEN TWENTY KNOTS TO POINT ROGER X
TWENTY FOUR KNOTS TO POINT SUGAR X PASS POINT
SUGAR AT TWENTY SEVEN KNOTS WITH THREE THOUSAND
YARDS OPEN WATER BETWEEN DIVISIONS X LINE OF BEAR-
ING THREE ZERO ZERO WHICH PROBABLY WILL BE COLUMN
X REPORT SHIPPING TARGETS

MADDOX WINS WWII IN THE PACIFIC, WITH A LITTLE HELP - PART II, Cont.

TO ME OVER CHANNEL YOKE AND BE PREPARED TO DESTROY WITH GUNFIRE OR TORPEDOES IF DIRECTED X BETWEEN SUGAR AND TARE THE IDEAL SITUATION WOULD BE FOR FIRST DIVISION TO FIRE TORPEDOES AT LUCRATIVE TARGET AND SECOND DIVISION OPEN GUNFIRE WHEN TORPEDOES HIT X AT POINT TARE FIRST DIVISION BE PREPARED FOR TURN TOWARD POINT UNCLE TO SWEEP EASTERN ENTRANCE X COMMANDER DIVISION TWO TAKE FORMATION AT HIS DISCRETION X SUGGEST RETAIN COLUMN X IF NO CONTACTS FIRED UPON WILL PROCEED FROM UNCLE TO VICTOR AND BOMBARD O SHIMA BETWEEN VICTOR AND WILLIAM X FIRST DIVISION TARGET HABU KO SECOND DIVISION SASHKIJI X AT WILLIAM RETIRE AT THIRTY KNOTS THROUGH XRAY TO YOKE X TWENTY TWO KNOTS TO ZEBRA RENDEZVOUS X IF CONTACTS SUCH AS TO FORCE RETIREMENT MAY PROCEED FROM UNCLE TO CHARLIE TO ZEBRA WITHOUT BOMBARDMENT BT

More and more information filtered up to the director as the time passed. For the time being, it was pretty much business as usual. The gunners took the magazine temperatures and the most current information was fed into the Mark 1A Ford computer. They wanted to be sure that we were playing with a stacked deck. All in our favor.

To show how serious the conditions we could expect to encounter, each division was given a survival briefing. There was not much to brief. Keep your life jackets or flotation gear handy and inspect them to be sure that they were in good shape. If we are sunk, stay in groups and head for the nearest land. Since we would not blend in with the indigenous people, capture was a sure thing. From that point on, it was to be name, rate and service number. It was not a comforting way to begin the mission but necessary.

Captain Hederman sent another visual message indicating the danger we faced in the mission without over stating his concern:

MADDOX WINS WWII IN THE PACIFIC, WITH A LITTLE HELP - PART II, Cont.

PLAN TO PASS POINT SUGAR SHORTLY BEFORE MIDNIGHT AT BEST SAFE SPEED IN COLUMN IN ORDER TO BE AT LATITUDE 34 PRIOR TO DAWN X AVOID DETECTION X ADVISE ME IF YOU THINK SQUADRON LEADER IS OFF IN NAVIGATION X TIDAL CURRENTS MAY BE STRONG X IF DAMAGE OCCURS EVERY EFFORT WILL BE EXERTED TO SAVE PERSONNEL AT ALL COST

The plan was modified and bombardment assignment delineated Moto Mura and the airfield on O Shima.

The weather continued to improve as we headed toward the mouth of Tokyo Bay with a high overcast with good visibility. While it was still daylight, we formed a column with DEHAVEN in the lead, followed by MANSFIELD, MADDOX, SWANSON, COLLECT, TUSSLING, BLUE, MOORE and BRUSH. At 1830 the word was passed to darken ship and shortly after 1900 darkness swallowed the destroyers and in the darkness, we could just make out the wake, wake light and silhouette of the MANSFIELD 500 yards ahead of us.

As we continued to close on Sagami Nada, there was very little conversation or noise from the deck. The only noise was the whine of the force draft blowers and the rush of the sea as MADDOX plowed ahead. About 2100, an airplane or a flight of airplanes under the high overcast went over head. One turned on his landing lights well astern of the formation and left them on until passing ahead. They were heading on the same course as the squadron. Pointed directly at Tokyo. This gave us a clue that the word was out on our mission. The airplane(s) were most likely B-29's out of Guam making their nightly run on Tokyo. Shortly after the airplanes(s) passed us, radar picked up the island O Shima. The island guarded the entrance to Tokyo Bay and believed to be heavily fortified and was to get special attention if no shipping found.

To Be Continued. . . .

A SNIPE'S VIEW OF THE MADDOX INCIDENT - PART II

Alvin D. Christmas, *MM3, 1962-65*

Friday, 7 August 1964 - We entered Tonkin Gulf @0400 GQ stayed until @1730, had a few contacts but nothing serious. Ate battle rations. I stood 10½ hrs. On throttles. Everyone touchy and half scared. If you walked up behind someone and grabbed his arm he'd do either of two things:

1. Knock you down
2. Get mad for scaring him or,
3. Take off running

@2030 GQ False alarm - about to shoot a British Airliner on it's way to Kawloon, China. He didn't identify himself, but finally did-just in time. (Lucky rascal)

@ 2300 GQ False alarm. Picked up *USS EDSON* (DD949) Almost shot the "hell" out of her. I think we would go to GQ if a gooney bird flew over. If he does, he better squawk a certain number of times, or he's a dead duck..... Nothing getting by our radar for 100 miles around without identifying itself.

Saturday, 8 August 1964 - @0500 GQ, 4 boiler op. At 30 knots.

@1000 - Battle Rations.

@1100 - Slowed to 15 knots and got on station. 28 miles off coast of NVN. 10 aircraft over us and 2 over the *TURNER JOY*. Commies would give anything to get the "Mad Box". Picked up a surface contact at 10 miles. Planes checked it out but drew a blank.

@1200 - Picked up 11 PT boats 190 miles north of us. Headed north. Don't think they want any part of the "Box" today. Hell, we only have 16 aircraft and 3 cans.

@1245 - Secured GQ. Left the Tonkin Gulf at 25 knots. Don't think we'll be back. Tropical storm, Typhoon "Eva" coming up the coast line.

Wrote a couple letters home and to Thelma. Sure like to hear from them. Refuel tomorrow, Sunday. High-line a few personnel to carrier. Ran with CVA-14 all night.

A SNIPE'S VIEW OF THE MADDOX INCIDENT - PART II,

Cont.

Sunday, 9 August 1964 - High lined Com-Cu-Des-Pac 192, Lt. Buliar and Operations Officer, Mr. Evans to CVA-14 to make reports on attacks. If not satisfied on carrier, they'll go to Subic Bay, then to Yokosukia, Japan, then Pearl Harbor and the to Washington DC and make reports at Pentagon.

@ We have CVA-64, CVA-14, CVS-8, CVA-12, LPH-8, Valley Forge with 3,000 Marines aboard and 12 destroyers with more on the way and two cruisers - *USS TOPEKA* and the *USS OKLAHOMA*. We are about 80 miles off the coast of SVN. Sixth and Seventh Fleet are centered right here. Something big is up, I don't know what.

@1900 - Refueled, took on 89,640 gal. Plan to take on stores tonight. May go to Subic Bay to let this "Box" off. We were relieved from patrol by *USS TUCKER*. Boy I pity her. She don't have any 3" guns.

So far we're still going to go back to the states on the 27th Really be good to get state-side. This is the roughest 6 months of my life. "Never make a slip & ship".

Monday, 10 August 1964 - General Operations

Tuesday, 11 August 1964 - High lined officers, observers and equipment to CVA-14.

Wednesday, 12 August 1964 - Refueled from carrier, taking on stores at 2 and 3 in the morning. Still no mail.

Thursday, 13 August 1964 - @0800 Refueled, no mail. Officers and a couple enlisted men came aboard to take pictures (movies) of ship in action for news reels.

@1300 Plane Guard - a jet came in for a landing and missed. He cracked up, pilot OK, he was picked up by Helo. Plane went down immediately - except for ejection seat, fuel tank and life raft.

@1600 Pictures taken of mounts in battle dress and of them firing 3" for documentary purposes on Tonkin Gulf incident. After they

A SNIPE'S VIEW OF THE MADDOX INCIDENT - PART II,

Cont.

are finished then they'll be released or commercial outlets @0800 Refueled, no mail.

@0930 Payday, bought 8mm camera.

@1715 Mail Call by Helo from CVA-14. Two days straight. I got 3 letters from sisters, one advertisement from Conservation School and newspaper dated 23 July. Second cousin, Larry Goldberg killed in wreck.

Saturday, 15 August 1964 - Refueled - Mail Call and Plane Guard

Sunday, 16 August 1964 - Holiday at Sea Routine, slept all day.

Monday, 17 August 1964 - Refueled. New "Old Man" came aboard, looks like he'll be OK. PS. He is.

Tuesday, 18 August 1964 - Plane Guard. Scuttle Butt, that we go back on patrol, but don't know when or where.

@1900 Passed an Amphibious Convoy headed for SVN. 17 ships. Change of Command the 24th along with Material & Personnel inspections.

Wednesday, 19 August 1964 - General Clean-up of Engine Room.

Thursday, 20 August 1964 - General Clean-up of Engine Room.

Friday, 21 August 1964 - General Clean-up of Engine Room. Word passed that we've been detached from the carrier and were headed for Subic Bay, 600 miles east. Doing 14 knots. Expect to arrive at 0700 on 23rd. Dogged watch. We work for a "Dick Head". Getting worse.

22, 23, 24, 25, 26, 27 August - In Subic Bay - Raising Hell.

28, 29, 30, 31, 1, 2, 3, 4 September - At sea, running Plane Guard.

5, 6, 7, September 1964 - Running Plane Guard, running around in circles.

A SNIPE'S VIEW OF THE MADDOX INCIDENT - PART II,

Cont.

Tuesday, 8 September 1964 - @0300 on regular Plane Guard. A PW-2, Navy Contact Plane with 13 men onboard crashed while checking out a merchant ship. We were right on the spot. Debris all over the water.

@0330 Picked up 10 men, one dead when we got him onboard. (Enlisted Man) another a LTCD died in the Officers Ward Room of injuries, both legs broken, deep cuts.

@0500 High lined survivors and 2 dead to *USS CONSTELLATION*. Helo got one dead man and another ship got one. Last person was never found until one week later. We went back to crash site, but didn't find the other body. We found helmets, hats, suit cases, books, "douche" kits and life jackets. Cause of crash seems to be that the altimeter went out at 500 feet over the water and it was dark. "Box" heroes again. Holiday Routine. HA HA

9, 10, 11, September 1964 - Plane Guard, this crap is getting old.

Saturday, 12 September 1964 - @1500 Scuttle Butt: Getting detached at 1600, going to Subic Bay on 15th and then home.

@1700 Detached for Subic

Sunday, 13 September 1964 - In route for Subic.

Monday, 14 September 1964 - @0800 Subic Bay.

Tuesday, 15 September 1964 - Subic Bay, bought radio \$28.00.

Wednesday, 16 September 1964 - Subic Bay

Thursday, 17 September 1964 - @1600 Left Subic Bay for Con. US. MADDOX, TURNER JOY, EDSON, BRUSH, PRESTON, MOORE and (?????).

Friday, 25 September 1964 -Crossed the International Date Line. Had 2 Fridays.

Friday, 2 October 1964 - @0800 Planned to go into Long Beach at Pier 15, but fog delayed us until @1530. 3,000 people out there to greet us. Bands, Admirals, Mayors, Governors, TV cameras and

A SNIPE'S VIEW OF THE MADDOX INCIDENT - PART II,

Cont.

newspaper reporters all over the place. Boy, is it good to be home. I'll call home tomorrow night, have duty today. I have a 48 this weekend.

This is a copy of a newspaper article written in the local newspaper in Harriman, TN recounting the events of September 8, 1964.

CHRISTMAS ON RESCUE SHIP

Alvin D. Christmas, fireman, son of Mr. And Mrs. Renfro F. Schubert of Route 5, Harriman, was serving aboard the destroyer USS Maddox when she rescued eight survivors of a Neptune aircraft which crashed into the South China Sea Sept. 8, while on routine patrol.

The destroyer was streaming with the USS Constellation, when the accident was reported.

Maddox and other units of the task force group were immediately sent to search for survivors, Maddox also recovered the bodies of two crewmen killed in the crash. Maddox sped to the side of the Constellation to receive transfer of medical officers.

Maddox is currently operating with the US Seventh Fleet in the far East.

OFFICIAL NEWS RELEASE ON MADDOX INCIDENT

The following chronology was released to the press in Washington and Honolulu at 032230Z AUG:

“AT 11 A.M. 2 AUGUST MADDOX REPORTED OBSERVING AN ESTIMATED 75 JUNKS NEAR HER ASSIGNED PATROL AREA OFF THE NVN COAST. SHE REPORTED CHANGING HER COURSE IN ORDER TO AVOID THE JUNKS CONCENTRATION AND INDICATED THERE WAS NO EVIDENCE OF ANY HOSTILITIES. 1:30 P.M. 2 AUG MADDOX REPORTED THAT THREE TORPEDO BOATS WERE ON A SOUTHERLY COURSE HEADING TOWARDS THE SHIP AT EXTREME RANGE (OVER 10 MILES). MADDOX REPORTED SHE WAS BEING APPROACHED BY THE HIGH SPEED (ESTIMATED 45-50 KNOTS) CRAFT WHOSE APPARENT INTENTION WAS TO CONDUCT A TORPEDO ATTACK AND THAT SHE REPORTED THAT SHE WAS BEING ATTACKED BY THE THREE P.T. CRAFT. SHE OPENED FIRE WITH HER 5 INCH BATTERY AFTER THREE WARNING SHOTS FAILED TO SLOW DOWN THE ATTACKERS. 4:08 CLOSED TO 5,000 YARDS, EACH FIRING ONE TORPEDO. THE MADDOX CHANGES COURSE IN AN EVASIVE MOVE AND THE 2 TORPEDOES PASSED CLOSE ABOARD ON THE STARBOARD SIDE (100 YARDS). THE USS TICONDEROGA (CVA14) ADVISED SHE WAS SENDING FOUR ALREADY AIRBORNE F8E CRUSADERS WITH ROCKETS AND 70 MM. AMMUNITION TO PROVIDE AIR COVER FOR MADDOX. THE PILOTS WERE INSTRUCTED NOT TO FIRE UNLESS MADDOX OR AIRCRAFT WERE FIRE UPON. 4:21 P.M. 2 AUGUST. THE THIRD P.T. MOVED UP TO THE BEAM OF THE MADDOX AND RECEIVED A DIRECT HIT BY A 5 INCH ROUND, AND AT THE SAME TIME DROPPED A TORPEDO INTO THE WATER WHICH WAS NOT SEEN TO RUN. MACHINE GUN FIRE FROM THE P.T.'S WAS DIRECTED AT THE MADDOX. HOWEVER, THERE WAS NO DAMAGE OR INJURY TO PERSONNEL. THE MADDOX CONTINUED IN A SOUTHERLY DIRECTION TO JOIN WITH THE TURNER JOY (DD951), AS TICONDEROGA AIRCRAFT COMMENCED ATTACKING THE P.T.'S. ZUNI ROCKET RUNS AND 20 MM. STRAFING ATTACKS WERE DIRECTED AGAINST TWO OF THE P.T.'S AND THEY WERE DAMAGED. THE THIRD P.T. REMAINED DEAD IN THE WATER AFTER THE DIRECT HIT BY THE MADDOX. AT 4:29 P.M. THE AIRCRAFT BROKE OFF THE ENGAGEMENT AND ESCORTED THE MADDOX TOWARD SOUTH VIET NAM WATERS

OFFICIAL NEWS RELEASE, Cont.

THE TURNER JOY HAS JOINED WITH THE MADDOX AND THEY ARE CONTINUING PATROL IN THE AREA IN INTERNATIONAL WATERS. AIRCRAFT FROM THE TICONDEROGA ARE PROVIDING PROTECTIVE COVERAGE. ALL TIMES ARE VIETNAM LOCAL.

D.M. Jackson

D. M. JACKSON, LCDR, USV
EXECUTIVE OFFICER

RE: ARTICLE IN "HOWGOESIT, Spring 2009, BY NOLAN FORGERSON

Robert Sanders, SIC, 1943-46

I saw much the same thing that he saw. As an SIC deck crew, I was working in the ship's laundry on the starboard side of midship passageway.

Someone yelled out that a carrier was on fire off our port side. I ran over to the rail and saw the TICONDEROGA BEING ATTACKED AND SMOKING. A minute or two later I saw a Jap plane, flying parallel but opposite to our course, make a left turn and head for us on the port quarter. By that time a crowd had and we all broke and ran to the protection of the winches. I, and many of the others, fell and lay there on the deck watching the plane strafing us. A moment later there was a great explosion which seemed to lift the ship up and we bounced a few times. My first thought, as GQ sounded was to get to my battle station; which was the handling room of MTI. When I got there I found three 5 inch projectiles rolling around the deck. The explosion and bounce had shaken them out of their racks. The noses of the projectiles were broken off and just hanging on by some thin wires.

RE: ARTICLE IN “HOWGOESIT, Spring 2009, BY NOLAN FORGERSON, Cont.

Another man joined me in the handling room and together we took the projectiles through the chief’s quarters and up the ladder through the hatch and threw them over the port side of the ship. I made two trips, the other seaman made one.

At the time it seemed like a good idea, as I could envision an explosion in the handling room of a 5” mount and the subsequent damage. The gunnery officer was not very happy about what we had done, but it ended there.

PS I really enjoyed Mr. Cunningham's recounting of the incident with the **USS MASSACHUSETTS**. At the time, July 14, 1945, I had transferred to the quartermaster gang and was on watch on the bridge. It seemed that I could look almost straight up and see the extended bow of the **MASSACHUSETTS** over us. Pretty scary moment.

Below is a photo of five Plank Owners (part of the original crew) of the **MADDOX 731** at our ship’s reunion in Philadelphia, August 27-29, 2010.



Left to Right: Ray Peroni, Bob Sanders, Mel Cunningham, Bill Haldane and Joe Fanelli

THE TYPHOON OF DECEMBER, 1944

William (Bill) R. Haldane, *Ex CRT, Ens. USN, (CDR USN, Retired)*

Let me tell you what happened to me during the typhoon of December, 1944.

My duties were in the CIC of the Maddox. While on watch the Surface Radar-SC-1 Surface Search Radar said, "Look the radar went off". And so it did. I told him to reset it. Turn to switch off and then on again. He did and the radar was back on again. My first opinion was that the power, 110v, to the Radar Room had blinked off and would require the resetting of the power relay.

Great - all was OK for several minutes. Then it went off again. My inspection of the Radar Room was as if nothing had happened, except that there was water on the deck. I noticed that the bulkhead hatch was spewing water when a huge wave would hit the side of the ship. The water was running across the deck, but was not building up - maybe it was going down the scupper. The radar did not seem to mind my turning it back on each time the relay would open. So, why not leave well enough alone.....

My first class Tech appeared and said to "let him take over". Was I glad of that! No problem, except that the Captain had told Mel Laird to go down to our room and for me to report to him on the bridge. The Captain told me that the radar had been off for quite some time. He needed the radar to keep station on the Tanker, and of course I told him I would look into it.

In the CIC the radar was off. In the Radar Room the tech had a full set of tubes for the modulator. He had gone over the ship from stem to stern, only he could have found the tubes.

I have never heard of a case where all of the tubes would have open filaments. I told him I would take things over from here and he was glad to leave the problem to me. Now the Radar room light would

THE TYPHOON OF DECEMBER, 1944, Cont.

not blink when I heard the relay click and the radar would shut down. It dawned on me that I was wrong about the lights.

There was an interlock that would turn the power off if the doors were opened. Looking at the doors, you could see that they were moving up and down. One door had the plunger on it that would turn the power off before any one could open them. A shorting bar would come down to short out the 3,000 volts that the modulator used on the 3004th tube used to modulate the magnetron.

My only proof of the door opening enough to turn off the power was to short the interlock. I bolted the two pieces together and told CIC to turn the power on ONLY when I told them to. I told them to turn it on. THE RADAR CAME ON. To make sure that the doors would not open again, I sat down in the cool, cool water with my back up against the door.

I do not remember anything for several hours, maybe I fell asleep. The radar continued to operate until I had a chance to restore it to normal condition.

The reports I made to BuShips on the problems of the radar cutting off when the storm caused the bulkhead and deck where the radar was installed to open the relay were never sighted.

CINPAC did issue instructions to BuSHIPS to initiate a design study of destroyer stability. Before leaving the blocks, the MAD-DOX was modified for a Radar Room and and to be able to hold more fuel.

HAVE YOU HEARD

The Navy Chief noticed a new seaman and barked at him "Get over here! What's your name

"John," the new seaman replied.

"Look, I don't know what kind of bleeding-heart pansy bull they're teaching sailors in boot camp nowadays, but I don't call anyone by his first name," the chief scowled. "It breeds familiarity, and that leads to a breakdown in authority. I refer to my sailors by their last names only; Smith, Jones, Baker, whatever. And you are to refer to me as 'Chief'. Do I make myself clear?"

"Aye, Aye Chief!"

"Now that we've got that straight, what's your last name?"

The seaman sighed. "Darling, My name is John Darling, Chief."

"Okay, John, here's what I want you to do"

Wal-Mart Greeter-----

A new retiree greeter at Wal-Mart just couldn't seem to get to work on time. Every day he was 5, 10, 15 minutes late. But he was a good worker, really tidy, clean shaven, sharp minded and a real credit to the company and obviously demonstrating their 'Older Person Friendly' policies.

One day the boss called him into the office for a talk. "Charley, I have to tell you, I like your work ethic, you do a bang up job, but your being late so often is quite bothersome."

"Yes, I know boss, and I am working on it."

"Well good, you are a team player.. That's what I like to hear. It's odd though, your coming in late.. I know you're retired from the Armed Forces. What did they say if you came in late there?"

"They said, 'Good morning, General. Coffee this morning, sir?"



From the Editor



A million thanks to everyone who has taken the time to send in articles for this edition of the “Howgoesit”. These articles provide personal insight into the history of the USS MADDOX as well as providing information regarding shipmates, their families and the association.

I am always looking for new articles to include in the newsletter. I need your input, no article is too small and all are welcome, without your articles, news, recipes and pictures, the “Howgoesit” will cease to be.

If you submitted an article and don’t see it in this issue it should be in the next one

You can e-mail any articles you would like to submit to me at: foxfire511@passportamerica.com. (Be sure to include a subject line - “USS MADDOX” or “Howgoesit” Article). If you would rather write or type your article you or you “don’t do computers”, send it “snail mail” to: Mary N. Raines, at the address listed below. Be sure to include a phone number so I can contact you if I have any questions.

The “Howgoesit” has gone Hi-Tech, as promised. With the assistance of our Web Master, Ben Gold, the “Howgoesit” is now posted on the Maddox Association’s website (www.ussmaddox.org).

Albert & Mary N. Raines
3745 Grover Hicks Road
Valdosta, GA 31606
Home phone: 229-241-0647

Mary N. Raines
.“Howgoesit” Editor



Chaplain's Corner



ABOUT PRAYER

As we close out the year of 2010 and head into 2011, all of us look to the New Year with *HOPE*.

For those who are struggling with a medical, physical, mental, spiritual, family predicament, or any of our military who are in harm's way - - there is hope that tomorrow will be better. Just turning a calendar page can energize those who need assurances that everything is going to be okay.

HOPE needs to be put into action. It starts with a positive attitude. This needs to be in thought and speech as we give encouragement and comfort to others. The inspiration and power to do this comes through *PRAYER*. Some circumstances or events in life require our praying through them - - we can't think our way through them. January (a new beginning) is a great time to be reminded that "prayer" is not limited to a particular season, or circumstance, or happening.

In thinking about the message I wanted to convey, I scribbled some notes about prayer, and after some refining, I would like to share them with you because there are many forms and intentions used in praying, and certainly this is not all inclusive.

Prayer is a sincere request to God for something, or to give God thanks and praise, or as a method of worshipping God.

In our request prayers, we are asking for help, or we beg for something we feel we need for ourselves or for others who we love and care about.

CHAPLIN'S CORNER, Cont.

In our thanks and praise prayers, we show gratitude to God for the gifts or favors received.

In our worship prayer, we give honor and homage and reverence to God in a sincere, devout way. We acknowledge God to be the Creator of all things in the Universe, including each of us.

PRAYER (by whatever method), builds and nurtures the virtue of **HOPE** - - moves us, make us desire God as the highest good we could ever yearn for. It's the yearning that one day we will live for all eternity in His presence and to re-join our loved ones who have gone on before us.

Let us pray for one another. May God bless all of you and your loved ones in a New Year.

A Servant of the Lord,

Rev. Mr. Justin McMenamy, Chaplain
USS MADDOX DESTROYER ASSOCIATION
3623 Harvard
Independence, Mo. 64052
Phone: 816-254-1528
e-mail: JMcMe1528@aol.com

PRAY FOR THOSE DECEASED SINCE OUR LAST **"HOWGOESIT"**

Joe Mabry, Harold Fannin, Gordon Kelly, Francis Phillips, Tony Pascucci, Bill Jordan, Capt. Edward Siegrist, William Herr, Lester Chandler, Harry Hosler (Shipmates), Mel Cunningham, Jr., (son of Mel Cunningham) and Virginia McMenamy (wife of Justin McMenamy, Association Chaplin).

CHAPLIN'S CORNER, Cont.

May our God of Mercy welcome them, may perpetual light shine upon them and may they rest in peace. Amen.

PRAY FOR OUR SICK AND THOSE REQUESTING OUR PRAYERS:

Charles Slattery, brother of Jim Slattery, and his family. He is 61, just discovered brain tumor and per Jim only has 3 to 6 months to live. May God grant Charles the graces he now needs. Peace be with him.

Good and gracious God, we entrust the members of our association and their families who are sick or suffering at this time. Lord, grant them comfort and healing. Amen.





*All Gave Some.....
Some Gave All.....*



A

Howgoesit

desktop publication

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