



Bob Orleck-Editor

EPIC SPONSORS STRIP TRIPS FOR USS ORLECK!

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Since April 2003 there have been tons of precious and needed parts and equipment making their way to the USS ORLECK in Orange, Texas. In addition, USS ORLECK ASSOCIATION members have been traveling to their old ship to help put those parts and equipment where needed and to do what is necessary to get USS ORLECK DD 886 back into ship shape.

It has been a little over three years since USS ORLECK was returned to Orange, Texas. In that time many folks, from Orange and from numerous other places have contributed to the work of maintenance and restoration of DD 886. Many USS ORLECK sailors have lent a helping hand to the folks of SETWFM either in labor or

(Continued on page 24)(Philly Strip Trips)



PAST, PRESENT & FUTURE HOPE OF USS ORLECK
THREE GENERATIONS OF AGNEW'S JOINED TOGETHER WITH 12 OTHERS TO BEGIN THE LATEST PHASE OF WHAT HAS BECOME MAJOR CONTRIBUTIONS BY USS ORLECK ASSOCIATION AND EPIC TO THE RESTORATION OF USS ORLECK!
NAMES OF ALL THREE ARE "WAYNE AGNEW"

2005 + 2007 REUNION SITES CHOSEN!

Hard as it is to believe, the attendees at the last USS ORLECK ASSOCIATION in Waikiki, Hawaii, took time out to conduct business. Not only that, they did it inside when the Hawaii sunshine beckoned. There was much discussion about the Philadelphia and Portsmouth "Strip Trips" and the upcoming plans to conduct Field Days and related matters.

Bob Orleck called the meeting to

order in the Robert Louis Stevenson Room that served as the gathering place for the reunion. In this beautiful setting with balcony overlooking the turquoise waters off Waikiki Beach, the group discussed where to have their next reunion.

There was much support for having the next reunion in Branson, Missouri

(Continued on page 28-next reunion)

A Word from USS ORLECK'S President



Our President, Gene Everson with his brother showing items gotten from a salvage trip to the Philadelphia Shipyard to gain items for DD 886.

Bob here is my bit for the Scuttlebutt regarding the reunion and what I believe the purpose and goals of the association are.

Dear Shipmates,

Hawaii was fabulous! The reunion was the greatest yet and all I can say is, "Bob Orleck you've done it again." Your ability to plan and produce such successful events is mind boggling. I stand in awe of your passion, dedication and skill.

I have attended all but the first reunion, I missed it only because I wasn't aware of it, and without exception they were all memorable. To choose one over another would be like asking me which one of my children I like best.

After returning from each reunion,

when I have time to review and reflect on the experience, I jot down what impressed me the most.

This time I was struck by, A Blinding Flash of the Obvious. The reunions are always so great because of the people.

Everyone has such a positive "can do" attitude it's pure pleasure and a joy to be involved. The Orleck and her crews are special.

I wish to thank everyone for your trust in allowing me the honor to serve as the association's president. Be assured I will do my very best to promote the vision and achieve the goals of the Orleck Association.

I am aware of how little we know

(Continued on page 26-President)

What being a veteran means to me!

Soldiers and sailors, airmen and marines do what their country asks them to do. They don't ask why. They fight for our country and our freedoms without question. They don't choose which causes to support, which freedoms to defend or which battles to fight.

I am one of the counselors at our middle school here on the North Coast and I was asked to do a speech for veteran's day. Remembering the audience is grades 6 to 8 I thought you might like to read the text. Mike Cooper

I served for 6 years in the United States Navy Reserve. (1968 through 1974) During that time I was an active reservist for 3 years, I was on active duty for two years and inactive reserve for one year.

I served aboard the U.S.S. Orleck DD886 during the Vietnam Conflict. I have always joked that because I was onboard a ship, we could hit them and they couldn't hit us; and that is the only way to fight a war. Unfortunately for many Americans who served in Vietnam this was not the case. Tens of thousands if not hundreds of thousands were wounded, either physically or emotionally and over 50,000 Americans lost

(Continued on page 23-veteran)



Lt. Joseph Orleck, USN

Family recollections about Lt. Joseph Orleck

Dear Mr. Orleck

Discovering your fine presentation on the life of Joe Orleck brought back many emotions from so long ago. My father, Colby Guequierre Rucker (1903-1980) was the commanding officer of the USS OWL, and then the USS RAVEN, from about May 1942 to 3 Jan 1943. I was only five years old, but I remember the ship at Norfolk, and the sights and sounds of ships and water, trains and war mate-

riel, gangplanks and wardrooms, and fine men, all so good to me.

Time has blurred ships and faces, but some of the names remain. Among these is Joe Orleck. For everyone of that time, the war was an experience that nothing could ever equal, not even for a young boy. Joe Orleck's death left a certain empty spot in our family, a very personal reminder of

(Continued on page 18-recollections)

It Was Just a Typical Summer Day!

Posted: 2003-05-11 12:22 on USS ORLECK
website <http://www.ussorleck.com>

My dad, John R. Hathaway, served on the Orleck during the Korean War. He died Aug. 31, 2001 but left behind some memoirs, including this account of some events on the Orleck.

In the summer of 1952 the USS Orleck was assigned to duty in the Sea of Japan off the east coast of Korea as a part of the United Nations Fleet involving

ships from many nations. There were Dutch, French, English, Australian, and New Zealand ships and some from various countries in South America in addition to the very large contingent of U.S. Navy ships of all types.

While conducting the naval war against North Korea, this United Nations Fleet operated out of naval bases at Yokosuka and Sasebo, Japan. The fleet spent most of the sea time in aircraft-carrier operations in the sea of Japan and in shore bombardment operations

(Continued on page 17-summer day)

Memorial Service for Lt. Joseph Orleck to be held in 2004!

By Robert Orleck

Very little is known about the early life of Joe Orleck. Joe was the son of a Russian immigrant junk collector, Maximilian Orleck and his wife Rebecca. They fled Russia around 1904 to seek a better life in the United States. Two years after their arrival, on 22 June 1906, their first son, Joseph was born to them at Columbus, Ohio. Then came three brothers, Philip, Louis and Benjamin and a sister Ethel.

The year 1924 marked a turning point in Joe's life. His father died and Joe enlisted in the Navy. Joe had fourteen years of continuous enlisted service having re-enlisted at each appropriate time, one of those times being in the Naval Reserve. From 14 December 1933 as Boatswain, Ensign on 15 June 1942, to Lieutenant (Junior Grade) on 1 May 1943 then to Lieutenant on 7 June 1943, Joe rose through the ranks to becoming Commanding officer of the USS NAUSET.

Most of what we know about Joe Orleck comes from historical accounts in the United States Naval records starting with his 1924 enlistment. When appointed Boatswain he was ordered to the USS LOUISVILLE and shortly thereafter to the USS QUINCY where he spent approximately three years. When commissioned Ensign he was ordered to the USS RAVEN and it was during this time that he earned the Navy and Marine Corps Medal from the President of the United States for what is described in the following citation:

"For extremely heroic and courageous conduct in affecting the rescue of personnel of the S.S. LANCASTER, aground off El Hank at Casablanca,

French Morocco, December 31, 1942. In spite of mountainous seas and exceptionally adverse weather, Ensign Orleck took charge of a motor whaleboat and crew of the USS WAINRIGHT and successfully completed one trip to the stranded LANCASTER, bringing approximately twelve men to safety. Although his boat capsized during the second trip, he swam to another motor boat and continued directing rescue operations. As a result of his gallant action, twenty persons were saved."

For his ultimate sacrifice he was posthumously awarded the Navy Cross. It happened like this. On 2 April 1944 he was ordered to Service Force, Atlantic Fleet for temporary service. Then, Joe Orleck took command of the recently commissioned USS NAUSET on 28 May 1943 at Mer-el-Kebir, Algeria. Less than four months later he was engaged in a battle for his life and the life of his ship. Both went down that fateful day, 9 September 1944. Seven days later Ensign Edwin L. Reel, the Senior Surviving Officer, USS NAUSET (AT89) submitted an Action Report on the loss of the USS NAUSET. The following is that report almost in its entirety and it tells the story much better than anything else:

"1. The USS NAUSET (AT89) left Bizerte, Tunisia, outer breakwater, at 0530 September 7, 1943, as part of Task Unit 85.1.1 FSS 2 Assault Group, to participate in attack of Salerno Bay, Italy, as part of the Combined Operations. This Convoy consisted of SOPA in USS BISCAYNE, fifteen LSTs, USS NARRAGANSETTE (AT88) and USS NAUSET (AT 89). It was escorted by a group of PCs and SCs. Our cruising disposition was astern 350 yards and midway between columns one and two of three columns. Our cargo consisted of one Royal Navy Assault

(Continued on page 22-Arlington Service)

OCTOBER, 2003 FIELD DAYS BIG SUCCESS!

There are some great and exciting things happening as the result of the joint activities of SETWMF, USS ORLECK ASSOCIATION and EPIC. When this ship museum reality started there were no guarantees and no one knew the amount of sweat and tears that would be required to get the project even to this point. But progress is being made and cooperation between the organizations has resulted in many things getting done that just a year ago were question marks. What happened at the Field Days? Well to put it mildly, all the planned work projects were successful.

Prior to the work there was planning and more planning. Many

conference calls were held and "action plans" were drawn up. Project managers were appointed and a mass mailing went out inviting everyone to come and work. People were given their choice of work and they came and they really worked for two days.

Steve Davis, EPIC coordinator in Texas, did a lot of pre-planning as did others, but due to the death of his Mother, he could not attend and I know it hurt him to miss it. But his planning helped a great deal and with the willingness of many and especially Phil King who took charge of the minute by minute duties as he can do so well.

I am mindful that I will forget to thank people so please for-

give me if I do. I do want to thank Tom Depwe and George Bohn for working well with us. The SETWMF ladies auxiliary did a wonderful job providing the workers with food, and not just food, but really good food. All of you who came and worked are to be thanked. I plan to list names and I really hope I name everyone. If your name does not appear please let me know and I will remedy that in the next edition..

There are some other special thanks that have to be given. Stan Linter has a friend by the name of Doug Hamilton. Doug was in charge of many electricians at the Long beach Naval Shipyard until 1997 when it closed. Well, Stan put

(Continued on page 14-Field Days)

Report on 2003 Portsmouth "Strip Trip"

Recently a few crew members of the ship undertook a materiel part finding mission on behalf of the USS ORLECK ASSOCIATION. Those in attendance were Wesley Morris and myself, Richard Roy for the dates May 12, 2003 through and including May 14. Charley Fox and myself again for May 15. Overall the trip turned out to be quite beneficial. When we first arrived at the guard shack, security radioed up to the ship and needed to supply an escort. He told them that a couple of "strippers" wanted to come aboard. As I was telling Bob about this part of the story he told me he wanted to think happy thoughts. I told

him we had been assured that all of our work on-board would involve us keeping our clothes on. Bob was relieved. Wesley proved to be quite the "go getter.". I would like to add if I may that he is 79 years young. Going up and down on such a tall ship can be a task at times. Wesley climbed those ladders like a spring chicken. He was pretty good and fast too, with the hand tools.

The last day was special for both Charley and I seeing how we were shipmates and good

(Continued on page 25-Portsmouth)

Report on 2003 Bremerton "Strip Trip"

BREMERTON, WA 15-18 SEPT

Nine (9) hearty shipmates came from near and far to cannibalize a Knox class frigate of parts to be stripped and shipped to our fine ship Orleck. Jocko Burks was unable to participate as planned, but his "XO" Ron Reieron coordinated the work assignments, made arrangements

into the shipyard and was general overall guy in charge. Assisting Ron were Brian Bodaly and Hank Carman, who not only helped strip ship, but coordinated some of the activities. Brian was able to get storage nearby which facilitated our efforts.

Meeting on (mostly) rainy days, 2-4 sailors would muster at 0800, be delivered by car into the Shipyard, taken by yard craft to the cold-iron frigate outboard of a mothballed

(Continued on page 6-Bremerton)



Dear Bob February 6, 2003
Enclosed is a money order for my 2003 dues to the USS ORLECK DD 886 ASSOCIATION. The balance is for the USS ORLECK DD 886 ASSN for whatever need.

I am sorry we will not be able to make the Hawaii reunion due to health problems. I know you will have a great reunion.

Dennis Gange 1963-67
4718 Davis St.
Bremerton, WA 98312-4792

To Whom This May Concern:

I am enclosing a check for 3 memberships. ... (One of those memberships was for Janet Baugher. Janet went to Texas with the family for the homecoming of the USS ORLECK and really enjoyed the trip and seeing her Grandpa's ship. We all look forward to receiving the SCUTTLEBUTT each time and to receiving information of the ship.

Billie Jean Baugher
(jelybean)

1/27/03

I am writing to inform you of the death of my dear husband, Charles Goodall, on December 8, 2002, after a courageous two-year battle with cancer.

We were sorry we were unable to attend any of the USS ORLECK Reunions and would have especially been happy to attend the Reunion in Hawaii in June.

We know it will be an exciting event and a good time will be had by all.

Mrs. Charles A. Goodall
11252 So. Wyngate Lane
Sandy, Utah 84092

Support TIN CAN SAILORS-They support your ship by giving grants each year to Southeast Texas War Memorial and Heritage Foundation that is to be used to restore and maintain USS ORLECK. Please join them and tell them who encouraged you to join.

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Bob 2/1/03
Here are my overdue dues for 2002 and for 2003 dues. I have had too many things going on around here; and I forgot about it!! Use the surplus for whatever the association needs.

We are planning on attending the Hawaii reunion....

See ya' later
Walt Jensen 1946-47

January 13, 2003

EPIC
P.O. BOX 886
Randolph Center, VT 05061

Enclosed you will find a \$25 donation for the restoration of USS ORLECK. I hope to send more during the year. My daddy served on the ORLECK in 1946-47. His name is Harvey (Lloyd) Lewis, of West Monroe, Louisiana.

Sharon Burris

Lloyd's daughters are setting a good example for children of USS ORLECK sailors. On 1/22/03 EPIC gained a contribution from Debbie Armstrong, another of Lloyd's daughters.

Bill Myers had this article in his collection that he cut out of a paper back around 1947 and thought I would enjoy it. I did enjoy it and thought you might enjoy it as well. If you want to read more go to the USS ORLECK website at www.ussorleck.com and read the sea stories section. Bill is a Plank Owner who served 1945-47 aboard USS ORLECK.

Sad Words from a fine USS ORLECK sailor and consistent supporter of EPIC and the USS ORLECK ASSN.

Dear Bob 1/25/03

I hated to miss the last two reunions. My wife, Martha, was very ill. She had colon cancer which spread to the liver. After much chemo she got so sick she stopped all treatments. Martha passed away on 4 Nov 02. I'm trying to get over the shock. I know it will take a little time.

Am Enclosing contribution of \$300 to EPIC and \$100 for dues, etc. Hope to make it to Hawaii.

Sincerely
Leo Lachowicz
1949-54

Bob 1/24/03

Enclosed a check for \$35 to be used for yearly dues plus other expenses.

Received Plank Owners Certificate. Thank you for thinking about me. Enjoy showing it to all my friends.

Michael Tomacheski
Plank Owner

Mother Of Hero Is Unaware Ship Bears Son's Name

Los Angeles, Dec. 15 (P)—In dry-dock today is the 2,250-ton destroyer U.S.S. Orleck, one of the Navy's most modern fighting ships. And bedridden here, with a weakened heart and falling eyesight, is Mrs. Rebecca Orleck, who doesn't know and probably never will, that the warship is named for her son, the late Lieut. Joseph Orleck, who died in action off Salerno, Italy, in September of 1943.

Doesn't Know Son Is Dead
The secret of Lieutenant Orleck's death had been kept from his mother. Strangely enough, none of the family was aware that the ship, commissioned at Orange, Texas, in 1945, had been named for him. The disclosure came when the lieutenant's brother, Ben Orleck, a cab driver, picked up Navy Lieutenant J. M. Prewitt, attached to the Orleck. Names were exchanged and Prewitt told Ben that the Orleck was in dry-dock here.

Mails Monthly Check
So Ben and his sister, Ethel, visited the Orleck and presented the vessel with a picture of Lieutenant Orleck, which its master, Commander James T. Lay, ordered placed in the wardroom. Since the lieutenant's death, Ben Orleck has been mailing his mother a monthly check in the pretense that her other son is still sending money home from overseas. The navy said that Joseph's widow, Gertha, lives in Winston-Salem, N.C.

Dear Bob: 25 May 2003

I was reading , again, the last issue of SCUTTLEBUTT and realized I had not sent in dues for this year and possibly last year. Enclosed is a check for \$75 for dues and whatever. I talked to John Barrios and will be starting on the 8-52/12-55 deck logs one of these days. Looking forward to see what I can do.

Jerry Sheil 1953-55

May 22, 2003

Hi Bob:

Thanks so much for the latest edition of SCUTTLEBUTT. Sure enjoyed it as always. I still don't know how you guys do all this; but be assured we appreciate all that you do.

Nevin W. Whiteside
BT# 1957-54

May 24, 2003

Dear Bob

Thank you for sending the ORLECK SCUTTLEBUTT. It is easily the outstanding publication of a DD I have seen, matching the largest DD reunion.

I am happy to see the ORLECK returned to the States and preserved as a historic ship. I congratulate all who worked to accomplish this.

As Communications Officer on the staff of ComDesRon-1 in 1953-54, I'll always remember ORLECK's voice call-sign at that time—DEADLY, the best ever for a DD. We usually rode the FLOYD B. PARKS or the JOHN R. CRAIG, but the ORLECK and PERKINS were always with us on transits of the Pacific and all the usual DD operations—TF-77 screen, underway replenishment, ASW Hunter Killer, Amphibious Landing, Formosa Patrol, UTE off Japan, Philippines, US, Seattle Sea Fair, Entry-sortie, sea-air rescue (in that case for an officer who had gone overboard from ORLECK during the night as we

steamed toward the Philippines somewhere off Okinawa, as I recall.)

In 1952, I had my first view of ORLECK coming alongside the Carmick as we lay to off Yang-do Island near Songjin on the east coast of Korea. For an hour or so the ORLECK and CARMICK, my first ship, were tied up together as we exchanged turn-over information.

I wish you and the ORLECK Association success.

William B. Allmon
2409 Via Barcelona
Carrollton, TX 75006

A PERFECT EXAMPLE OF WHAT THE LITTLE THINGS CAN MEAN TO SOMEONE. THANKS RED!

Bob.

Thanks for getting back to me. I realized after I sent the e-mail that you were probably gone to the reunion. The visit went really well. I got to Orange late on Saturday after the ship was closed, but I located the ship and sat on the benches and looked her over really well, I went back to the ship on Sunday morning was going to hang around until she opened and then head back. Just after I arrived Mr. J.W. "Red" Bellair the restoration coordinator showed up. I told him who I was and why I was there. and of course I had on my USS Orleck hat. He was very gracious and said he would open the ship and take us aboard. As I walked up the brow, saluted the colors and walked aboard I was overcome with emotion thinking back to when to when I saluted the colors and walked off the ship 42 years ago. He also open the office so we could purchase some souvenirs, I only wish I lived close by so I could help get her back in shape. Thank you for bringing her home so we could visit her. As we sat in the ward room (which I couldn't do when was aboard" I shared some sea stories with Mr. Bellair and my family. I hope I will be able to visit her again.

J.C. Wood 1960-61

The Turkish Navy is a part of USS ORLECK history and needs to be recognized and honored aboard the USS ORLECK DD 886 museum.

Tuesday, Nov. 11, 2003

E-mail from W.H. Willey to Bob Orleck

Subject: Orleck

I am a 77 yr-old retiree and served on the USS Beatty DD756, during WW2. Gun Fire Controlman 2c and worked in the Mk 37 Gun Director as radar/optical range finder.

Also was on the USS Bache DDE470 in Korean War. Retired out of Buckley NAR as ATC.

I visited your ship last year and had the grand tour. After seeing what the Turks did to it, I thought of what a great task lay before you all. By now a lot of your help should be giving up but as you wrote in the October report, seems more enthusiasm has been generated.

The Orleck was similar to the Beatty in lots of respects. The Beatty was a Sumner class 2200-ton ship. Our main battery director was mounted on a steel circular

(Continued on page 20-Turkish Museum)

(Continued from page 4-Bremerton)

carrier, and from there tagged and stripped over 64 items—from status boards to potato peelers—enough to fill a flatbed trailer. This went on for four (4) days, with lunch being provided during the noon break, back at the muster site on base. This Herculean task was challenging not only because of the physical transport of said items from the ship but also transporting these items to local storage pending further transport to a long haul trucking firm later.

(Continued on page 7-Bremerton)

(Continued from page 6-Bremerton)

Sailors participating were: Brian BODALY, Ron REIERSON, Hank CARMAN, Mel ARMSTRONG, Mike BROILI, Hollis ELLIOTT, Dennis FERGUSON, Brian LANGE, and Bill ESTEP. These fellows really gave it their all, taking items of great value and working under extreme hardship to do the hard stuff. They all deserve your admiration and praise; it was a wonderful time of sharing, even though few of us served together at the same time!

Other challenges included: No ship's power—only flashlights, some battle lanterns which still worked, in unfamiliar surroundings; No exposed fantail on Knox class frigates from which one might assemble stripped parts for loading; Some wave action and "chop" which made loading from the ship to the yard craft tricky; Lack of a larger "pool" of sailors—only a few men were available for the four (4) days we stripped, and Friday had to be cancelled due to lack of shipmates. At our ages, family and health concerns pop up which dilute our efforts, and these were some of the reasons more shipmates were not available.

Some things which really helped were: The complete 5 packets of pictures (photocopies) of items generally needed for Orleck (provided by Steve Davis, who was unable to attend at the last minute); The support of the NAVSEA personnel in Bremerton who facilitated our efforts, especially Bob Callahan; My ability—with a shipyard DOD decal on my car (and I.D. card)—and the ability of both Hank and Brian—to "ferry" folks into the shipyard without a lot of red tape!

With the help of Brian Bodaly, storage nearby in Bremerton was available, and the off-loading of these many, bulky and heavy parts was made easier. On October 2nd, Brian, Ron Reier-son and Jocko Burks met at the storage site to load these items for transport via Jocko's large (9' x 14') flatbed trailer and the back-end of his pick-up, to a Tacoma area trucking company where John Post, former shipmate, and Jocko palletized and packed the stripped equipment for transport to Orange, TX.

The cost of transport was paid by donations from Tony Norris, Norm Hansen, George Cureau, John Post, Jocko Burks, Jim Baldes, Dennis Gange and Lee Doolittle.

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DECK LOG PROJECT REPORT BY JOHN BARRIOS

To All Hands:

Just a short note to let you all know where we are on this project. I'll try to get a status report out on a monthly basis.

First of all, to all those that didn't make it to the reunion, we missed you. It was a great time. As usual, Bob Orleck did an outstanding job of pulling it all together. For those of you that have been working on this project for a while, we now have some more help. We signed up ten more people to help with the transcribing. I'm sure as time goes on, we'll pick up some additional volunteers.

So, this is where we are:

- 62 Logs completed and posted to the website
- 2 Logs in the editing phase
- 36 Logs assigned to Transcribers
- 70 Logs sitting in my closet, waiting to be assigned
- 24 Active Transcribers

A number of you have commented about the accessing of the logs on the website, and the need for a chronological order of the logs. I know that there are plans to make some changes to the website but just when that will happen, I'm not sure.

Thanks to all of you for the contributions you are making on this project, it's very much appreciated.

John Barrios (1970-73)

To volunteer or for more information contact John at 1715 Dashwood Drive, Roseville, CA 95747. Phone 916-771-4378 or e-mail slot-ree1@surewest.net

ACTIVE DECK LOGS PROJECT VOLUNTEERS

As of August 3, 2003

Anna Barrios
John Barrios
Sandy Barrios
Chris Begnal
Richard Bortels
Charles Burkhardt
Homer Castille
Frank Correia
Joseph Correia
Charles DiMaria
James Gattis
Chris Giacona

Jody Gittins
Bruce Greer
Phil Klotz
John Langerock
Joe McGuire
Barbara Orleck
Bob Sales
Jerry Sheil
Daniel Vought
Dave Watterman
Norma Wright
Doug Zak

FIELD DAYS 2003

It was my pleasure and I was HAPPY to be able to go to Orange, Texas and work on **The ORLECK.**

I was able to get 3 old bunks and my locker in shape so it could be shown as it was in the 50's.

I was asked what it meant to me to be there. That, as you know, is something you can't explain. It's just there. You have to live aboard and be a part of her to know. I didn't serve with many of you, but to me she is "**My Ship**" to you she is "**Your Ship**" and to us she is "**Our Ship**".

That's why we were there. She needs help, so here we are. Many jobs will go unnoticed. Snipes below, Electricians Checking Boards. ASROC working. All a part of getting her in shape. I served on her from 1950-1952 and went to Korea on her first tour.

The following article from July 1951 all hands.

Destroyer's Accurate Fire Saves ROK Army Battalion.

USS Orleck DD/886 has been credited with saving a Republic of Korea Army Battalion during fighting in Korea. Communist Troops had surrounded the Battalion and threatened to annihilate it. Acting as spotters ROK infantry men pinpointed the Destroyer's Fire toward the Communist held area and the ships main battery took a heavy toll of enemy troops. The Communist pincer movement was successfully beaten back. Later, in a similar engagement Orleck destroyed 300 enemy troops.

This I think was the start of a great war record. Our Captain, Cmdr. D. Granston, received the Legion of Merit. I guess it was for this action.

As an ex-crewman, **Thanks** to all the Civilian's, "Doggies" – Jarheads" and anyone else who worked – A GREAT JOB.

Art Easley, SK3
1950-1952

P.S. Thanks Buddy for the Hot Water!

From: Art Easley e-mail: Villagearthel@rcn.com Phone: 650-873-3242 So.San Fran.,CA

**2007
BRANSON REUNION
SURVEY
(Please read and respond)**

At the 2003 Hawaii Reunion it was voted to have a 2004 Memorial Service at Arlington for Lt. Joseph Orleck, a 2005 Orange, Texas Reunion and a 2007 Branson Reunion. Please respond to this short survey to help in the planning.

1. Your thoughts on going to Branson are? _____.
2. What would you like to do there? _____.
3. How many days would you like the reunion to be? _____.
4. Are you planning to come? _____ How many of you? _____

It is very important that you respond to this survey. Use a separate piece of paper to respond and send to USS ORLECK ASSN., P.O. BOX 213, RANDOLPH, VT 05060 or E-Mail to bob@ussorleck.com



**CHAPLAIN'S
CORNER**

**Plank Owner
Jesse Wilhoitte
Left this earth
5:00 AM, February 28, 2003**

Dear Shipmates & Robertl

March 12, 2003

Jesse went very fast. He was diagnosed Feb. 5. PET test showed lung cancer and all over. Tremendous shock. He was only in hospital 6 days. Left this earth 5:00 AM, February 28. He asked God to forgive his sins on Thursday and I know I will see him on Resurrection Day. He had 4 churches praying for him all these years and family & friends. God is so good. I remember when you prayed in Atlanta that Sunday morning for shipmates.

I don't think I will be able to go to Hawaii in June. I want other money to go as Memorial to Him.
Love LaVonne Wilhoitte

"The Wolf Fight"

An old Cherokee is teaching his grandson about life. "A fight is going on inside me," he said to the boy.

"It is a terrible fight and it is between two wolves. One wolf is evil- he is anger, envy, sorrow, regret, greed, arrogance, self-pity, guilt, resentment, inferiority, lies, false pride, superiority and ego.

The other wolf is good – he is joy, peace, love, hope, serenity, humility, kindness, benevolence, empathy, generosity, truth, compassion, and faith.

The same fight is going on inside you – and inside every other person, too."

The grandson thought about it for a minute, and then asked his grandfather, "Which wolf will win?"

The old Cherokee simply replied, "The one you feed...."

There is a lot of Trash on the Internet, but every once in a while a "gem" comes thru. I would rate this a "pearl of great price".

The Bible teaches that what thoughts and actions you take into your body, so shall you be. So, will you take the things that will soil and corrupt or those that are described by the Apostle Paul as the "fruits of the Spirit" given by the good wolf. The choice is yours.

I believe that Joshua, a great general and warrior for the Lord, said it best "Choose you today whom you will serve. As for me and my house, we will serve the Lord."

God Bless You and God Bless America

*Bob Julison
Chaplain*

Bob:

January 28, 2004

We received good news from our son Capt. John Paul Arnold. He is out of Iraq and in Kuwait awaiting to come home. He should depart sometime in Feb. 10 through the 19th. Thanks for the updates. Keep in touch. I hope all is well with your family.
Sincerely, Bill and Sharon Arnold :)

To All: Please keep our Chaplain Bob Julison in your thoughts and prayers as he recovers from surgery and will begin treatment for pancreatic cancer. Send your get well thoughts to him at 2521 El Cerrito Dr., Dallas, Texas 75228-5912.

Sir: 19 February 03

Thanks to my neighbor with a computer, I was able to glean info on the USS ORLECK, DD 886.

The Info I have is from 1950 thru her service in Turkey, and now as a museum in Texas.

I had the unique experience of being a guest aboard the ORLECK in April, May 1948 as she took part in the National Geographic Society eclipse of the sun at Reubun Jima, Japan.

Being in the army and being ordered to report aboard an T.D.Y. came as a surprise to me. I was given no reason as to why I was chosen. There were a few other army men aboard.

We were treated as guests of the U.S. NAVY. We thought we were in heaven. The crew and officers gave us the run of the ship, except in restricted areas.

Those days aboard the ORLECK have remained in my memory these many years. I have the story of her from the National Geographic Magazine. I want to thank the personnel of the ship for their hospitality.

Should there be crewmen who still remember this mission, I have a few pictures of the trip.

Kenneth Dean 1948
P.O. Box 1192
Canyonville, OR 97417

14 July 2003

Bob: Enclosed is a check for past and present membership dues. I heard the reunion was GREAT. Sure wish I could have been there. You can bet I will not miss the 2005 reunion.

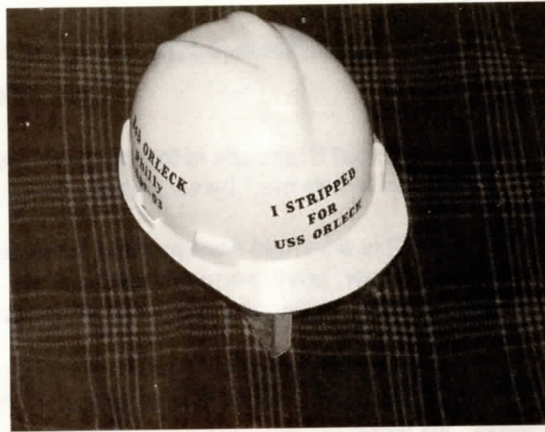
My Best
Gerald E. Hannah 1966-69

Bob Orleck 12/3/03

Thanks for the hard hat. Is this an open invitation to do it again?
Ray Hine 1971-73

ANSWER IS YES PLEASE!

Page 10



**A SPECIAL INDIVIDUALLY MADE
HARD HAT FOR EACH WHO
PARTICIPATE IN A STRIP TRIP**

Dear Robert:

Thank you for the hard hat. I do hope I can use it in the next ship adventure! The opportunity for me to take part in this adventure goes beyond words in describing my feelings of being aboard ship again. I never thought I would or could experience the shipboard feeling again except in memory only.

The sight of a navy fighting ship in its faded many layers of gray paint excited my visual memory of days gone by. Learning to navigate the interior spaces again didn't take as long as I thought it might, my eyes were everywhere. I was almost on overload with the smell of grease and hydraulic fluids. What a wonderful aroma!! I only could spend two days aboard and I wanted more. When I got home at night I had my wife and kids (ages 19 and 22) smell my clothes explaining how special it was. They looked at me a little strange, but it didn't matter. I got grease stains on my clothes and they remain, my confirmation that I was really there.

There are many to thank for the behind the scenes help to make this strip trip happen. Thanks to all. I enjoyed the experience and will do it again.

Sincerely

Hollis Elliott 1977-80

When I got home at night I had my wife and kids (ages 19 and 22) smell my clothes explaining how special it was.

Hard hats presented to each person who participated in any one of the five "Strip Trips" to shipyards to gain fast disappearing items from ships that are being scrapped so that USS ORLECK will be able to be properly preserved as a museum ship. Just in case the photo does not come out clearly it says in the front "I Stripped For USS ORLECK". On the side is the person's name and the place they worked and date and on the back we see "DD 886".

Dear Bob Dec. 14, 2003

The hard hat was a much appreciated surprise. Many thanks for this token of ORLECK history. I enjoyed my day at Portsmouth Shipyard. Being on a Navy Ship again brought back many memories. And I got to see a former shipmate-30 years later.

I admire your perseverance in pushing the ORLECK project along. Without you, this mission would never happen. Keep up the good work. I hope someday to make it to Orange to see the finished product (or work in progress) Best wishes for a Merry Christmas.
Charlie Fox 1966-67

Hi Bob

I was so pleased to receive your surprise package in the mail! I can't tell you what a great experience I had with the other 3 guys down in Philly. I had a ball salvaging the parts for the ORLECK. And having the opportunity to sleep on the New Jersey was incredible. We were even treated to an in-depth tour of the ship. I really fell like I should be thanking you instead of the other way around. I feel so fortunate to have had the chance to help you out in your effort to restore the ORLECK. If you ever need my help, please don't hesitate to ask. I'd be

(Continued on page 14-hard hat)

MORE ON THE PORTSMOUTH STRIP TRIP.

The Portsmouth strip trip is complete and a real success. The 4 days that workers were there resulted in a whole array of different items. The staff at the Portsmouth Naval Yard were very helpful and they even provided electricians to deal with electrical issues that enabled our guys to take items that they would not otherwise have been able to get.

We obtained the following: 13 stainless steel sinks (7 that lay into countertop) and 6 what I would call free standing to be hung from a wall, . 6 mirrors, 450 feet of 1 1/2 inch fire hose, approximately 70 Ladder Treads, cork cruise bulletin board, 2 water coolers, 1 desk top (similar to one in photo in Steve Davis book) Probably for ASROC, night lights (red globes), approximately 30 lights (white, clear and different shade red globes (Some hang from overhead, some from a bulkhead, some have brackets and some don't). (Gerald Watson you will like this one. From the sick bay found what I think is called a "Stokes rack" (gurney type), Bunk spring, 4 Pelican hooks, a medal board (?), 12 lights (flood lights) (They mount on the guard rail.), office safe with combo written on it, set of Kitchen utensils (what the cooks use to mix batter with) a toaster from the galley, covers for radio hookups, brass plates for different things on the ship, a lot of small parts, and a first aid box

This may be a really big find. These items are for the metal box that stores the signal flags. What they found were the "signal flag stops" that hold the signal flags in the box. There were also metal plates that described the particular flag. These were missing from USS ORLECK. Well, our guys got these stops and metal plates.

I want to thank Richard Roy who I asked to lead the effort and he did a fabulous job. He brought his pickup and a whole array of tools.

Each night he returned home with a 6 foot pickup truck full of items and staged them on pallets in his yard awaiting Eugene Everson who came down with his truck and trailer to pick them up and deliver them to Orange, Texas which he did.

The first three days Richard was ably assisted by 79 year old Wesley Morris who Richard described as a phenomenal worker who really knew what he was doing. The fourth day brought former ASROC officer, Charles Fox, and together they added to the great finds.

Steve Davis: Your book I understand was very helpful. They in fact identified several items as the result of your pictures and so your efforts that week-end were so helpful. Thank you for getting that book to Richard before the trip began.

Eugene Everson: Thank you for your willingness to go anywhere, anytime to get items for us to take to Orange. Without a way to get it there, there would be no reason to go on these trips. It is such a joy to coordinate things when there are people like you, Richard, Wesley, Charlie and the group that went to Philly.

And Tom, here is one for you that you will love. Harry Lewis contacted me and told me the "Spud Peeler" had been removed from the USS SAMPSON and was ready to be picked up. I sent him a check for it and Eugene Everson is going there with his pickup to get it and will deliver it to you.

Again, I want to thank everyone involved and you can be assured that we will continue to coordinate with SETWMF so that the USS ORLECK ASSOCIATION members and EPIC will stay on mission until the goal is accomplished to make USS ORLECK the fine museum that she should be.

Bob Orleck



USS ORLECK "Children's Summer Pet Parade".

Held at Ochiltree-Innman Park in Orange in front of our ship. All proceeds go toward Connie Buckelew's work in the Educational Department of the USS ORLECK.

Categories of competition are the "Most Unusual Pet, Best Patriotic Costume, Owner-Pet Look Alike, Best Trick Performed and Oldest Pet/Youngest Pet."

Photos thanks to Sherwood and Connie Buckelew of Orange, Texas



Gathering for breakfast before work



Estelle Young & Brenda King



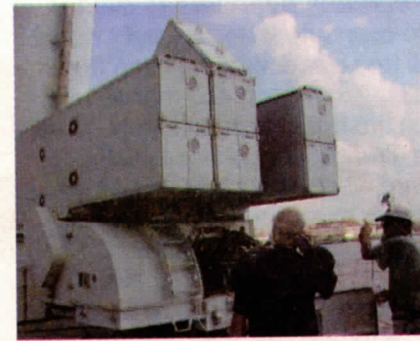
Planning for afternoon work



The Terrells



The Kings



The ASROC



Doug Smothermon



Henry Pinner



Painting the Starboard Hull



Ken Pinner & Gene Everson



Norm Terrill



Phil King-Now hear this!



Dan Jackson working on electrical



Engineering Department



Mr. & Mrs. Wesley Morris cataloging



Don Hart headed up cataloging



You won't believe what I found!



Repairing Expansion Joints



Newt & Ray working on expansion joint



Hal Ueckert having fun!



Jack Caskey chipping paint



Dennis Ferguson chipping paint



Brant Ueckert (Hal's son) chipping



Bob Norris showing Torpedo Deck

(Continued from page 4-Field Days)

us in touch with Doug who has the most wonderful wealth and depth of knowledge on many things and he gave us the benefit of that knowledge and experience on two different occasions. He came to Orange to help scope out the needed electrical work with Dan Jackson, Gene Everson, Jerry Hernke and David Murphree and returned again during the field days. We cannot thank him enough and Stan as well. I believe that his presence made the difference in the degree of success we had.

We have quite a President in Gene Everson. He does everything. Not only is he a good businessman, he knows how to use tools, is ready willing and able to go anywhere to get items for USS ORLECK and to take them to Orange and then stay and work. He goes on "Strip Trips" and is the only one of us who has attended 3 of them and helped in a 4th by picking up the items from Portsmouth and delivering them to our ship. Thank him when you get a chance.

It was great to see young people there like Billy Smothermon. I had a nice picture of him and his Dad, Doug, together but it did not turn out. But they worked so hard on the starboard hull along with Bobby Hebert and others. I sure hope to see Billy comes back and help again. It is men like him that we can build a long future for our ship on.

Dan Jackson is not even an ORLECK sailor (but he is a PERKINS sailor, sister ship of DD 886) and he is at the ship so much and brings such expertise to the work there.

I should be naming so many more of you. You were responsible for putting 440 Volt 3 phase power aboard and while there is still a lot of work to be done to get all the equipment, pumps and the like up and running, we now have the ability to do that.

Major obstacles have been overcome and it went smoother than anyone expected.

Expansion Joint is repaired.

Major portion of starboard hull painted. That effort will continue into the weeks ahead.

Torpedo Deck was chipped and primed for repainting. There is still a need to take the plate off the deck that the Turks used for a 3 inch gun mount. That is planned when we have a weeks work of welding to do that has been offered by an expert welder in the future.

The cataloging of blueprints and documents was completed. We did not have the expert that Tom had said we would have but Don Hart led the effort and those folks worked hard, long and seemed very successful from my point of view. They completed the work on all the documents we had and then cataloged some of the items that were there as well. This will of course be an ongoing job.

Work that was planned on ASROC was successfully completed.

Ben Loder and Stretch Phillips got to work on early stages of getting the proper toilets aboard and connected. They had running water to them which is a start. When pumps are operating we should have flush.

All worked well and we worked well with those from SETWFM.

Wish I had time to write more but I think this gives you the idea. It was a great event and I truly now have hope that with a continued effort we will save this ship. The combined efforts of the three organizations (SETWFM, EPIC and USS ORLECK ASSOCIATION) were pointed to by many as the hope for the future and I agree.

Field Days are planned aboard USS ORLECK on February 19, 20 and 21 to start work on restoring the mess. A notice was sent out to the membership some-time ago so you would have the

opportunity to come and participate. This newsletter will probably arrive too late for you to respond to this message here, but look forward to another Field Days in April that will be announced. The USS ORLECK ASSOCIATION and EPIC are very active in restoration efforts of USS ORLECK and with your help will continue to be.

One other thing. The filming and work on the documentary went well.

Any questions, please write them to me.

Bob Orleck

(Continued from page 10-hard hat)

more than willing to help again. I've never been to Texas, but if I ever do, I would certainly make a stop at the ORLECK!

I served on both the HAZELWOOD (531) and HEERMANN (532) in the mid-fifties and this year went to both their reunions. Lots of great memories there. A few of my old Navy buddies and I get together every other Friday for breakfast. Still good buddies 50 years after we served together! My wife and I wish you and yours a very Merry Christmas and a healthy, happy New Year. Good luck with your very worthwhile project!

John (Whip) Bausher
3918 Reiff Place
Reading, PA 19606
Whip531532@aol.com

Dear Bob Dec 2, 2003

Received your packages on Monday, December 1st. What a pleasant, joyful surprise. I put my hat on the TV in the living room for everyone to see it. Now I belong to the exclusive club in the organization known as "The Hard Hats".

My 2 sons and 2 grandsons really enjoyed the day of stripping. After years of hearing my sea stories upon the ORLECK and now to finalize all, by being privileged in helping to preserve it.

(Continued on page 22-surprise)

Memo to Steve Davis 1967-71
From Ben Loder 1971-73

Jock and I worked on the Launcher on Friday. We also had a 3rd guy by the name of Larry Vowels helping. I will have to say we are lucky to have Jock around. He has quite a bit of knowledge about the ASROC system. His next mission is to get the training system working. We were not able to train the launcher. The inside of a few guides looked pretty good. A couple had some water in them, which came out when guides were raised.

I guess we are planning another trip there in Feb.

Bob, 10/24/03

Now that I have had a chance to talk to each and every one of our folks that were involved with the field days, I am convinced the event was one of the most satisfying activities ever. I recall Royal Hopper, the reporter, asking you what was the miracle that made the folks get so much pleasure from working on this project. I think you told him correctly, it gave them a chance to remember the days they lived aboard the ship and the opportunity to get back together and reminisce earlier lifestyles. For people like you and I, along with the lady folk, the miracle causing us to work so hard on the project is our need to feel good about doing something that will not only honor those sailors that served aboard this ship and others like her, but it gives us a chance to be a part of preserving the important things of our lives. In addition, we are creating an environment for the younger generation, to do something to make them feel good about themselves.

Enough philosophy, the event was very successful in every way, work done, camaraderie, good weather, feeling good about oneself, good publicity, back patting opportunities and above all, getting the electricity in a manageable state of being. Dan Jackson made many pictures with his camera as I'm sure you did, they are on a CD in .jpg format if you want one, I'll send it to you.

I did get the new parts for our blaster and also bought one of the rotating tips. Our machine will do just a good of job as the rented one did as long as we only pump clean water. It was a mistake on our part to pump the river water through ours rather than use city water. Several things that we did could have been done much better and this event was a learning experience for us. Many of which, you tried to tell us before hand, but we had to experience it personally before we could actually absorb the importance of our actions.

Thanks for your support in getting all this put together so well. We will do better in the future, I'm sure.

Tom Depwe
President
SETWMF

Bob; 10/23/03
Please send info as how I can sign up for the "Scuttlebutt" or any other links to the Orleck and it's "Family"

I served on her from Aug. 65 to May 69. I came aboard as an FA(E2) and left as MM2. They were some of the best and worst years of my life. I would do it over in a split second.

Bob LeClair 1965-69

Bob 10/22/03-
Do you remember the picture of the ORLECK going under the Golden Gate Bridge at 25 knots. We had lost the gyrocompass (tumbled) and we were wanting to get to Hunter's Point Shipyard before dark. A little bit (many knots) over the authorized speed limit for the harbor. You made a copy at the San Diego Reunion in 1995. I really would like to get a copy of it. Probably the only time a Destroyer entered San Francisco Bay in such a

hurry. We stayed at 25 knots until nearly where we turned south to head under the Oakland Bay Bridge. Cdr. Buell was the skipper and I had the bridge watch.

I just now finished transcribing the February 1954 Deck Logs.

Jerry Sheil 1953-55

Editor's note: I know exactly what photo you are talking about and I have searched high and low for it but I cannot find it. Maybe others will see this and will provide a copy to us.

Memo to Frank Correia 1961-67
From John Barrios 1970-73

Thanks for the logs. I'll send you the next two as requested.

As I mentioned in my last Deck Logs Project Status Report, we reached a milestone with the receipt of the last of the transcribed logs for the year 1956. I got the November and December 1956 logs posted to the website last night. We now have our first complete year available to anyone interested. I just wanted to offer my personal appreciation to you for your efforts on all the logs you are working on, but especially since you transcribed eight of the twelve logs for that year. I told Bob Sales, who completed the other four logs for 1956 that I had a feeling that between the both of you, 1956 would be the first year completed.

I also note that with the receipt of these last two logs, you have transcribed a third of the logs completed since the Hawaii reunion, where you volunteered to work on the project. As I told you before, Gary Peters would have loved to have hooked up with you early on in this project.

Take care, and again, THANKS!!!



Art, Stretch & Ben eat and plan work.



Pinners talking electrical work.



Reserves checking out DASH



Phil King addresses Reserves



SETWFM Ladies Auxiliary



More Torpedo Deck work



David, Jerry & James relax



Reserves group picture



Phil King -CO Oct 17-19, 2003



Planning discussion.



Sea Cadet chipping paint



Reserves instructed in Mount 52

(Continued from page 3-summer day)

along the east coast of Korea. The purpose of the United Nations Fleet was to interdict the military supply lines which brought men and munitions from China and Russia south to the area of land combat. North Korean troops and the United Nations armies had been locked in combat for two years in central Korea.

As the newest junior officer in the gunnery department, I was assigned to command the Second Division of the deck force and to control the 40 mm rapid-fire guns and to command the torpedo operations.

In addition to these assignments, like all officers in all departments of the ship I would stand regular watches as officer of the deck while underway and officer of the day's duty while in port. Special duties would also be added from time to time as the ship's captain and executive officer might so elect.

Thus at various times I served as wardroom mess treasurer, ship's athletic officer (boxing team coach), rescue-at-sea officer, armed boat officer, combat information center watch stander, and landing force officer as well as shore bombardment fire-control officer. In most cases these special assignments involved no special skills or training, but just someone to fill a vacant spot on the ship's watch quarter and station bill.

Many days would be spent on fairly routine duties steaming up and down with Carrier Task Force 95, but quite frequently we would be detached from the larger carrier group to coastal patrol and interdiction as a part of Task Element 95.22.

In the month of July 1952 we were assigned to single ship duty for the coastline between the Russian boundary to the north and Wonsan Harbor to the south. Such names as Hodo Pando, Skaggerak and Yodo Island became familiar both as navigational points of reference and as occasional targets for

our five-inch main battery guns. One target impact area in the southerly portion of Wonsan Harbor was given the code name of "impact area Wolverine." I put my University of Michigan long-playing record on the phonograph to hear the Michigan band playing "Hail to the Victors Valiant" while we were firing high explosive shells at "Wolverine."

The main railroad line for munitions and supplies from Vladivostok to Wonsan ran south along the coast through Chongjin and Tanchon. Because of the terrain the tracks ran through numerous open valleys and a number of lengthy railroad tunnels close to the water's edge in clear view from the sea and in easy range of our guns.

The assignment to coastal patrol and interdiction caused our ship to engage in regular shore bombardment as well as visual and radar surveillance of both coastline and coastal waters. We were to support and assist the armed forces ashore while maintaining strict control of our environment. A very important aspect of this was to destroy the coastal railroad while giving naval gunfire support to our forces engaged in land combat both at the bomb line dividing the two contending forces and to the north of it towards the Tumen River Delta, Chongjin, and Vladivostok.

Our five-inch guns were very successful in destroying railroad tracks along the coastal line, and after a day or two we had done enough damage so that supply and ammunition trains could not get through. They would become stalled in open areas between tunnels, where trackage had been torn up by our gunfire. On two separate nights when ammunition trains were running south towards the fighting front, we managed to stall trains by destroying track ahead and then destroying track behind so that the trains would be stuck out in the open between two track ruptures and unable to go either forward or back-

ward to the safety of a tunnel. On these two occasions we took our ship in closer to the shore and proceeded to use both our five-inch guns and our 40 mm to destroy the flat cars with tanks and field guns and to detonate the box-cars full of ammunition and explosives. For this work the admiral in charge of the task force designated our ship "the Trainsmashers." We felt this was an appropriate way to celebrate the Fourth of July in 1952.

On another day while patrolling off the coast we spotted a surface contact on radar at sea about forty miles off the coast and were soon off at full speed to investigate. Our radar contact soon resolved itself into a visual contact and we found it to be a Korean fishing boat lying dead in the water.

Our ship went to general quarters and moved up cautiously to the motionless vessel which displayed the correct daily recognition flags but gave no sign of life or activity. One thing soon became obvious. The craft had been engaged in fishing for squid. The odor was quite strong, and a large quantity of freshly caught squid was hung out to dry over most of the rigging of the small vessel. There was no other sign of life, and nothing to identify the boat's owner or to tell us where it came from or what had happened to its crew.

Our gunnery officer, Lieutenant Nielsen, went on board and found that the vessel had plenty of fuel for its engine, but no indication that the engine had been recently used.

After we reported our find to the admiral who was task-force commander, we were ordered to deliver the craft to the task force for possible use as a coastal intelligence craft, and we never saw or heard of our mystery craft again—though we might have had a Chinese dinner of some of its cargo.

A few days later our ship was given orders to relieve the USS Endicott on close-in shore patrol station near the North Korean Coast. A short time later I was dispatched to go in with the ship's motor whaleboat to pick up Marines at the bomb line and bring them to our ship for duty as shore fire-control spotters. Not knowing how close we would come to enemy lines, I equipped myself with a 45 caliber colt

(Continued on page 23summer day)

Dues paid for 2003

(note-number to right of name indicates amount in dollars given over and above the \$15 dues request.

ALEXANDER, STEVE	35.00
ALLISON, JAMES	35.00
BANDOR, RANDY	85.00
BARKHURST, BILL	10.00
BARRIOS, JOHN	
BLEUEL, MIKE	
BLUSH, BILL	
BONWELL, LARRY	
BORTELS, RICHARD	
BOYER, LLOYD	20.00
BRIDGINS, WALTER	15.00
BURCHFIELD, DON	5.00
BYINGTON, A.R.	
BYRD, ROBERT	20.00
CASTILLE, HOMER	35.00
CHADWICK, W. SCOTT	35.00
CHRISTMAN, STACEY	
CHRISTY, MAC	
CLARK, E.M.	
COKER, GEORGE	
COLWELL, DAVE	
COOK, HAROLD	
CORL, STEPHEN	
CRABTREE, VETO	35.00
CURTS, JAMES	25.00
DANSON, GEORGE	
DICKRELL, JOSEPH	15.00
DIMARIA, CHARLES	
DUNN, WILLIAM	20.00
EADS, CALVIN	
EASLEY, ARTHUR	
EMDE, JOHN	
EVERSON, EUGENE	385.00
FADDIS, JAMES	
FEHRING, MICHAEL	5.00
FILION, PAUL	15.00
FINCH, CHARLES	5.00
FORREST, GEORGE	
FORREST, GLENN	
FOWLER, LANDRUM DEAN	
GANGE, DENNIS	85.00
GATTIS, JAMES	
GIDEON, GEORGE	35.00
GILLAM, EUGENE	
GOLDSWORTHY, JOHN	35.00
GOODEN, RICHARD	10.00
GOOLSBY, CHUCK	215.00
GREENBERG, ABE	
GREER, BRUCE	55.00
HACHEY, KENNETH	35.00
HAIKILA, TIM	
HALASKA, WM	
HALTERMAN, EARL	
HAMILTON, GEORGE	10.00
HANNAH, GERALD	35.00
HANSCOMB, JOHN	
HEPWORTH, CHARLES	15.00
HESS, DENNIS	
HOMER, ROBERT	
HORNE, LESTER	10.00
JENSEN, WALTER	20.00
JONES, CHARLES	5.00

KAUFMAN, WAYNE	
KELLER, C.L.	15.00
KING, GORDON	15.00
LABBE, BOB	10.00
LACHOWICZ, LEO	85.00
LANGDON, PALMER	
LEWIS, LLOYD	15.00
LLAMAS, JOE	
LONG, PETE	10.00
MARKUT, CHARLES	25.00
MARTIN, ELMO	35.00
MCCLINTICK, LEE	30.00
MCCONNELL, DAVID	
MCCULLLEY, GEORGE	10.00
MCGUIRE, JOSEPH	4.00
MCKEOWN, FRANCIS	
MCLAUGHLIN, MAJOR M.W.	
MILES, WM	
MIYAMOTO, HARRIETTE	60.00
MOSELEY	35.00
MOSER, GERALD	10.00
MURPHREE, F.D.	20.00
OAKES, WILLIAM	40.00
OLIVER, FRED	35.00
OLSEN	
O'NEAL	
Orleck, Robert	
PARKER, CHARLES	
PAUL, GEORGE	15.00
PINNER, KENNETH	10.00
PROPST, EDWARD	
RANGER, PATRICK	
REDMAN, RAY	35.00
REDHOLTZ, DANIEL	10.00
ROY, BOB	10.00
SALES, ROBERT	50.00
SAXBURY, ROBERT	10.00
SELLERS, TOM	5.00
SHARP, GLEN	5.00
SHEALY, KEITH	
SHEIL, DENNIS	60.00
SNOKE, MICHAEL	35.00
SPARROW, RUSSELL	
SPEAKER, RICHARD	
STEPP, JAMES	85.00
ST. LOUIS, BEN	10.00
STOVER, JOHN	20.00
TERRELL, NORMAN	
TEUSCHER, GERALD	10.00
TOMACHESKI, MICHAEL	20.00
UECKERT, HAROLD	5.00
Vance, Leslie	85.00
VAUGHN, KEN	35.00
VON KOHN, ALBERT	
VOUGHT, DANIEL	
VOWELS, LARRY	35.00
WADDLE, THELMA	15.00
WADDLE, WM.	85.00
WARD, N.E. JR.	35.00
WATSON, GERALD	85.00
WATTERMAN, DAVID	85.00
WHITEHEAD, GLENN	10.00
WHITESIDE, NEVIN	
WILHOITE, J.J.	
WORTHEN, FRED	
WYNN, JOHN	20.00
YATER, ROY	10.00
ZAK, DOUGLAS	55.00

Dues paid for 2004

(note-number to right of name indicates amount in dollars given over and above the \$15 dues request.

BLEUEL, MIKE	
BOYER, LLOYD	
BURCHFIELD, DON	
BYINGTON, A.R.	
COLWELL, DAVE	
COOK, HAROLD	15.00
DANSON, GEORGE	
EADS, CALVIN	
EASLEY, ARTHUR	
EMDE, JOHN	
FOWLER, LANDRUM DEAN	
FRYE, RUSSELL	
GREER, BRUCE	
HEPWORTH, CHARLES	
SHEALY, KEITH	
SPARROW, RUSSELL	
SPEAKER, RICHARD	
STOVER, JOHN	
TERRELL, NORMAN	
VON KOHN, ALBERT	
WILHOITE, J.J.	
WORTHEN, FRED	

(Continued from page 2-recollections)

the price of freedom.

I had not known the details of Joe's death, or that he had received the Navy and Marine Corps Medal. My father always pointed out the word "heroism" on the medal. He received his while on the RAVEN, saving the torpedoed USS ELECTRA in heavy seas on 15 Nov 1942. Cables, ropes and pump hoses snapped repeatedly as the ships pounded apart, and men daringly leaped to the sinking ship. Of course, Joe was there—he was always there when you needed him. Perhaps he received his medal for the ELECTRA; I don't know.

I just looked through my father's papers, all so official. And then there is the tattered pennant, with the names that officers and men—young men—carefully penned so long ago, on the long stripes and seven stars. And there it is—on the star—Joseph Orleck".

Thank you for the opportunity to share these thoughts with you.

With all good wishes.

Sincerely,

Colby B. Rucker
P.O. Box 9686
Arnold, MA 21012

It is clear that there are many obligations that we each have and we have to watch our limited income. Newsletters like you are reading are expensive to produce and mail. Please consider whether you have given the small suggested dues of \$15.00 per year to support the efforts of reunions and newsletters and send it in now. We also want to hear your recollections as they make the newsletter interesting. Thanks

2003 EPIC DONOR HONOR ROLL

EPIC IS ABBREVIATION FOR TCG YUCETEPE/USS ORLECK EDUCATION PRESERVATION INFORMATION CORPORATION

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Gerald & Bobbie Watson donated a ring with an appraised value of \$1000 that was raffled for \$600 at the Hawaii Reunion

Bob... Oct. 12, 2003

Thanks for sharing those with us. On this special day, may we all stop and think about what "being a veteran" really means...it means that no matter for what reasons we entered the service; no matter whether we made a career of it or not; no matter whether we fought in battle; no matter whether we even left the US—we are part and parcel of a distinguished brotherhood which those who have NOT shared it will never be able to experience or understand.

I think the photo of the wheelchair-bound veteran being the only one standing to the colors is one of the most gut-wrenching ones I've seen. It makes me understand that some may SAY they love and appreciate their country—but the VETERAN really means it! God bless the United States of America and President George W. Bush.

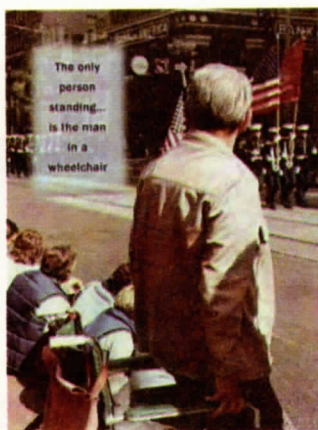
May you and yours continue to be blessed.

Sincerely, Scott Chadwick
SM2 '64-'66 'Nam

Those with e-mail received a tribute to a Veteran that I forwarded after having received it from Paul Filion, a USS ORLECK sailor. The note above was received in response to that e-mailing and now I reply:

Dear Scott:

Much of my blessings are the result of connections with people like you. I agree with all you say and do that even with the fact that I did not serve in the military and I do love my country. I agree because until one puts their life on the line for what they love and believe in they can never be sure of their level of devotion. I am aware that those who served did so for many reasons from desiring to serve to all the reasons down the line some of which might not seem to be too honorable. However, it is a unique brotherhood and sisterhood that joins all of those who have served together. A per-



The words reflect that this wheelchair-bound veteran is the only person standing to the Flag of the United States of America.

son, such as myself can love his country and be devoted to its freedoms, but can never really belong to that fellowship. I have served the men of USS ORLECK now for some 16 years and have been honored with the love and friendship of some of the most unique people on this planet and that means a whole lot. Even so I cannot ever join them in what they experienced, what they remember and at the end where they will be buried. Just last year I was honored with an acknowledgement of my years of service to the USS ORLECK sailors and made a shipmate and honorary crewman and because I helped some with the return of the USS RAZORBACK I was made an honorary member of the USSVI RAZORBACK Base. I know that many of my friends would welcome me into their fellowship, but the fact is that I can never belong there and that is right.

The lesson in this might be to encourage a young person to consider his or her need to serve their country in the military. At that early age it just might get past them until it is too late and then they might have the regrets that I have. That is why we must continue to tell the stories, preserve the ships and honor those who gave of themselves for country.

Sincerely,

Robert Orleck

(Continued from page 6-Turkish Museum)

frame above the bridge. The IC and main battery director computers were much the same but housed in a slightly small compartment.

Someday maybe I can get up there on a field day. We spent most of our time "ringing" out (with a hand generated megometer) the circuits and cables aboard ship as they continued to short out with salt water corrosion, etc.

I winter out here in McAllen, Texas and it is only a one-day drive to Orange.

Keep me on your e-mail list.

Walt H. Willey whwilley@aol.com

Hi Walt:

I really do appreciate your letter and your offer for possible future help. In fact we are planning a Field Day in February to do some much needed work aboard USS ORLECK. We would love to have you there to help. I have made a deliberate attempt to reach out to other ship's associations and those who have served on other destroyers. It is a perfect chance for men who love destroyers to come together and help save this one for American history. We need to have such an example to show people, especially youth, what you did aboard such ships. Your ship may be gone, but you can honor her by helping save one of her kind. I understand that your destroyer was of a different class than USS ORLECK but the fact remains that you had the honor to serve aboard a unique type of ship, a tin can. I envision many, many sailors from other ships partnering with us to save the USS ORLECK. What a great use of the term "partnership". Your ship though gone can be a

(Continued on page 21-Turkish Museum)

(Continued from page 20-Turkish Museum)

"partner ship" for ORLECK and by doing so can honor your ship in the process. We need many people willing to go to Orange, have reunions aboard her, visit her, work on her, donate money to do work on her and more. Every little bit helps and every minute a person chips paint on her insures that the partnership of sailors and other ships with USS ORLECK will be a resounding success.

Yes we have enthusiasm! We believe we can get to the point where we can save USS ORLECK. As for the shape she is in, I would like to correct your opinion of the Turkish Navy and what they did or did not do to the ship before she was returned. I was in Turkey on April 1, 1998 when TCG YUCETEPE was decommissioned. I walked her decks and checked her out pretty close. There was "no" rust anywhere on her. She looked new. She appeared to be in perfect condition and was fully operational at her decommissioning.

It was the delay in getting her home that resulted in deterioration. She sat cold for 2 1/2 years. She had no heat inside and no one to work on her for that time. After a period of time it was determined by the Turks that she would not be brought to the US and they gave authority to strip her. It wasn't until after that that a decision was made to tow her back. At that point the Turks actually spent \$100,000 to get her ready for tow and to put certain items from another destroyer onboard before she was towed.

I believe we should support the effort for a Turkish Museum and use that as a method of drawing more interest in the ship so it will be more of a success as a museum. It remains a very real fact that but for the Turkish Navy, there would be no USS ORLECK sitting in Orange, Texas today. They took a destroyer that was originally built to last 10 to 15 years at age 37 and prolonged her life for another 16 years. During that time she served as the flagship and added much to her rich history. This period in Turkey was a real part of USS ORLECK's history and must be recognized as should any other time in her history.

I know how easy it is to come to those conclusions and it is easy to let the blame fall on the Turks. Actually there is no good reason to blame anyone but just to go forward and make her work. Every ship museum that I know went through hard times and most of them were in worse shape than ORLECK is. So there is hope. KENNEDY has been in restoration for over 20 years. We still have a lot to do but the direction we are going is positive. We plan to work hard and try. We can do no less.

I will keep you on our list to notify you of happenings aboard her. Would sure love to see you come over from Allen, Texas and join us in a Field Day. Thanks for the note.

Bob Orleck



TCG YUCETEPE D 345 at Izmir, Turkey on June 22, 2000 just prior to her being towed to Orange, Texas

(Continued from page 23-veteran)

eran mean to me? I guess the first thing I'd like to say, and I think this idea has come with age, is that this is not about me, Veteran's Day is not about me. Veteran's Day is about all Veterans collectively.

Remember that we have some veterans, other than myself, here on Hobart's staff. Mr. Mays, Mr. Martin and Mr. Trudeau. Some of our staff members have children serving in the military. One of your fellow students (Jennifer Smalley) is not here today because she is in North Carolina watching her sister graduate from boot camp. And you know what. She also has a brother and father that are in the army right now. I cannot list nor will I attempt to list all the friends and relatives that we have serving in the military right now.

When I first got out of the service and came back home not too many people even noticed. Even some that knew me pretty well knew that I hadn't been around but they may not have known why. They had been going on about their lives like nothing was happening anywhere else. Other than reading about the war or the protests in the paper their lives were really pretty much unchanged or unaffected by the war.

At first I was a little resentful or perhaps even angry about this, but as I have grown older I have come to realize that that is what it is all about.

I have no regrets. I wouldn't change a thing. You could not buy the experiences that I had while I was serving my country. I am proud that I served my country by serving in the United States Navy.

Our people that serve in the military serve so that the rest of us can go on about our business. They serve so that we can go on about our lives, so that life is normal and routine for the rest of us. They may not realize it right now because their lives are being driven by what is going on in the

world today. They serve in places like Iraq and Afghanistan or less dangerous places like Europe or even right here in the United States. They are there so that we can be here.

My parent's generation fought World War II. My dad and millions of his peers served in the military. And we all better be thankful that the United States and her allies won that war; because if they hadn't that could be a swastika hanging up there on that wall where the Stars and Stripes are hanging right now. If the Nazi's had won that war this would be a very different audience sitting here today because the Nazi's were killing people who weren't like them.

Now I want you to look around at the people beside you. Folks this is the face of America. We are all here and safe today because there are men and women serving in the armed forces of our country right now.

Tomorrow morning when you hear the morning announcements and they ask you to stand and Pledge Allegiance to the flag of the United States of America. I'd like you to stand and think about the words you are reciting. And remember that you have a choice of whether or not to Pledge Allegiance and the reason that you have that choice is because that is the Stars and Stripes of the United States of America hanging up there.

The Stars and Stripes are displayed on that wall because of all of the soldiers and sailors and marines that have served our country in times of peace and war. So do it; Pledge Allegiance but do it because you choose to pledge allegiance and thank the veterans that you have that choice.

And the next time you see a serviceman or woman, go up to them and thank them for doing what they do so that we can do what we do.

Thank you,

(Continued from page 14-surprise)

They were thrilled.

Also enclosing check in amount of \$50-two years dues and balance for whatever.

I for one am very grateful for all you're doing for our ship. Thanks a lot.

Yours Truly

Wayne Agnew 1945-46

(Continued from page 3-Arlington Service)

Craft (LCA) cradled on fantail and secured to main boom. The Assault Craft was equipped with Hedge Roy and bombs. We also carried in the salvage hold one-quarter ton of TNT and one-quarter ton of dynamite. These explosives were to be used in salvage operations. Personnel aboard were twelve ship's officers and one Royal Navy Officer, one hundred one ship's enlisted personnel, and four Royal Navy enlisted personnel.

2. At approximately 1430, September 8, 1943, an enemy plane approached the convoy from out of the sun and dropped a bomb in the vicinity of the PC escorts on our starboard bow, distant about one thousand yards. The plane was fired on by ships in the convoy but no hits were observed. This ship did not open fire as identity was not established until plane was out of range. At 1530, September 8, 1943, a message was received from SOPA to form approach disposition as outlined in Operation Plan. This Order was complied with, and our new position was astern of LST 2, which was last in column one of two columns. At 1700, the ship went to general quarters in compliance with orders of SOPA as given by flag hoist. Maximum condition of readiness was observed from this time until the final disaster.

3. At about 2200, September 8, 1943, clusters of se-

(Continued on page 28-Arlington Service)

(Continued from page 17-)summer day

automatic pistol, and my crew had a Thompson sub-machine gun, an M-1 rifle and a box of percussion hand grenades. In all our boatload was probably more of a danger to itself than to any possible enemy.

As the motor whaleboat was being brought around the stern of our ship from port to starboard, I can recall clowning around on deck with the 45 strapped to my waist.

While approaching the shore line, we could see a small Korean hut where our marines were supposed to be located and a short rough stone jetty extending out from the shore. I directed the coxswain to carefully bring the boat up to the end of the jetty where we secured it, and I carefully walked down the jetty to the hut a short distance up the beach from the head of the jetty.

As I stepped in the front door of the Korean hut I could see about six or eight marines seated around a table eating from cans of C-rations. They had fragment-type hand grenades attached to the front of their uniforms and various weapons at hand ready to use. A small light-weight radio receiver and transmitter were on a table in the corner. After a brief exchange the marine who was to accompany me got up from the table, gave his hand grenades to one of his buddies and headed out the door with me to get into the boat waiting at the jetty. The marine glanced at the boat and crew but did not seem much impressed by the arms they were sporting.

On the other hand we were much impressed by the obvious nonchalance of our guest and the fact that we were not under fire from nearby North Korean positions in the surrounding hills and ridges. We shared a life-jacket with our guest who donned it as he entered the boat, and I gave orders for the coxswain to return to the ship.

The same armed boat crew was with me when we were sent out from the ship several nights later as dark was falling to intercept a dug-

out canoe. The canoe was seen leaving the North Korean coastline and headed out around the bomb line towards the South Korean coastline under cover of evening darkness which was rapidly blanketing our area as we set out.

In addition to the various weapons described above we were equipped with a handy talkie radio to stay in touch with our ship as our motor whaleboat went off into darkness on the surface of the sea surrounding our ship. Our intention was to head off and to catch the dugout, capture its two occupants, and bring them back as prisoners to our ship. Since none of us spoke any word of Korean, we assumed that our show of force and hand gestures would be enough to accomplish our purpose.

After spending nearly an hour in the darkness making no contact with our quarry, our ship fired a star shell to try to illuminate the target, but we never saw the dugout, although the ship claimed they had it in sight. We never made contact. In retrospect I believe that it is probably just as well that we never made contact, because clearly one well-thrown hand grenade would probably have killed us all and sunk our boat, while we had little or no knowledge of hand-to-hand combat nor what to say to possible Korean captives. Anyway nothing happened and forty-eight years later North Koreans are still operating boats up and down the Korean coast and landing North Korean spies in South Korea. JHR

(Continued from page 2-veteran)
their lives.

Our country was involved in that conflict for 15 years and it became the most controversial and divisive war that the United States has been involved in to date. Quite honestly most of the protests against the war were probably peaceful, however those were not the protests that you heard about. The protests that you heard about

were the ones that developed into full-blown riots resulting in property damage, personal injuries and sometimes even loss of life. Right here in Ohio, at Kent State University, 4 students were killed as a result of a war protest that turned ugly.

At times, people who were protesting the war ridiculed soldiers, sailors and marines. Calling them names and sometimes even spitting at them.

Now I am going to let you in on a little secret. Actually it is not a very well kept secret because all of my friends know this. I did not personally agree with the United States involvement in the war in Vietnam. I thought it was wrong. I never believed it was in our national interest and I thought our goals and motives were unclear.

So you might ask the question: Mr. Cooper, if you didn't agree with the war in Vietnam, why did you fight in the war?

The answer is simple: Because that is what soldiers and sailors, airmen and marines do.

Soldiers and sailors, airmen and marines do what their country asks them to do. They don't ask why. They fight for our country and our freedoms without question. They don't choose which causes to support, which freedoms to defend or which battles to fight. They serve with a loyalty, dedication and devotion that non-veterans can only imagine. Sometimes they come home relatively unscathed sometimes they come home with disabling injuries and sometimes they come home in a body bag.

But they never come home unchanged.

Some of the wars they have fought have had wide support among the citizens of the United States and sometimes not.

Regardless of the cause, the conflict the era, the century or the millennium; whether in peacetime or war, their service guarantees that the freedoms we enjoy today will be there for us and for future generations.

Now to address the topic specifically: What does being a vet-

(Continued on page 22-veteran)

(Continued from page 1) (Philly Strip Trips)

money in that period. It was becoming evident, however, that there was not enough of either manpower nor money. There was a need to ratchet up the involvement of the men of USS ORLECK ASSOCIATION, the largest destroyer organization in existence, to help save their ship. While progress was being made, it was clear that more help was needed.

When we realized that we had the ability to join in by having many of our USS ORLECK ASSOCIATION members travel to shipyards throughout the United States to gain needed and fast disappearing material for our ship, we undertook a focused effort to gain as much of those treasures while they lasted. We also led the effort to get those items to the ship, to establish a series of Field Days and other emphasis that would lead USS ORLECK sailors and others to come and to contribute in many ways to the effort.

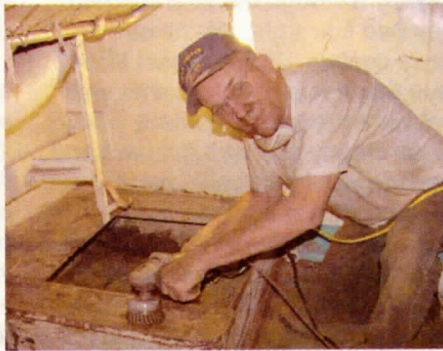
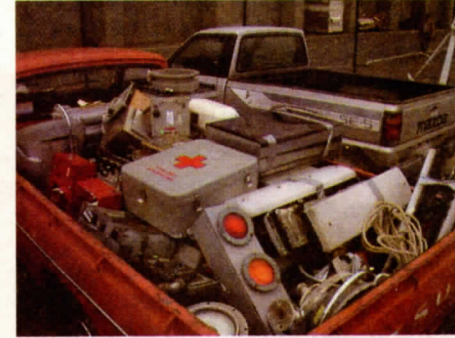
There are ongoing initiatives that you will learn about periodically and I am sure as you do you and others will become as excited as those who are now heavily involved.

We have combined the manpower of the men and women of USS ORLECK ASSOCIATION with funding from EPIC (TCG YUCETEPE/USSORLECK EDUCATION PRESERVATION INFORMATION CORPORATION) and together with the men and women of SETWMF (SOUTHEAST TEXAS WAR MEMORIAL AND HERITAGE FOUNDATION) have entered into a new time of cooperation that will improve greatly the chances of insuring that USS ORLECK will someday become the ship museum that is desired and required for she was a great ship. As Tom Depwe has put it, this effort with the so called "strip trips" "are not only furnishing the proper parts we need, but they

(Continued on page 25(Philly Strip Trips))

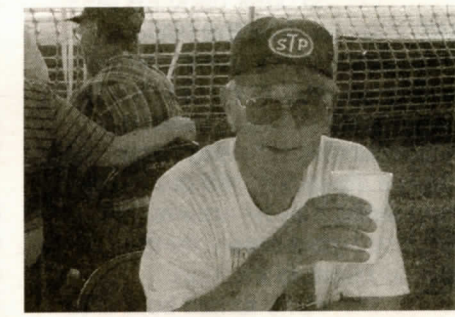


Bremerton "Strip Trip" Photos



Art Easley working on his compartment

Art and his family at Field Days



Keith Bowser in the Gun Mount that he personally restored on USS ORLECK

Bobby Hebert taking a well deserved break from painting starboard hull

Above 4 pictures taken at Field Days October 17-19, 2003 in Orange, Texas

I KNOW CHARLES WOULD BE THERE IF HE COULD!

Dear Bob August 18, 2003

I received your letter regarding the field days and reunion in Orange, Texas in October. Thanks for sending it.

Bob, I am nearly 90 years old and losing my eyesight, so it is impossible for me to travel, let alone to do much physical work. However, I enjoy your newsletter and am enclosing my check for \$20 to help in whatever way you can use it.

Sincerely
Charles E. Finch
MMC 1949-51

Dear Robert

I would like very much to be on the mailing list, plus if you have any addresses or telephone numbers of any persons that were onboard when the ship was commissioned, I was a member of that crew, having the rank of Radaman 2/c and went on shakedown before being discharged.

I am also interested in finding out about any meetings in Orange. Thank you for any assistance you may give.

Sincerely,
David Hamilton 1945
1241 Knoxville St.
Birmingham, AL 35224
205-787-3900
e-mail Vshamil@aol.com

(Continued from page 26-President)

Special Events; from time to time it may be appropriate to hold a special event for special occasions. Such as the past Orleck's homecoming and the future Joe Orleck Memorial in Arlington, VA.

Again, thank you for allowing me to serve you as president. Please don't hesitate to contact me with any concerns or questions and by the way, I'm especially receptive to goodwill.

Best Regards
Gene Everson 1957-59

(Continued from page 4-Portsmouth)

hand not seen each other in 34 years. He looked good for his years. Even Ben, our escort thought that he was the youngest of the three of us and he turned out to be older than both Ben and I. We had a productive day despite having an escort that day that was a stickler about details. The highlight of the day was in the afternoon when Ben and I went aboard the USS DIXON to have a look see. Leaving the ship, Ben decided to lock the ship up for the day. I proceeded to go back to the parking lot to load the truck for the day. I was just about done when I became concerned about what happened to Charley Fox. Unbeknownst to Ben and I, Charley had followed us aboard about 5 minutes later. We did not pass each other onboard. So he was locked onboard the "Ghost Ship" at the end of the day. Good thing he found his way to a level where he could notify someone. It was a sub tender and quite a large ship. We could laugh afterwards, but it had to be scary to be on there in the dark. All is well that ends well. On that note I will close for now and wish everyone involved, "happy stripping in the future."

Richard Roy 1967-70

Chief Stripper Promotable

(Continued from page 24)(Philly Strip Trips)

also create the additional bonding medium that is essential in the creation of a new logo I hope to portray to all those interested. I am getting one of our graphics specialist to come up with a design showing the three gears symbolizing each of the three organizations that form the combine of energy and resource intended to make this project a successful one."

So with the plan to go to shipyards in mind we undertook our first trip to Philadelphia. We then started planning to do others such trips and to think about Field



GROUP PHOTO
(PHILLY I STRIP TRIP)



5 AGNEWS (3 Waynes & 2 Toms)
(Philly I Strip Trip)



Battle Lanterns
(Philly I Strip Trip)

Days. What is important is we followed through. As of the date of this printing we have done 5 organized trips to shipyards to gain valuable items and we have scheduled and executed a very productive Field Days that took place October 17-19, 2003. When there in October we started planning another Field Days in February and others will be scheduled as well.

These projects work will lead
(Continued on page 27(Philly Strip Trips)

(Continued from page 2-President)

each other so here is a thumbnail sketch of me and a couple of my core beliefs.

I was born in Michigan's Upper Peninsula, have a Catholic education and enlisted in the Navy one week after graduation from high school. I was only in the Navy for 4 years, 1955-1959, but I usually think of my life in three ways. There was before the Navy, the Navy, and after the Navy.

That should give you some idea of the dramatic effect the Navy had on me. There are several reasons for this

#1, until June of 1955 I had not traveled more than a few miles from my home and I don't recall ever being out of my parent's sight for more than a day or two.

#2, the Navy, without prejudice, gave me the opportunity to flex my wings, fall on my face, pick myself up, and gain a healthy helping of self-reliance.

Sometimes our friends and families try to protect us from injury or embarrassment by discouraging us from trying the difficult. They do this in the name of love

But in Boot Camp we learned about tough love. And it was damn tough. A friend called boot camp, the "recruit's Dawn of Enlightenment". I thought it was "The Acid Test."

However, like 98% of all recruits I made it through and grew because of it. Later it became apparent that my education, Boot Camp, and my Parent's teachings all came together as I passed through another of life's portals.

I forgot to tell you about my parents. We rarely had a conversation that wasn't generously sprinkled with parables, examples or affirmations. One of my favorites was, "As you sow so shall you reap." I'm a firm believer that thoughts and actions are tied together like night and day. You can't think one way and act another. Maybe it's over simplification, but it

is one of my core beliefs.

Dad always put his little spin on sayings, like when talking about persistence. He would say, "And if at first you don't succeed, — your running about even." Boy isn't that the truth?

After the Navy, I relocated to Sacramento, CA., to accept employment with Aerojet General as a Quality Control Inspector of Solid Rockets Motors such as the Minuteman, Polaris, Hawk, Tartar, and Sparrow.

I also found the love of my life, got married, had children, and started a career in sales. I sold Fuller Brush Products, water softeners, vacuum cleaners, automobiles and then finally in 1969 became a sales representative of first aid products and safety equipment for Zee Medical Service of Sacramento.

Five years later, in 1974, I moved my Family to Reading Pa. to become a distributor for Zee Medical Products of Irvine Ca. During the past 30 years we have built the business to 50 + employees and are approaching \$5 million in annual sales.

Diana and I are very fortunate and have two sons who run things; we have become rather inactive in the business. This allows us to do many things we enjoy, like helping to restore the Orleck. It's hard to explain the feelings I get when I walk the Orleck's decks or walk through " R " Division's sleeping compartment and pat the rack that I slept in for 3 years. Like I said it's hard to explain the feeling but it's wonderful to be able to experience it.

And if someone, 40 years ago, would have told me that by the year 2000 I would be back two or three times a year to chip and paint the decks at my own expense and love it, can you just imagine what my response might have been?

As president, these are my feelings and thoughts about the Association and its obligations to you.

I believe that the USS OR-

LECK ASSOCIATION'S purpose is to serve its membership through communication by providing the following.

A membership roster

A newsletter

Events

A membership roster shall be current and complete with name, rank/ rate, dates served, address, e-mail, phone numbers and spouse's name.

A newsletter— ours is THE SCUTTLEBUTT. It is a semiannual publication mailed to the membership that contains; letters of interest submitted by members, news items pertinent to the membership, a calendar of scheduled events, questionnaires providing feedback on members needs and wants, notices that can inform, questions, requests, etc.

Events. The association will plan and produce; reunions that provide the membership an opportunity to travel to places of interest where members can make new friends and renew old friendships. This is an opportunity to hold a business meeting, to conduct new business, review old business, hear and review secretary — treasury reports and an opportunity to hold the election of officers.

The members can also insure that the history of the Orleck and its crews accomplishments are remembered and promoted through personal experiences and memorabilia. These reunions are also necessary to honor those shipmates that have passed on.

Field Days; the association shall promote, plan and hold field days as necessary. This is a fairly recent affair and is the result of the Orleck's return to Orange, Texas. The purpose of this event is to assist the SOUTHEAST TEXAS WAR MEMORIAL & HERITAGE FOUNDATION, INC. in restoring the ship to a museum.

(Continued on page 25-President)

(Continued from page 25)(Philly Strip Trips)
up to our second large reunion in Orange, Texas aboard USS ORLECK which will occur probably in October but surely in 2005. The actual time will be reported later.

With all of this being said, I hope you enjoy reading a little about the successes we have had with 3 trips to Philadelphia, one to Portsmouth, VA and one to Bremerton, WA. I will report on the Philly I trip first.

I am really pleased to report a resounding success for our first ship strip trip that was just completed at the Philadelphia Shipyard.

I want to give credit to those who took part. I enjoyed spending the 2 days with them all. We all worked so hard from early morning until night and ferreted out stuff like you wouldn't believe.

We had 3 Wayne Agnews, (father, son and grandson), 2 Tom Agnews (father and son), Phil King, Eugene Everson, Mark Gallagher, Joe Moran, Edward McKinney, Joseph McGuire and myself.

Special thanks has to go to Phil King. Phil flew up from Dallas to drive the truck to Orange, Texas. Without him and his willingness to drive a big old truck 2000 plus miles, we could not have a quick delivery of our new found treasures.

Three of our men (Eugene Everson, Mark Gallagher and Joe Moran) came the first day and brought a lot of tools and experience. Ed McKinney came on day 2 and brought his tools and expertise in getting items and did a great job.

The Agnews did what I thought would be impossible and that is to get the 4 setting tables and chairs off a ship and loaded. We got 8 of those 4 setting tables. Me and Joe McGuire spent a lot of time looking in crooks and crannies for items. We came up with 2 needed Radio Receivers and 2 Sperry Repeaters and other stuff as did all who worked.

Here are some of the items we obtained. From the Naval Inactive Ships Maintenance Facility we obtained 6 1960's Electric fans, 3

USN toilets and Sinks with hardware, 50 Battle Lanterns, at least 3 shower hardware and show heads, 12 Scuppers (hard rubber fits 8" wide troughs, 6 sold brass wheels, 4'X6' firefighting fog applicator, 4 canvas style bunk frames, 7 bunk springs, numerous Condition and Info placards, 8X4 setting mess deck tables and chairs, 3 sound powered phone receptacles. We got 2 Captain and CIC style chairs which Joe Moran found on the EX-FARRAGUT. Most of the items were taken from the Ex-LUCE (DDG 38) and the rest from the EX-COMTE DE GRASSE (DD-974)

We were fortunate to be able to go aboard a private organization's ship to take whatever we wanted. There we got more battle lanterns, 2 Sperry Gyro Repeaters, some ASROC items (set of test gages, 1 Davit, 5 Sea Bridge and CIC control panels, speakers, 2 radio transmitter Drawer receivers, 2 hatch doors, red globe lights, a large number of the white overhead fluorescent lights and containers, 2 ea Water Tight Doors, 4 amber spotlights, key holder, wooden plug and more. We got 4 switch boxes that I have been told are worth \$2000 or more each, 4 or 5 emergency power biscuits and many fuses for use on the USS ORLECK.

Thanks to Mark Gallagher's sawsall we were able to get items we would not otherwise been able to get such as 2 status boards

And here is a big one. We took possession of the spud peeler off of the USS SAMPSON at a nominal cost of \$50 to EPIC and it was delivered later to Orange, Texas and given to Tom Depwe as a special gift for USS ORLECK from EPIC.

The items we gathered were taken to Orange, Texas and there have been many dedicated people there working on USS ORLECK. While I mentioned the Agnews in connection with the strip trip, there was a long family connection to USS ORLECK in Texas as well. Arden Smothermon worked as a welder helper for Consolidated Steel and worked to build

USS ORLECK. He left this work at the end of World War II and bought a farm in Tenaha, Texas where he built a house, became a farmer and raised a family. One of his sons, Doug Smothermon served from 1968-70 as a M3 aboard the ship his Dad helped build. Now that USS ORLECK has been brought back to Orange, where his Dad worked on her so long ago, Doug has faithfully returned to the ship again and again to work on her. USS ORLECK has a dedicated friend in Doug and he truly loves his ship. But that is not the end of the story. Doug has a son named Billy who is a sheet metal mechanic and Billy joined Doug at the October Field Days and together they worked so hard with others painting the starboard hull. Both plan to return again in February with Linda, Doug's wife and Billy's mom to again work to bring our ship back to her former ship shape. Theirs is a great example of families getting involved and I would suggest that you might want to start your own tradition right now with your kids or grandkids. We need to involve them.

I hope you are as pleased as I am. We have done a great thing and we are providing our ship with a lot of materiel that in a year or two will no longer be in existence. These items are so valuable. We have some additional plans for the future to keep this momentum going so we can help Southeast Texas War Memorial and Heritage Foundation (STWMHF) save our ship. If you have any questions or suggestions for the future, let me know.

Report submitted by Bob Orleck

**SUPPORT
TIN CAN
SAILORS!!!**

(Continued from page 1-next reunion)

and it came from many quarters. Bob directed the discussion toward the initiatives taken to improve the restoration process of USS ORLECK. He indicated that the next two years are absolutely critical for the existence of USS ORLECK as a museum ship. Without the intense involvement of many people, both physically and financially, the progress to preserve DD 886 will be slow at best. Where better can many people be found but among the rolls of USS ORLECK ASSOCIATION which boasts over 1500 members.

So Bob suggested that we do some really concentrated work in the next two years in many areas, the most noticeable being the conducting of "Strip Trips" and "Field Days" and top that off with the next reunion being held at the ship in 2005. It did not take long for the large group that was present at the meeting to see the necessity of that and voted to hold the next reunion to be in Orange, Texas 2 years.

It was evident from the discussion that the group understands the need to support the ship and have reunions there, but they also made clear that they want to have reunions in other parts of the nation as well. The success of USS ORLECK as a reunion destination must be realized by getting many other ship organizations to come and enjoy what Orange, Texas has to offer and utilize the USS ORLECK in its celebration.

To supplement the efforts of SETWMF to lure other groups to Orange, Bob indicated that he mails to 300 other groups. He sends them SCUTTLEBUTTS and letters encouraging them to come to our ship for a reunion. The emphasis he uses is calling on them to be "partners" for this "ship" thus putting them in "partnership" with USS OR-

LECK. The emphasis points to the obvious that their ship is gone and USS ORLECK can serve their purpose of honoring their ship by helping preserve one of its kind. There has been much positive reaction to this approach.

Not only is it easy to sell Orange, Texas as a fine reunion destination, but it can handle even the largest. USS ORLECK held its first reunion in 2002 in Orange 370 attended and things went off well in spite of Hurricane Lili. Orange has wonderful museums and much to see and do as was seen by our attendees.

So when all was said and done it was voted to have its next USS ORLECK ASSOCIATION reunion in Orange, Texas, aboard USS ORLECK.

It was also voted to hold the 2007 reunion in Branson, Missouri. What happened to 2006 and 2004? Well, USS ORLECK has historically done reunions every 2 years. We did hold one each year for 2001, 2002 and 2003 but that was to enable us to fit Orange, Texas in between. So there is no plan to hold a reunion in 2006.

There will be an event in 2004. Donald Orleck arranged to get a stone for Lt. Joseph Orleck and have it placed in Arlington. At the Hawaii reunion it was also voted to hold a week-end event to conduct a Memorial Service at the grave marker. This event should be considered as a reunion. Details will follow.

In summary there will be a gathering or reunion in Arlington in 2004, Orange, Texas in 2005 and Branson in 2007.

(Continued from page 22-Arlington Service)

rial flares were dropped which illuminated the convoy. After the flares lighted up the vicinity of the convoy, bombs were dropped which illumi-

nated the convoy. After the flares lighted up the vicinity of the convoy, bombs were dropped from enemy planes with no observed hits. Numbers of near misses were seen on certain units of the convoy. This ship did not open fire as no planes were seen or heard. Enemy air craft apparently attacked the convoy intermittently throughout the approach, because anti-aircraft fire was seen from various ships at frequent intervals.

4. At approximately 2330, September 8, 1943, the fifteen mile station ship was sighted. At 0000, September 9, 1943, the ten mile station ship was sighted on the approach course. At 0045, September 9, 1943, the six and one-half mile station ship was sighted. In making approach to US lowering position as given in the Operation Plan in vicinity of the six and one-half mile station ship, we commenced lowering the Royal Naval Assault Craft while lying to. It was 0230 when this operation was completed, and the craft shoved off with the Royal Navy officer and crew aboard. They were to make an approach and discharge Hedge Row bombs on designated beach as planned in the Operational Plan. Gunfire was observed intermittently along the beach in the approach area. We were lying to, awaiting the return of the assault craft to reload her with the second load of bombs. Our port anchor was walked out to thirty fathoms to act as a sea anchor and retard drifting.

5. At about 0430 anti-aircraft fire was observed on our port quarter, distant one mile. This presumably was from radar-controlled guns as no flares or planes were seen or heard. The antiaircraft fire ceased after about ten rounds had been expended. This ship did not open fire for fear of revealing our position. At 0510, two

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or three heavy explosions were heard aboard or in the very near vicinity of this ship. The explosions were due to aerial bombs dropped from an enemy air craft. The plane was not seen by any member of the crew but was heard as it pulled out of its dive. This was just before the explosions occurred. The explosions caused fire to envelope the entire boat deck, also extended through passageways and up ladders to the chart room and bridge. Flames leaped in the air just aft of the bridge to a height of fifty feet. The ship immediately took a definite list to port of fifteen degrees. The explosions caused a power failure, and all lights, power, and internal communications went out. After order of the crew was restored following the explosions the Captain gave orders to stream the fire hoses. When hoses were streamed and water was called for none was present as all power was off and pressure was nil. All fire plugs were tested for pressure and no pressure was found on any of them. All guns were inoperative due to the explosions and fire being in the vicinity. Personnel at their gun stations were injured, blown overboard by the explosions, or suffering from extreme shock and burns. The motor launch was suspended over the port side from the boat boom, caused by the explosions. Due to lack of power and bent davits, it was impossible to lower either boat. Orders were given to cut lashings on all life rafts immediately. Clusters of flares were dropped, lighting up the entire area. Bombs fell, but no hits were observed. Extensive antiaircraft fire was in progress from ships in the area. This probably prevented another attack on the ship.

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Joe Moran at Philly II

5. The USS INTENT was, at the time the explosions occurred, on the port bow about 800 yards distant. The INTENT stood our way immediately after the explosions to assist in any way possible. When she was in hailing distance, our Captain told her to come along our starboard side, idea being to use her fire mains and to remove injured personnel, also to tow us into shallow water. One fire hose was streamed from the INTENT's fire main in an attempt to extinguish the flames. One handy billy was also put into operation from our ship after numerous attempts to start it had failed. It was difficult to maneuver due to inability to bring rudder from hard left. The injured personnel were transferred aboard the INTENT where first aid was rendered to those that were suffering most. Most of the injuries received were severe burns of face and arms. A complete search of all accessible compartments of the ship was made by officers and crew who were not injured for additional survivors. In this search, it was found that the generator room and motor room were flooded with water and burning fuel oil, and it was impossible to enter. It is believed that all missing personnel in these two rooms were killed by the initial explosions. One officer was among the injured who was in the motor room at the time the explosions occurred, and is the only person to escape from these compartments as far as is known. Others

who were in this area are missing, and definitely believed dead due to the initial explosions and resulting fires. In the inspection at Frame 57 and in adjoining areas were buckled, and seams had opened from eight to fourteen inches. A bend in the starboard side of the hull was observed above the water line and extended about six feet in toward the keel from its normal position. A definite sag amidships signified that the keel was broken by the explosions.

6. The fires on the boat deck and topside were under control, but those in the motor and generator rooms still burned. This below-decks fire was fought by the hoses from the INTENT and handy billy but with very little success, due to the insufficient volume of water. At this time, the ship took another definite list to port, and the port quarter was awash. The bow also was down so that water was level with the hawse pipe. Water was entering rapidly, and the ship was settling lower. The Captain gave the order for all hands to abandon ship. Those on board abandoned ship and transferred to the INTENT. When all hands were off, men stood by tow lines with axes to cut lines if the ship sank. The ship then righted itself to about a twenty degree list, and hopes arose with all concerned because it was thought that it could be beached. The Captain then sent a message to the USS NARRAGAN-

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SETT which was sighted on our port quarter to come alongside portside to assist the INTENT in beaching us. This message was sent by blinker. The NARRAGANSETT immediately stood our way to assist. Our Captain, First Lieutenant, and Chief Boatswain's mate re-boarded our ship to make lines fast from the NARRAGANSETT when she came alongside.

8. When the NARRAGANSETT was about 500 yards off our port quarter, another violent explosion occurred near the bow of the NAUSET. Existing conditions indicated that the explosion was due to a mine, as further developments proved that the ship was in a mine field. There were no explosives in the forward hold, and the magazine was not in the vicinity of the fire, which tends to substantiate this fact. After this explosion, the NAUSET broke in half and sank. The bow and stern were the last to go under, sinking in about ten seconds after the last explosion. This was about 0605 September 9, 1943, nearly an hour after the initial explosions. The USS NAUSET sank in sixty-five fathoms of water in Latitude 40 degrees 38' N., Longitude 14 degrees 38' E., as taken from the chart Number 3944.

9. The last explosion blew men from the fantail of the INTENT into the water. Debris from the

sunken ship came to the surface and the men in the water grabbed it to remain afloat until the NARRAGANSETT, who was continuing to stand our way, picked them up. The NARRAGANSETT also put their whale boat in the water to assist in rescuing all survivors. After a thorough search of the area, and all men of the surface had been picked up and put aboard the NARRAGANSETT, it was discovered that the Captain and the First Lieutenant of the sunken NAUSET were not aboard. The NARRAGANSETT's whale boat was then sent back to make another search as it was now daylight. This second search failed to locate them or anyone else in the water. The Captain and the First Lieutenant were last seen on the forecastle of the NAUSET with the Chief Boatswain's Mate, awaiting the NARRAGANSETT to come alongside. This was before the final explosion. The Chief Boatswain's Mate was picked up by the INTENT after the sinking".

Lieutenant Joseph Orleck was posthumously awarded the Navy Cross as well as the Navy and Marine Corps Medal, the Purple Heart Medal, the American Defense Service Medal (Bronze "A" and the European-African-Middle Eastern Area Campaign Medal. Lt. Orleck was officially reported mission in action 9 September 1943 and according to law was presumed to have died on 10 September 1944.

IMPORTANT ANNOUNCEMENT
September 10, 2004 is the Date. Mark it on your calendar and make plans.

Lieutenant Joseph Orleck was of course lost at sea but he was entitled to have a stone memorial placed in Arlington National Cemetery. Donald Orleck, nephew of Lt. Orleck made arrangements to have that stone place at Arlington awhile back. At the reunion in Honolulu, Hawaii, the members present said they wished to have a Memorial Service in the summer of 2004 to honor Lt. Orleck and to remember. Since Lt. Orleck was presumed to have died on September 10, 1944, we felt it would be appropriate to have such a ceremony of September 10, 2004. 60 years after that date. Please pass the word and plan to attend this worthwhile and solemn occasion. We will couple this with several other things so we can gather together as we know Joe would want.

Lt. Joseph ORLECK
Arlington National Cemetery Memorial Service Registration Form.

Name _____ Address _____

City _____ State _____ Zip _____ Phone _____ E-Mail _____

Names of others attending _____

The Ceremony will take place at Arlington National Cemetery on Friday, September 10, 2004. Transportation will be provided from the hotel to the cemetery and back. That evening an included dinner will be held. Saturday morning will be an included breakfast and after that a bus tour of Washington Monuments, old and new. We hope to travel to the Navy Memorial where another small ceremony will be held. The cost for all of this has been set at \$99.00 for early registrants registering on or before April 1, 2004. The cost after April 1, 2004 will be \$109.00. So please register early, save a little money and plan to be there. It will be a most memorable time.

Make checks payable to EPIC*, P.O. Box 886, Randolph Center, VT 05061. For information call 802-728-9806
Or e-mail to bob@ussorleck.com.

USS ORLECK DD 886

INFORMATION PAGE

This form is to be used for reunion registration, survey replies or any other reason for which you are contacting the Destroyer USS ORLECK ASSN. This form can be used with registration or information requests on page 30 or to include when you write a letter or make any other inquiry of any kind. By filling this out it will help in keeping information straight and enable us to get a quick response to you. If you need more name space please photocopy this page and use that as well.

Names and address of those attending. (If you need more name space, photocopy this page and use the copy)

1. _____, _____, _____, _____, _____
Name Address City State Zip Code

Adult or Child Phone Number e-mail (please print twice to make sure I can read it. Thanks

2. _____, _____, _____, _____, _____
Name Address City State Zip Code

Adult or Child Phone Number e-mail (please print twice to make sure I can read it. Thanks

3. _____, _____, _____, _____, _____
Name Address City State Zip Code

Adult or Child Phone Number e-mail (please print twice to make sure I can read it. Thanks

4. _____, _____, _____, _____, _____
Name Address City State Zip Code

Adult or Child Phone Number e-mail (please print twice to make sure I can read it. Thanks

If you are a USS ORLECK sailor please provide the following information:

1. Last Rate/Rank held when you served aboard USS ORLECK _____
2. Total years served in Navy _____
3. Specific Years served aboard USS ORLECK (ie. 1948-51) _____

The following request recognizes that the majority of you who are filling out this form are either a USS ORLECK sailor, a friend of one, family or friend. We would like to know. Use the number to relate to the registration number above.

- ie.. 1) shipmate or USS ORLECK sailor 2) spouse, son, daughter, and so forth. If 2 above is wife enter spouse next to 2)
1) _____ 2) _____ 3) _____ 4) _____

Mail form to:

USS ORLECK DD886 ASSOCIATION, P.O. BOX 213, RANDOLPH, VT 05060

For more information call 802-728-9806 or send e-mail to bob@ussorleck.com

Check our website at www.ussorleck.com

**USS ORLECK DD 886
ASSOCIATION**

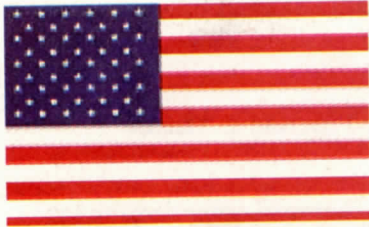
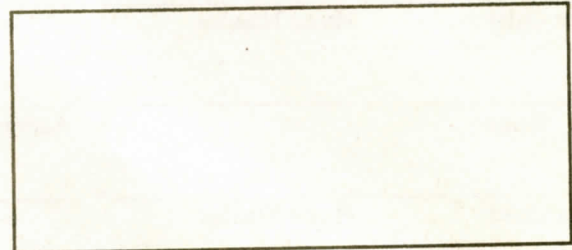
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USS ORLECK DD 886



WEDDING BELLS RING ABOARD USS ORLECK



Orange, Texas
January 10, 2004

Sherwood and Connie Buckalew renewed their marriage vows aboard USS ORLECK in a wonderful ceremony.

Shown in the picture is the bride and Keith Bowsher who gave her away.

It was a beautiful day, the bride was beautiful, the groom handsome and the USS ORLECK was proud that they wanted to have their celebration on her decks.