

# USS BRISTOL DD 857 VETERANS ASSOCIATION FALL 2010 NEWSLETTER

## Reunion Highlights

Well, we had another great reunion in Philadelphia, 7-10 October. The officers of our association have done it again. Gentlemen and Lady (Shirley Clark, Historian and all the Bristol ladies) thank you for a wonderful time. Jeri Glass, our great reunion coordinator from BRAT did a spectacular job, which Jeri makes to look easy.

The welcome dinner buffet was superb on Thursday night. Many of the attendees took advantage of the optional tours of Philadelphia and the USS New Jersey BB 62. On Saturday morning, we convened the business meeting, re-electing the current officers with one change: Paul Ratcliffe has accepted the vice president position. Thank you Paul. Did you know that Paul had the uncanny foresight to film some of the daily activities while serving in Bristol. Then, Paul produced a great VHS tape transferring all of those 8mm videos to VHS and adding *Victory At Sea* music. Now we have to convince Paul to transfer the VHS to DVD so that I can use images in our newsletter.

Duane Haugan again fulfilled the arduous task of photographer extraordinaire. Doing that is along with photo documenting all of the other activities. Bob Burns video documented as well. Tony Molnar along with being our treasurer, also, arranged the table reservations for those of us who wanted to sit together. This is all time consuming stuff.

These are those nitty gritty details that often go overlooked and seldom appreciated. They do what they do because they are great guys. Marty "I don't care if we meet in a phone booth" Walsh researched a lot of stuff before our reunion. We used the free 44 bus Marty. Please see Marty's contribution regarding veterans organizations fund raising.

President Doug Lipert is an unassuming guy who maintains a low profile but does a big job for our association. Thanks Doug. Doug and the other officers have already started the planning for next year in Dallas. We will not know until December whether The Reunion BRAT will continue its operation. Linda Irvine, CEO, died earlier this year. The family business may not continue its operation beyond 2010. Regardless, Doug and the other officers have not let any moss grow under their feet.

Those shipmates who attended the business meeting elected Savannah, GA, for our 15<sup>th</sup> reunion location. Anne and I visited Savannah prior to the Charleston reunion. Savannah (old town) is absolutely gorgeous. We sat on the



**Plaque commemorating the POWs of Revolutionary War who suffered and died in British jails. God bless these POWs. This memorial is located in Washington Square Park**

park bench where Tom Hanks portrayed "Forest Gump". We made sure that we visited Paula Deen's restaurant. You have to queued up early. The line of diners wound around the block. I'm sure that we'll have a fun time there.

Next year the reunion will be in Dallas, TX. That's the home town of "Navy Salvage Diver" Earl Weaver. I'm already looking the map over for national parks on the route to Dallas.

## Membership Dues:

Tony Molnar the Bristol Treasurer has sent out the letter to collect dues from the members who did not attend the reunion. The annual dues of \$15 has remained unchanged for years and we hope to keep it that way. The officers have worked hard to operate the association in a very efficient manner and they are pleased to report a healthy bank balance. There are a number of specific actions that have brought this about.

You can help! How? Promptly write out your check for \$15 payable to the USS Bristol Association and mail it to Tony in the envelope provided. The last several years have required at least three mailings to certain members followed by phone calls. The process was not completed until March 15. Thanks in advance for your help.

# USS BRISTOL DD 857 VETERANS ASSOCIATION

## Raffle Table Contributions...

2010 USS Bristol Reunion Raffle Table Donations  
Philadelphia, Pennsylvania

Tin Can Sailor: 6 Gift Certificates, 3 Plate Covers  
 Duane & Kathy Haugan: 4 framed Bristol Photographs  
 Cindy & Walter Marczak: Brass Desk Bell  
 Gloria & Herman Capozzi: Navy Book, Picture, Picnic Set,  
 Fragrance Basket, Bowl, Christmas items, coffee pot  
 Herb & Edie Ross: 2 Fleece Throws  
 Bernie O'Connor: 3 Bottles Booze  
 Rich Kolady: 1 Bag w/stuffed animals w/ear rings  
 Ed Lynch: 2 Flags and Books  
 Len Hodgins: Wine Set & Sherpa Blanket  
 Ed Speranza: 3 Suitcases & Panini Grill  
 Tony Weber: Lap Quilt & Purse  
 Tony Molnar: 2-857 License Plates and 1 Cover  
 Don Tanner: Gift Card  
 Matt Pierce: Cash  
 Bettelu Hulst: Metal Hand Painted Pot, Candle w/Shade  
 Doreen & Bob Clark: Book & Plate  
 Joyce Kallfelz: Handmade Purse with a Taste of Vermont  
 Floyd & Kathy Van Wie: Barbeque Sauce, 2 CD's, 1 Bristol Shirt  
 Doug & Linda Hardesty: Navy Pub-Enlisted Mans Guide to  
 Aviation Ratings, Navy Pub-Use of Tools, Airplane Structures  
 Doug & Linda Hardesty: Book-White Hats of The Navy, Book-  
 Ship, Book-Battle Situations  
 Doug & Linda Hardesty: British Shell Casing, Destroyer Hat Rack,  
 Wind Spinner  
 Frank Gruenewald: 2 T shirts, Dreamcatcher, Tote  
 Paul & Diane Ratcliffe: \$25.00 Certificate Red Lobster, \$25.00  
 Certificate Olive Garden  
 Don R Marcus: \$25.00 Applebees Card  
 John & Gloria Edlin: Digital Photo Album, Picture Frame, Necklace  
 & Earrings, Votive Candle  
 Gerald McCall: Cutlery Set  
 Joe Walter Smith: Victory At Sea  
 Marty Walsh: Gazela Wine

*Thanks to all of you who donated to the raffle table.....*

President Doug Lipert opening the  
banquet, below.



Above: Doug Lipert, Bernie O'Connor,  
Bill Blake, & Norm Koch as they enjoy  
*Spirit of Philadelphia* dinner cruise.



Left:  
Paul "Alby"  
Kalfelz and his  
alter ego.  
Below center left:  
Frank  
Gruenewald,  
Doug Lipert,  
Walter Marczak,  
& "Wee Wee"  
Van Wie at  
banquet dinner.



Below left:  
Bernie  
O'Conner,  
Norm Koch,  
Doug Lipert &  
Al Weber .



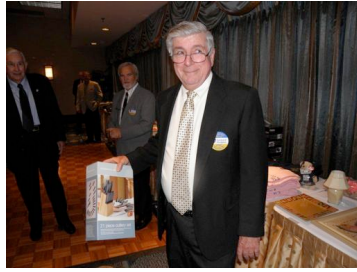
## Memorial Service...

Presided by Walter Maczak assisted by  
Tony Molnar and Ed Lynch

### Honorees:

Fred G Agnew, 1945-47 Plankowner  
 CDR George B Breeden, 1947-49  
 DC3 Albert A Comer, 1949-50  
 BT3 John DeBouter, 1951-53  
 EM2 Edward Pat Gallagher, 1944-45  
 LT Wiliam K Mallinson, 1959-61  
 CDR John C Powell, 1962-1963 (see obituary)  
 BMG3 Nathan "Duke" Siegler, 1951-52  
 SN Joseph Stosko, 1962-1964  
 BT1 John M Watt, 1945-50  
 LT(jg) Robert Yohe 1959-62  
 Linda Irvine, CEO, The Reunion BRAT

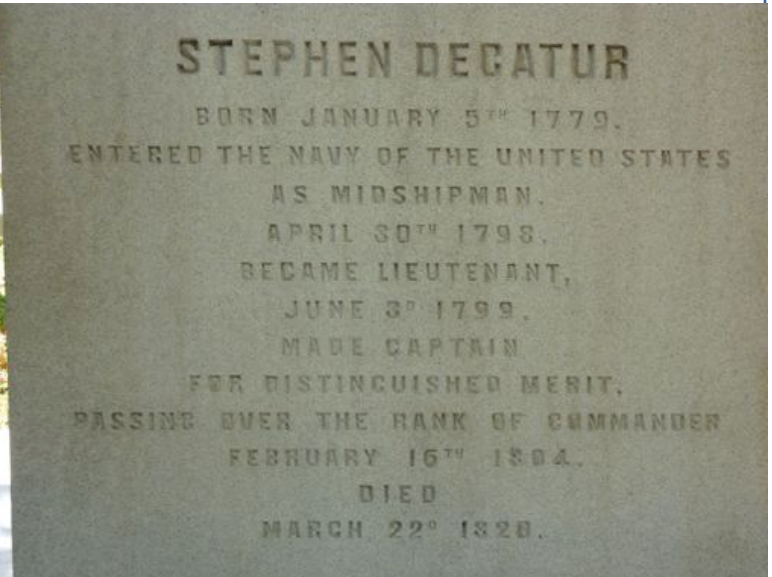
# USS BRISTOL DD 857 VETERANS ASSOCIATION



Reunion attendees enjoy the banquet and dancing. Raffle table winners select their prizes and the 50-50 winners enjoy the money.



Philadelphia's Society Hill neighborhood: Monument to the Unknown Soldier.



The grave of Stephen Decatur who led the Marines against the Barbary Pirates

# USS BRISTOL DD 857 VETERANS ASSOCIATION

## CHARITABLE DONATIONS

Shipmates, at the 2010 Bristol Reunion in Philadelphia I gave a short presentation detailing a rating system for evaluating Charitable Organizations, particularly Veterans and Military Organizations. The presentation followed a Bristol Newsletter article from earlier in the year. The purpose of both the newsletter article and the reunion presentation was to inform shipmates on how they could rate Charitable Organizations for effectiveness and efficiency. Currently there are several Military and Veterans Charitable Organizations that are under investigation by the Federal Trade Commission, 61 Attorneys General, Secretaries of State and other law enforcement agencies. Its best to know who not to give to so that your donation dollars end up where they belong.


There are several organizations that donors can contact in order to verify the status of of a charity prior to sending in any money.

Also, you can contact IRS for a listing of registered tax-deductible organizations [www.irs.gov/app/pub-78/](http://www.irs.gov/app/pub-78/)



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 Internet Fraud Tips from the National Consumers League's Internet Fraud Watch

## Charity Scams



You want to help people in need, but you also want to be sure that your charitable donation isn't simply going into a crook's pocket.

### Internet Fraud Tips

### Telemarketing Fraud Tips

 NCLnet.org

### Online Complaint Form

[Fraud.org](http://Fraud.org)

- **If you're approached by an unfamiliar charity, check it out.** Most states require charities to register with them and file annual reports showing how they use donations. Ask your state or local consumer protection agency how to get this information. The Better Business Bureau Wise Giving Alliance also offers information about national charities. Call 703-276-0100 or go to [www.give.org](http://www.give.org).
- **Be cautious about emails seeking charitable contributions.** Many unsolicited email messages are fraudulent.
- **Beware of sound-alikes.** Some crooks try to fool people by using names that are very similar to those of well-known charities.
- **Ask how donations are used.** One of the most important things to consider is how much of your money goes to fundraising and administrative costs, rather than to the charitable work itself.
- **Be wary of requests to support police or firefighters.** Some fraudulent fundraisers claim that donations will benefit police or firefighters, when in fact little or no money goes to them. Contact your local police or fire department to find out if the claims are true and what percentage of donations, if any, they will receive.
- **Be especially cautious when there are natural or other disasters.** Fraudulent charities take advantage of those situations to trick people who want to help the victims. If you're not sure whether a charity is legitimate, check it out with your state charities regulator and the BBB before you donate.

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## IRS Resources

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**Search for Charities, Online Version of Publication 78**

Publication 78, *Cumulative List of Organizations described in Section 170(c) of the Internal Revenue Code of 1986*, is a list of organizations eligible to receive tax-deductible charitable contributions. This online version is offered to help you conduct a more efficient search of these organizations.

[www.smartergivingguy.com/2010/02/find-an-organizations-form-990/](http://www.smartergivingguy.com/2010/02/find-an-organizations-form-990/)



## The Smarter Giving Guy

Helping Philanthropists Do Good Better



### Find an Organization's Form 990

A wealth of information is available from an organization's most recent IRS information return (Form 990, Form 990-EZ or Form 990-PF).

My first place to look for an organization's 990 is the awesome database maintained by the **National Center for Charitable Statistics** (NCCS). NCCS has a terrific search tool, where you can enter any information you have (name, EIN, location, etc.) and chances are you'll find what you're looking for. Remember that organization names are often similar, so having the exact name or additional info is most helpful.

### Tags

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# SAILING

## LONDONDERRY FOLLIES by David

*"Guns" Lincoln 4-29-10*

The Bristol was on a 6 month rotation to the Med each January. Much as we hated to leave Newport, riding the liberty boats in Cannes was a lot more comfortable than Newport !!

January 1954 (or 1955), saw us going up to Ireland.. Londonderry specifically to play ASW with the British Navy. By that time "D K " had been relieved ( posted to the Mare Island naval Shipyard, and we had the Washington desk jockey Cdr (fearless ) Fred Gorczyk, not known for his ship-handling experience or talent.

Each morning we would " sortie" down the river , a tortuous trip of an hour or so, play hide and seek for 6 hours and return upriver about 1700, mooring along side a rickety old pier. We were scheduled to stay busy at this for 4 weeks.

It may have been January 20<sup>th</sup> (if memory serves) but 10 days into the drill anyway, when chaos ensued. I had the 4-8 OOD watch on quarterdeck, and when the pilot came aboard about 0645, I could see that he was well into his Bushmills. After sending him to the wardroom for coffee, I phoned the Skipper and advised that said pilot was not to be relied upon that morning. "Don't you worry, Mr Lincoln, we are under orders to take a pilot..and that's just what we will do !!"

Unfortunately, for me, I also was the Sea Detail OOD. So as 0745 rolled around, and the three of us were on the bridge, I reminded the Captain of the pilot's condition (which was evident). "Not to worry.... Seamus are you ready " (Bear in mind we are moored starboard side to).

"Single up " "Cast off all lines " "all ahead 1/3 rd " "Left standard rudder." **JOLT!! CRUNCH!! SCRAPE!! VIBRATE!!** And we're underway, down the river at 7-8 knots.

Fast forward ... the pilot has been relieved and gone on his way: we are playing ASW games .. going from 5 knots to 20 knots , repeatedly as we made and lost sonar contact. Every time we go through 15 knots a serious vibration sets up. The Chief Snipe is called to the bridge . "Beats me ... feels like the starboard shaft is vibrating."

We secure ASW about 1130, advise the Brits we are deploying 5 miles West. When get there, The Gunnery Officer and 1<sup>st</sup> Lt are called to the bridge and ordered to put a diver over the side and see what' happening. So Walt Jarck and I muster the salvage team, (the diver's name escapes me, but a machinist's mate nevertheless), "ALL STOP" ..and over he goes.

The water is probably 33 degrees, and wet suit notwithstanding, he's back in short order. "Looks like ¾ inch cable wrapped around the starboard screw and shaft." This is passed on to the Skipper on the bridge. "Cut it loose"... "Can we cut it loose ?" , I ask the diver. "No way!" ..by now the Chief is with us on the fantail. He listens to the description of what's below and confirms: "No way." I pass this up to the bridge . Much gnashing of teeth and, whatever, but the casualty analysis stands and we vibrate our way though the afternoon exercises.



Photo above: A quiet street in Derry (Londonderry), No. Ireland.

Sequel: It will never be known what Cdr Gorczyk said in his damage report, but we were sent (forthwith) to the Plymouth (England) dry-dock. A new shaft was sent from the States . Didn't fit (only the Snipes know why ). After 3 weeks, we are sent back across the North Atlantic, in February weather with one screw, and then on to the Brooklyn Navy Yard for another 3-4 weeks. The only good news in the whole experience was the number of new friends made by the ships company in Londonderry and Portsmouth, and we were back in the States by March 1<sup>st</sup>. DaveLincoln... Gunnery Department, 1952-55



Edith Shain, nurse whose V-J kiss with sailor in Times Square immortalized in Life photo, dies at 91

# USS BRISTOL DD 857 VETERANS ASSOCIATION

## SENIOR AND JUNIOR OFFICERS

*by David "Guns" Lincoln*

In June of 1952, the Bristol had been back from 14 month deployment to Korea, having returned the "long way" "...via the Suez Canal.

Returning were a full complement of officers .. 10-12 or so, some of whom had been called back at the start of the Korean War. Needless to say they were anxious short-timers, as most had served in WW 2, been mustered out into the reserves, and had started careers in civilian life.

There were 4-5 officers who had missed WW 2 service, and were midway through a variety of commitments, as well as 3 who were in the midst of a Naval career. It fell to these hardy (and not so hardy) souls to whip the 6 snout nosed Ensigns \*\* who came aboard, fresh out of a variety of commissionings ... NROTC, Naval Academy, Merchant Marine Academy and Newport Officer Training Center. The NROTC and Academy personnel had sea duty of sorts ( three Midshipmen training cruises), but all were in need of serious development both in learning and leadership.

Lt Byrnes ran the Gunnery Department, with LTjg Art Coe ( cumshaw artist) as the First Lieutenant. Lt Paul Sims was the head snipe, Lt Bill Sells the Ops Officer, with LtCdr Harris the XO. Ltjg Bert Thoren was Coe's right hand man, and Ltjg Nevin Rockwell, and Ltjg Panciera as #2 and #3 snipes, and Lt Muldoon #2 Ops, Ltjg Kiplinger, Supply Officer. The Skipper, (a very young) Cdr Charles Darrah was due to rotate and was relieved by ( very senior) Cdr Desmond K. O'Connor by mid June. (More on the XO, "D K", Thoren, and Rocky in later articles).

Fortunately, the Bristol was assigned to the Boston Navy Yard until mid-September, which gave the department heads a chance to send the rookies off to a variety of Navy schools in their newly assigned departments. By August the "recalls" were gone .. Sells and Byrne, or going with Sims and Muldoon scheduled to leave when we returned from Gitmo. So it was left to the Chiefs, the Skipper and the XO to whip these newly commissioned officers into shape.

The most critical need was for Underway Watch Standers, for which there could not be shore-based training. The Bristol was most fortunate to have a patient, yet demanding, and supremely capable instructor in D K. He could not only drive the boat, but was confident in turning the "conn" over to the rookies so they could become qualified. Three of us were qualified by the time we were half way through Gitmo refresher training. (I'm sure that some of that training made gray hairs develop on the helmsmen, quartermasters and other bridge watch standers. Departmental training was "learn by observation" as the ratings did what they knew how to do, and the juniors kept their noses out of things.

In closing, let me hope (and request) some Enlisted input, on what they remember of the transition from the "around the world" officers to the "rookies" who came aboard in Boston.

\*\* Ensigns ... Connelly, Griffith, Laparuce, Smith

D. Lincoln... Gunnery Department, 1952-55

**Editor's note:** Dave Lincoln later served as Weapons Officer fondly known in the wardroom as "Guns".

## The Night New York City went Dark

In the fall of 1965, USS BRISTOL was docked at the Brooklyn Navy Yard. The Yard had been closed for several years so there were only 2 or 3 ships there, two of which were Reserve destroyers. It was around dinner time and the lights were starting to come on in Manhattan, just across the East River from the Yard. Slowly, the lights seemed to dim and then, total darkness in the city. This was the Great Blackout of 1965 and the BRISTOL was destined to be part of it.

I was on duty that evening and then next thing I remember was hearing the scurry of the engineers and deck gang talking about getting underway. In very short order, we had the necessary team aboard to leave the pier and head up the East River. It seems that because of the sudden loss of electrical power, the generators of the Astoria generating plant of ConEd had frozen. Being a Hospital Corpsman, I did not understand all the intricacies of the generating stations, but the fact remains, they wanted us to help with the restoration of the generators.

As we traveled up the East River, we saw the results of a blackout. East River Drive and every other street and avenue we could see were at a standstill. What a traffic jam! But, can you imagine the thoughts going through people's minds when this massive blackout occurs, everything is static, and a Navy destroyer is plowing through the water? As it turns out, the BRISTOL was not needed but as always, the USS BRISTOL was ready and reporting for duty.

John G. Aulls

HM1, USN

USS BRISTOL 1965-1967

### **Editor's Note:**

I lived in Brooklyn back then. I had just walked into the house when we got the news that the lights had gone out in Manhattan. Lenny Hodgins was aboard Bristol that night. Rumor control has it that Bristol hit a steel mooring line on a barge moored to Waterside 1.

# USS BRISTOL DD 857 VETERANS ASSOCIATION



The Black Knights of HMM-264 were activated on 30 June 1959. Originally designated as Marine Medium Transportation Squadron Light 264, it was later re-designated to its present title, Marine Medium Helicopter Squadron 264, in February 1962.

In the fall of 1961, the squadron was called upon to assist in the evacuation and resupply of the unfortunate victims of Hurricane Hattie, which hit British Honduras (now Belize). This tasking was the first mission in a now long-standing tradition of humanitarian service accomplished by the Black Knights.

Another noteworthy date in Black Knight history was 28 April 1965. On this date, HMM-264 conducted the Marine Corp's first night all helicopter assault into an unsecured landing zone during actual combat conditions in Santa Domingo, Dominican Republic from the deck of the USS BOXER. This event marked the first landing of U.S. Marines on Dominican soil since the early 1930s. It was also the first ship-to-shore heliborne lift over a hostile beach without supporting units ashore. The securing of the American embassy, and the evacuation of over 1,750 American citizens from the war-torn Dominican Republic highlighted the results of this effort.



Marines leave Santo Domingo



**Operation POWER PACK** sent the 3<sup>rd</sup> Brigade, 82<sup>nd</sup> Airborne Division to the Dominican Republic as the lead elements of the division.

The rebel guns silenced by June 17<sup>th</sup>, 1965. During their initial combat operations. The soldiers in the patrolling units had been admonished not to "drink the water." I happen to know one veteran of that operation who thought that he was smarter than his First Sergeant.

Harry Adams, then a private, was part of a patrol clearing a building in a commercial district. The weather was hot and humid. During the building clearing process, Harry's squad came upon a water cooler on one of the floors. Since there were no lights, Harry figured that the water cooler didn't work. Behold! To his surprise, the water cooler worked and the water was cold. *Oh what the hell! I'll just take a drink.*

Some time later, Harry was sorry that he did not heed his First Sergeant's order to "Don't drink the water." Happily retired now, Harry went on to Vietnam, Kosovo, Iraq (1991) and Operation Iraqi Freedom.



*Yankee Go Home* in photo above and *Patrolling the Streets* in photo below.



## Editor's Note.

You're probably wondering what the newsletter editor is putting in "stuff" involving the Marines and the 82d Airborne. Well, those of us who served in Bristol in 1961 took part in the humanitarian assistance in British Honduras.

Bristol also took part in delivery of hospital supplies and were prepared to embark embassy personnel in 1965.

I attend a Veterans Affairs MOVE Group each week. Many of the members of the group arrive early to chat. One former Marine who I have come to know was a member of the "Black Knights".

Isn't it a small world?



# USS BRISTOL DD 857 VETERANS ASSOCIATION

## Highlighting Medal Of Honor Awardees



Hudner attended the prestigious [Phillips Academy](#) in [Andover, Massachusetts](#) before entering the [U.S. Naval Academy](#), graduating in 1946[1]. Following service in surface ships and ashore, he attended flight school and was designated a [Naval Aviator](#) in August 1949. Later that year, he was assigned to Fighter Squadron 32 ([VF-32](#)) aboard [USS Leyte \(CV-32\)](#).

On December 4, 1950, while serving with VF-32 during the Korean War flying [F4U-4 Corsair](#) fighters in support of [United Nations](#) forces, he crash-landed his own plane near the [Chosin reservoir](#) in an effort to rescue Ensign [Jesse L. Brown](#), another VF-32 pilot whose own [F4U-4 Corsair](#) had been shot down. He found Ensign Brown severely wounded and pinned in his cockpit by metal wreckage. Lt. Hudner worked bravely to free the injured pilot, despite severe cold, and having no tools at his disposal apart from a small hand ax. For his heroism on that occasion, Lieutenant (Junior Grade) Hudner was awarded the Medal of Honor. Hudner was presented with the Medal of Honor by President [Harry S. Truman](#) on April 13, 1951, during a ceremony in the [White House Rose Garden](#). His was the first Navy Medal of Honor awarded for actions in the Korean War.

Following his tour with VF-32, Thomas J. Hudner held a variety of training, operational and staff assignments. He commanded Training Squadron 24 (VT-24) in 1965-66 and then served as [Executive Officer](#) of [USS Kitty Hawk](#). During the early 1970s, Captain Hudner was Head of Aviation Technical Training in the Office of the [Chief of Naval Operations](#). He retired from the Navy in February 1973 with the rank of Captain.

After retiring, Hudner worked as a management consultant, and, from 1991 to 1999, served as Commissioner for the Massachusetts Department of Veterans' Services. He appeared in a 1999 miniseries documentary, *The Korean War: Fire and Ice*, aired by [the History Channel](#).

As of 2001, he was living in [Concord, Massachusetts](#), with his wife, Georgea.

The President of the United States of America, authorized by Act of Congress, March 3, 1963 has awarded in the name of the Congress the Medal of Honor to:

## HUDNER, THOMAS JEROME, JR

For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty as a pilot in Fighter Squadron 32, while attempting to rescue a squadron mate whose plane struck by antiaircraft fire and trailing smoke, was forced down behind enemy lines. Quickly maneuvering to circle the downed pilot and protect him from enemy troops infesting the area, Lt. (J.G.) Hudner risked his life to save the injured flier who was trapped alive in the burning wreckage. Fully aware of the extreme danger in landing on the rough mountainous terrain and the scant hope of escape or survival in subzero temperature, he put his plane down skillfully in a deliberate wheels-up landing in the presence of enemy troops. With his bare hands, he packed the fuselage with snow to keep the flames away from the pilot and struggled to pull him free. Unsuccessful in this, he returned to his crashed aircraft and radioed other airborne planes, requesting that a helicopter be dispatched with an ax and fire extinguisher. He then remained on the spot despite the continuing danger from enemy action and, with the assistance of the rescue pilot, renewed a desperate but unavailing battle against time, cold, and flames. Lt. (J.G.) Hudner's exceptionally valiant action and selfless devotion to a shipmate sustain and enhance the highest traditions of the U.S. Naval Service.

# USS BRISTOL DD 857 VETERANS ASSOCIATION

Veteran Hobbies become small biz



"Duster" diorama



**I regularly attend the VA's MOVE program at the Brick, NJ, VA Clinic. Most of the members of our group are Vietnam Veterans. Warren LoCascio is one of those members who has turned a hobby into a small business. If you are interested in contacting Warren, here is his email address: [warrenlocascio@msn.com](mailto:warrenlocascio@msn.com)**



If you have a hobby, send the info to me so that I can let your shipmates know about it. My contact information is:

Ed Lynch

5 Bridle Way

Whiting, NJ 08759-5167

[edwardclynch1@verizon.net](mailto:edwardclynch1@verizon.net)

# USS BRISTOL DD 857 VETERANS ASSOCIATION

## USS Bristol DD 857 Around the World Cruise

### 1951, 1952 Contributed by Herb Ross

*Steaming West thru the Pacific toward Korea was an exciting time. Preparations were being made for the age old tradition for crossing the Equator. Crossing the Equator gave you the right to be a shellback. Also a gold earring was then justified. On a night watch, a pollywog appeared on the bridge and talked to the Officer on watch who was also a pollywog. Attention then focused on the radar screen image of an object slowly drifting aft of the fantail. Eventually the image faded from sight.*

*Then next morning it was discovered that the dip tank being prepared for the initiation ceremony was missing. The Captain issued a warning about wasting navy assets. One evening while the fantail was being set up for the movie, it was announced that all pollywogs should stand aside while shellbacks had taken their seats. As soon as the shellbacks had taken their seats, pollywogs appeared with hoses and showered the shellbacks. Pollywogs 2, Shellbacks 0. Same warning the next day from the Captain about wasting navy resources.*

*When we crossed the Equator, there was a dip tank, although much smaller than the original, but served the purpose, which turned pollywogs into shellbacks. Now we were all equal, nothing to fuss about, except the north south thing*



**U.S. Sailors and Marines participate in a line-crossing ceremony aboard [USS Blue Ridge \(LCC-19\)](#) as the ship passes the Equator May 16, 2008. It has been a long naval tradition to initiate pollywogs, sailors who have never crossed the Equator, into the Kingdom of [Neptune](#) upon their first crossing of the Equator.**

The two-day event (evening and day) is a ritual of reversal in which the older and experienced enlisted crew essentially takes over the ship from the officers.<sup>[[citation needed](#)]</sup> Physical assaults in keeping with the spirit of the initiation are tolerated, and even the inexperienced crew is given the opportunity to take over.<sup>[[citation needed](#)]</sup> The transition flows from established order to the controlled "chaos" of the Pollywog Revolt, the beginnings of re-order in the initiation rite as the fewer but experienced enlisted crew converts the Wogs through physical tests, then back to, and thereby affirming, the pre-established order of officers and enlisted. Like the old physically and emotionally intensive boot camp, the "Crossing the Line" ritual deconstructs and then reconstructs the initiates' experience from newbie outsider into the experienced military fraternity.

The eve of the equatorial crossing is called Wog Day and, as with many other night-before rituals, is a mild type of reversal of the day to come. Wogs—all of the uninitiated—are allowed to capture and interrogate any shellbacks they can find (e.g., tying them up, cracking eggs or pouring aftershave lotion on their heads). This is not a thing that a true shellback will ever have happen to them. The wogs are made very aware of the fact that it will be much harder on them if they do anything like this.

## Crossing the Line Ceremony...

The ceremony of Crossing the Line is an initiation rite in the [Royal Navy](#), [U.S. Navy](#), [U.S. Coast Guard](#), [U.S. Marine Corps](#), and other navies that commemorates a sailor's first crossing of the [Equator](#). Originally, the tradition was created as a test for seasoned sailors to ensure their new shipmates were capable of handling long rough times at sea. Sailors who have already crossed the Equator are nicknamed (Trusty) Shellbacks, often referred to as **Sons of Neptune**; those who have not are nicknamed (Slimy) **Pollywogs**.

Equator-crossing ceremonies, typically featuring King Neptune, are also sometimes carried out for passengers' entertainment on civilian ocean liners and cruise ships. They are also performed in the [merchant navy](#) and aboard sail training ships.

# USS BRISTOL DD 857 VETERANS ASSOCIATION

After crossing the line, Pollywogs receive subpoenas [1] to appear before **King Neptune and his court** (usually including his first assistant [Davy Jones](#) and her Highness [Amphitrite](#) and often various dignitaries, who are all represented by the highest ranking seamen), who officiate at the ceremony, which is often preceded by a beauty contest of men dressing up as women, each department of the ship being required to introduce one contestant in swimsuit drag. Afterwards, some wogs may be "interrogated" by King Neptune and his entourage, and the use of "truth serum" (hot sauce + after shave) and whole uncooked eggs put in the mouth. During the ceremony, the Pollywogs undergo a number of increasingly embarrassing ordeals (wearing clothing inside out and backwards; crawling on hands and knees on nonskid-coated decks; being swatted with short lengths of firehose; being locked in stocks and pillories and pelted with mushy fruit; being locked in a water coffin of salt-water and bright green sea dye (fluorescent sodium salt); crawling through chutes or large tubs of rotting garbage; kissing the Royal Baby's belly coated with axle grease, hair chopping, etc.), largely for the entertainment of the Shellbacks.

Once the ceremony is complete, a Pollywog receives a certificate [2] declaring his new status. Another rare status is the **Golden Shellback**, a person who has crossed the [Equator](#) at the [180th meridian](#) ([International Date Line](#)). The rarest Shellback status is that of the **Emerald Shellback** (USA), or **Royal Diamond Shellback** (Commonwealth), which is received after crossing the [Equator](#) at the [Prime Meridian](#). [3] When a ship must cross the Equator reasonably close to one of these Meridians, the ship's captain will typically plot a course across the **Golden X** so that the ship's crew can be initiated as Golden or Emerald/Royal Diamond Shellbacks.

**Controversy:** In the 19th century and earlier, the line-crossing ceremony was quite a brutal event, often involving beating pollywogs with boards and wet ropes and sometimes throwing the victims over the side of the ship, dragging the pollywog in the surf from the stern. In more than one instance, sailors were reported to have been killed while participating in a line-crossing ceremony.

As late as [World War II](#), the line-crossing ceremony was still rather rough and involved activities such as the "Devil's Tongue", which was an electrified piece of metal poked into the sides of those deemed pollywogs. Beatings were often still common, usually with wet firehoses (they were not wet but rather salt-hardened from sea water), and several World War II Navy deck logs speak of sailors visiting [sickbay](#) after crossing the line.

Efforts to curtail the line-crossing ceremony did not begin until the 1980s, when several reports of blatant [hazing](#) began to circulate regarding the line-crossing ceremony, and at least one death was attributed to abuse while crossing the line.

[California Maritime Academy](#) observed the line-crossing ceremony until 1989, after which the ceremony was deemed to be hazing and was forbidden. The 1989 crossing was fairly typical, as it was not realized to be the last one. Pollywogs participated voluntarily, though women [midshipmen](#) justifiably observed that they were under social pressure to do the ceremony but were targets of harder abuse. Pollywogs (midshipmen and anyone else who had not crossed) ascended a ladder from the Forecastle to the superstructure deck of the ship. There, they crawled down a gauntlet of shellbacks on both sides of a long, heavy canvas runner, about 10–12 meters. The shellbacks had prepared 3-foot, or 1-meter, lengths of canvas/rubber firehose, which they swung hard at the posterior of each wog. The wogs then ascended a [ladder](#) to the boatdeck to slide down a makeshift chute into the baptism of messdeck leavings in sea water in an inflated liferaft back on the superstructure deck. Wogs then returned to the [Forecastle](#), where they were hosed off by firehose and then allowed to kiss, in turn, the belly of the sea-baby, the foot of the sea-hag, and the ring of [King Neptune](#), each personified by shellbacks.

In 1995, a notorious line-crossing ceremony took place on an Australian submarine, [HMAS Onslow](#). Sailors undergoing the ceremony were physically and verbally abused before being subjected to an act called "sump on the rump", where a dark liquid was daubed over each sailor's [anus](#) and [genitalia](#). One sailor was then [sexually assaulted](#) with a long stick before all sailors undergoing the ceremony were forced to jump overboard until permitted to climb back aboard the submarine. A videotape of the ceremony was obtained by the [Nine Network](#) and aired on Australian television. The television coverage provoked widespread criticism, especially when the videotape showed some of the submarine's officers watching the entire proceedings from the conning tower.

Most navies have since then instituted regulations that prohibit physical attacks on sailors undergoing the line-crossing ceremony. In modern times, rather than a dreaded rite of initiation, the line crossing ceremony has become a popular tradition in the [U.S. Navy](#) and the [U.S. Coast Guard](#). In the [PBS](#) documentary [Carrier](#) filmed in 2005 (Episode 7, "Rites of Passage"), a crossing-the-line ceremony on the [USS Nimitz](#) was extensively documented. The ceremony is carefully orchestrated by the ship's officers, with some enthusiastic sailors chafing at the degree to which harassment was disallowed.

Line-crossing ceremonies are also carried out on many U.S. [merchant ships](#). However, without the oversight of military justice, they can often get out of hand and lead to the abuse and assault that occurred in line-crossing ceremonies of the past.

.....

## ***LITTLE KNOWN TIDBIT OF NAVAL HISTORY...***



This article submitted by David  
"Guns" Lincoln

The U.S. S. Constitution (Old Ironsides), as a combat vessel, carried 48,600 gallons of fresh water for her crew of 475 officers and men. This was sufficient to last six months of sustained operations at sea. She carried no evaporators (i.e. fresh water distillers).

However, let it be noted that according to her ship's log, "On July 27, 1798, the U.S.S. Constitution sailed from Boston with a full complement of 475 officers and men, 48,600 gallons of fresh water, 7,400 cannon shot, 11,600 pounds of black powder and 79,400 gallons of rum."

Her mission: "To destroy and harass English shipping."

Making Jamaica on 6 October, she took on 826 pounds of flour and 68,300 gallons of rum. Then she headed for the Azores, arriving there 12 November. She provisioned with 550 pounds of beef and 64,300 gallons of Portuguese wine.

On 18 November, she set sail for England. In the ensuing days, she defeated five British men-of-war and captured and scuttled 12 English merchant ships, salvaging only the rum aboard each. By 26 January, her powder and shot were exhausted. Nevertheless, although unarmed she made a night raid up the Firth of Clyde in Scotland. Her landing party captured a whisky distillery and transferred 40,000 gallons of single malt Scotch aboard by dawn. Then she headed home.

The U. S. S. Constitution arrived in Boston on 20 February 1799, with no cannon shot, no food, no powder, no rum, no wine, no whisky, and 38,600 gallons of water.



## ***GO NAVY !!!***

# USS BRISTOL DD 857 VETERANS ASSOCIATION

## Interesting People

Did you ever think that, while shopping at the supermarket, or, while standing on queue at the bank, the person standing next to you might be a very interesting person? I forget exactly how the conversation got started, but, I recently had the opportunity to speak with a very interesting gentleman while flying to Las Vegas to start our visits to Utah's National Parks.

Philip Varricchio, CDR (ret), sat next to me on the plane. Commander Varricchio is a WWII veteran, who served as a line officer. Later, Cdr Varricchio converted to Supply Corps and later retired from the Naval Reserve. Cdr Varricchio is 88 years young, is a pilot and Certified Public Accountant (CPA) and has not retired. He has had some very interesting clients during his career as a CPA.

Philip Varricchio started the Las Vegas, NV, chapter of the Association of the United States Navy (AUSN). The Las Vegas Chapter assisted the National AUSN Conference with their conference 26-28 August 2010, in Las Vegas.

During his career, Cdr Varricchio served with the US Coast Guard Auxilliary as a pilot. In 1988, Cdr Varricchio's flotilla provided the Coast Guard highly effective training in their "Night Stalker" training program, providing realistic training (night and day) for the Miami area HU-25C helicopter pilots. At the time, Cdr Varricchio was 66 years of age.

Varricchio's son, David, is a paleontologist with Montana State University, in Bozeman, MT. Doctor Varricchio published a paper in "Nature" describing how a find in China proves the parental care of offspring by dinosaurs.

So, the next time your waiting in queue for a cup of coffee, you may want to say hello to the person next to you. That person may turn out to be a very interesting individual. Right, Cdr Varricchio at the Las Vegas AUSN Conference.

Cdr Varricchio was attending a building dedication at the Montana State University, Bozeman, shortly after returning home from a visit with his daughter in Philadelphia. You would never guess that this gentleman was 88 years of age. Hopefully, I'll be as agile as he if I make it to that age.



Ed Lynch

## VA Adds Ships to Agent Orange Exposure List

This week the VA has added the below named ships to the already existing list for Navy and Coast Guard ships and vessels that are presumed to have been exposed to Agent Orange. If you served on any of these mentioned ships and you have had a claim denied, you should reapply citing the VA list as the source for your reapplication. NAUS is told the VA is already working on a third list that will have more ships listed. If you have a claim and evidence the ship you served on was in Vietnamese waters and/or actually tied up to a dock there, make sure you include that with your claim.

### Vessels that operated primarily or exclusively on the inland waterways

All U.S. Coast Guard Cutters with hull designation WPB [patrol boat] and WHEC [high endurance cutters]

USS Mark (AKL-12) [light cargo ship]; USS Brule (AKL-28)

USS Patapsco (AOG-1) [gasoline tanker]; USS Elkhorn (AOG-7)

USS Genesee (AOG-8); USS Kishwaukee (AOG-9)  
USS Tombigbee (AOG-11); USS Noxubee (AOG-56)  
USS Okanogan (APA-210) [attack transport]; USS Montrose (APA-212)

USS Bexar (APA-237)

USS Benewah (APB-35) [self-propelled barracks ship]; USS Colleton (APB-36)

USS Mercer (APB-39); USS Nueces (APB-40)

Barracks Barge (APL-26) [sleeping quarters] );  
Barracks Barge (APL-30)

USS Tutuila (ARG-4) [repair ship]; USS Satyr (ARL-23) [repair ship]

USS Sphinx (ARL-24); USS Askari (ARL-30); USS Indra (ARL-37)

USS Krishna (ARL-38)

USS Belle Grove (LSD-2) [landing ship dock]; USS Comstock (LSD-19)

USS Tortuga (LSD-26)

USS Asheville (PG-84) [patrol gunboat]; USS Gallop (PG-85)

USS Antelope (PG-86); USS Ready (PG-87); USS Crockett (PG-88)

USS Marathon (PG-89); USS Canon (PG-90)

Floating Base Platform (YRBM-17) [repair, berthing, and messing barge]

Floating Base Platform (YRBM-18); Floating Base Platform (YRBM-20)

Winnemucca (YTB-785) [harbor tug]

# USS BRISTOL DD 857 VETERANS ASSOCIATION

## Commander John C Powell, R.I.P widow sends obituary

*Cdr. John C. Powell, USN (Ret.)*

*Middletown - Cdr. John C. Powell USN (Ret.) passed away peacefully at Newport Hospital On Thursday, December 11, 2008. He was 89.*

*Cdr. Powell resided in Middletown and wintered in West Palm Beach, Florida since 1994.*

*He leaves his beloved wife Margaret Powell of Middletown, his daughter Barbara Powell Keeley of Miami, FL, sons Peter C. Powell of Sausalito, CA, Matthew L. Powell of Middletown, J. Christopher Powell and his wife Candace of Jamestown, and grandchildren Marissa C. Corda of Miami, FL and Tyler Lane of New Port Richey, FL. He leaves a brother A. Vern Powell and his wife Melba of Mt. View, CA and brother Lawrence Powell and wife Mona of Petaluma, CA.*

*His brother Charles Ross, sister Marie Laury of Chula Vista, CA, and his first wife Catherine, mothe of his children, predeceased him.*

*Born in Shawnee OK in 1919, Commander Powell joined the US Navy in 1937, serving 33 years until his retirement in 1970. He was a mustang, having joined as enlisted, and worked his way up the ranks to receive his commission as Ensign in 1946. He completed the US Navy Five Term Program at the University of Nebraska in 1949. During WWII he was serving on the heavy cruiser USS Astoria when it was sunk by the Japanese in the Battle of SAVO Island in the Pacific. He participated in the Battles of the Coral Sea, Battle of Midway and the Occupation of Guadalcanal. He also saw combat during the Korean Conflict. During his long career he served on the USS Cascade, USS Wren, USS Sigsbee, USS Kimberly, USS Acadia and USS Dennis J. Buckley. He was Commanding Officer on the USS LSMR 527, USS Glennon, and USS Bristol, and served as Executive Officer on the USS Beatty and USS Willia A. Lee. He participated in the Cuban Blockade, and his ship was on spacecraft*



*recovery team for Project Mercury in 1962. He served as Battlion Officer at the Officer Candidate School in Newport and in the office of the Chief of Naval Operations in Washington, DC. His last tour of duty prior to his retirement was as Administrative Officer at the Boston Naval Shipyard. He was decorated with The Good Conduct Medal (1 Star), Occupation Medal (Japan), National Defense Service Medal, Navy Expeditionary Medal, United Nations Medal (Korea), Asiatic-Pacific Theater (6 Stars) and Korean Service Medal (2 Stars). Recently he completed an oral history on the Battle of Midway for the Naval War College archives.*

*His lifelong passion for airplanes followed many paths. As a child he began building model airplanes from chunks of wood. He taught himself to fly by trial and error after he and high school friends rebuilt a Longster plane in 1936. In 1959 he began building his first full size airplane in Middletown. The single-seat Baby Ace airplane was completed in 1960, John and his plane appeared in Look magazine in a two-page photo fo a fashion article shot in Newport. In 1970 he completed the two-seat Acey Duecy, a biplane he designed and built over three years. Acey Duecy also flew to many air shows around the country. Both plane are flying today. He was active member of Experimental Aircraft Association for many years. In his later years he built and flew radio-controlled airplands.*

*His talents were not limited to building airplanes. In the 1960's he built a fifteen-foot sailbat in the Navy hobby shop and hand-made all the sails. He taught his children about the sea and how to sail, inspiring them in the life long passion for the ocean and sailing.*

*He also enjoyed traveling, for the past 30 years he traveled from coast to coast to visit friend and family. He also visited Russia, China, Australia and Hawaii. Cdr. Powell also assisted on organizing ship's reunions and attended many in his time in Middletown and in Florida. His reunion with USS Astoria crewmembers were especially bittersweet. His experiences at Midway and throughout his career in the Navy will soon be documented and archived in the Naval War College. Recently John and his wife Peg donated to the City of Newport a large blue spruce from their yard in Middletown for this year's Christmas tree located on Washington Square. He was a man for all seasons.*

**Editor's Note:** I intentionally omitted the remainder of the obituary because it is dated. Commander Powell was buried with full honors at the National Cemetery, Arlington, Va, in February 2009.

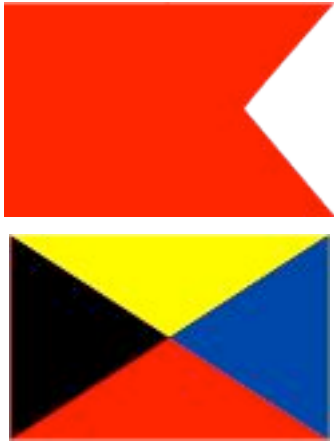
### **Mrs Powell sent me the obit and a short note dated 6 September 2010.**

*I had sent a copy of the last newsletter to Cdr. Powell forgetting that he had died. Here are Mrs. Powell's comments: Sorry-but I thought the word got around! He lived a good life but is sorely missed! If you can help ☺ let this get around - I thank you! I'm just approaching my second year without him☺ it does not get easier! Best wishes to all-have a great time!*

*M. C. Powell*

# USS BRISTOL DD 857 VETERANS ASSOCIATION

## Bravo Zulu (Well Done) Veterans



Yes, Applebee's Neighborhood Grill and Bar will once again honor all veterans and active duty military this year on Thursday, Nov. 11, 2010, at our restaurants across the country. More information will be available in the near future, be sure to visit us at [www.applebees.com](http://www.applebees.com) or become a fan on Facebook at: [www.facebook.com/applebees](http://www.facebook.com/applebees) to stay in the know.

Simply show proof of military service, such as:

## Veterans - Our Nation's Most Precious National Resource

Contributed by Bruce Burnham



- U.S. Uniformed Services I.D. card
- U.S. Uniformed Services retired I.D. card
- Current leave and earnings statement (LES)
- Photo in uniform
- Wearing uniform
- Veterans organization card (i.e. American Legion, VFW)

Contributed by  
Joe Guchek



## "DOWNFALL"

### THE PLAN FOR THE INVASION OF JAPAN

#### Evolution of "Downfall"

material submitted by Mel Hess

While the war was being fought in the Philippines and Okinawa, plans were ripening rapidly for the largest amphibious operation in the history of warfare. "Downfall," the grand plan for the invasion of Japan, contemplated a gargantuan blow against the islands of Kyushu and Honshu, using the entire available combined resources of the army, navy, and air forces.

The plans for "Downfall" were first developed early in 1945 by the Combined Chiefs of Staff at the Argonaut Conference held on the tiny island of Malta in the Mediterranean. On 9 February, just a few days before the historic Three-Power meeting at Yalta, President Roosevelt and Prime Minister Churchill were informed of the conclusions reached at Argonaut. At that time, the strategic concept of future operations in the Pacific embodied the defeat of Japan within eighteen months after Germany's surrender and included the following series of proposed objectives:

- a. Following the Okinawa operation, to seize additional positions to intensify the blockade air bombardment of Japan in order to create a situation favorable to:
- b. An assault on Kyushu for the purpose of further reducing Japanese capabilities by containing and destroying major enemy forces and further intensifying the blockade and air bombardment in order to establish a tactical condition favorable to:
- c. The decisive invasion of the industrial heart of Japan through the Tokyo Plain.<sup>1</sup>

On 29 March, the U.S. Joint Chiefs of Staff, working on the assumptions that the war in Europe would be over by 1 July 1945 and that the forthcoming Okinawa operation would be concluded by mid-August of 1945, set a tentative schedule for the invasion of Japan. The invasion plan was assigned the cover name "Downfall" and consisted of two main operations: "Olympic," the preliminary assault on the southern island of Kyushu, which was slated for 1 December 1945, and "Coronet," the subsequent landing on Honshu, which was scheduled for 1 March 1946. (Plate No. 112) It was proposed that forces already in the Pacific be used to the fullest extent possible in planning for the assault and follow-up phases of "Olympic." Reserve and follow-up divisions for "Coronet" would be obtained by redeployment, either directly or via the United States, of troops and equipment from the European Theater.

On 3 April 1945, the Joint Chiefs of Staff issued a directive in which General MacArthur was instructed to complete the necessary operations in Luzon and the rest of the Philippines, prepare for the occupation of North Borneo, and "make plans and preparations for the campaign in Japan." The amphibious and aerial phases of the projected Homeland invasion.



## An Invasion Not Found in the History Books

*continued on next page*

# USS BRISTOL DD 857 VETERANS ASSOCIATION

Deep in the recesses of the National Archives in Washington, D.C., hidden for nearly four decades lie thousands of pages of yellowing and dusty documents stamped "Top Secret". These documents, now declassified, are the plans for Operation Downfall, the invasion of Japan during World War II. Only a few Americans in 1945 were aware of the elaborate plans that had been prepared for the Allied Invasion of the Japanese home islands. Even fewer today are aware of the defenses the Japanese had prepared to counter the invasion had it been launched. Operation Downfall was finalized during the spring and summer of 1945. It called for two massive military undertakings to be carried out in succession and aimed at the heart of the Japanese Empire.

In the first invasion - code named Operation Olympic - American combat troops would land on Japan by amphibious assault during the early morning hours of November 1, 1945 - 50 years ago. Fourteen combat divisions of soldiers and Marines would land on heavily fortified and defended Kyushu, the southernmost of the Japanese home islands, after an unprecedented naval and aerial bombardment.

With the exception of a part of the British Pacific Fleet, Operation Downfall was to be a strictly American operation.

The second invasion on March 1, 1946 - code named Operation Coronet - would send at least 22 divisions against 1 million Japanese defenders on the main island of Honshu and the Tokyo Plain. Its goal: the unconditional surrender of Japan. With the exception of a part of the British Pacific Fleet, Operation Downfall was to be a strictly American operation. It called for using the entire Marine Corps, the entire Pacific Navy, elements of the 7th Army Air Force, the 8 Air Force (recently redeployed from Europe), 10th Air Force and the American Far Eastern Air Force. More than 1.5 million combat soldiers, with 3 million more in support or more than 40% of all servicemen still in uniform in 1945 - would be directly involved in the two amphibious assaults. Casualties were expected to be extremely heavy.



**General Douglas MacArthur estimated American casualties would be one million men by the fall of 1946. (National Archives)**



Admiral William Leahy estimated that there would be more than 250,000 Americans killed or wounded on Kyushu alone. General Charles Willoughby, chief of intelligence for General Douglas MacArthur, the Supreme Commander of the Southwest Pacific, estimated American casualties would be one million men by the fall of 1946. Willoughby's own intelligence staff considered this to be a conservative estimate.

During the summer of 1945, America had little time to prepare for such an endeavor, but top military leaders were in almost unanimous agreement that an invasion was necessary.

While naval blockade and strategic bombing of Japan was considered to be useful, General MacArthur, for instance, did not believe a blockade would bring about an unconditional surrender. The advocates for invasion agreed that while a naval blockade chokes, it does not kill; and though strategic bombing might destroy cities, it leaves whole armies intact. So on May 25, 1945, the Joint Chiefs of Staff, after extensive deliberation, issued to General MacArthur, Admiral Chester Nimitz, and Army Air Force General Henry Arnold, the top secret directive to proceed with the invasion of Kyushu. The target date was after the typhoon season.

President Truman approved the plans for the invasions July 24. Two days later, the United Nations issued the Potsdam Proclamation, which called upon Japan to surrender unconditionally or face total destruction. Three days later, the Japanese governmental news agency broadcast to the world that Japan would ignore the proclamation and would refuse to surrender. During this same period it was learned -- via monitoring Japanese radio broadcasts -- that Japan had closed all schools and mobilized its schoolchildren, was arming its civilian population and was fortifying caves and building underground defenses.

Operation Olympic called for a four pronged assault on Kyushu. Its purpose was to seize and control the southern one-third of that island and establish naval and air bases, to tighten the naval blockade of the home islands, to destroy units of the main Japanese army and to support the later invasion of the Tokyo Plain.

Continued on next page

## USS BRISTOL DD 857 VETERANS ASSOCIATION

The preliminary invasion would begin October 27 when the 40th Infantry Division would land on a series of small islands west and southwest of Kyushu. At the same time, the 158th Regimental Combat Team would invade and occupy a small island 28 miles south of Kyushu. On these islands, seaplane bases would be established and radar would be set up to provide advance air warning for the invasion fleet, to serve as fighter direction centers for the carrier-based aircraft and to provide an emergency anchorage for the invasion fleet, should things not go well on the day of the invasion. As the invasion grew imminent, the massive firepower of the Navy - the Third and Fifth Fleets -- would approach Japan. The Third Fleet, under Admiral William "Bull" Halsey, with its big guns and naval aircraft, would provide strategic support for the operation against Honshu and Hokkaido. Halsey's fleet would be composed of battleships, heavy cruisers, destroyers, dozens of support ships and three fast carrier task groups.



From these carriers, hundreds of Navy fighters, dive bombers and . torpedo planes would hit targets all over the island of Honshu. The 3,000 ship Fifth Fleet, under Admiral Raymond Spruance, would carry the invasion troops.

Several days before the invasion, the battleships, heavy cruisers and destroyers would pour thousands of tons of high explosives into the target areas. They would not cease the bombardment until after the land forces had been launched. During the early morning hours of November 1, the invasion would begin. Thousands of soldiers and Marines would pour ashore on beaches all along the eastern, southeastern, southern and western coasts of Kyushu. Waves of Helldivers, Dauntless dive bombers, Avengers, Corsairs, and Hellcats from 66 aircraft carriers would bomb, rocket and strafe enemy defenses, gun emplacements and troop concentrations along the beaches.

**Admiral William "Bull" Halsey**

The Eastern Assault Force consisting of the 25th, 33rd and 41st Infantry Divisions would land near Miyasaki, at beaches called Austin, Buick, Cadillac, Chevrolet, Chrysler, and Ford, and move inland to attempt to capture the city and its nearby airfield. The Southern Assault Force, consisting of the 1st Cavalry Division, the 43rd Division and Americal Division would land inside Ariake Bay at beaches labeled DeSoto, Dusenber, Ease, Ford, and Franklin and attempt to capture Shibushi and the city of Kanoya and its airfield.

On the western shore of Kyushu, at beaches Pontiac, Reo, Rolls Royce, Saxon, Star, Studebaker, Stutz, Winston and Zephyr, The V Amphibious Corps would land the 2nd, 3rd and 5th Marine Divisions, sending half of its force inland to Sendai and the other half to the port city of Kagoshima.

On November 4, the Reserve Force, consisting of the 81st and 98th Infantry Divisions and the 11th Airborne Division, after feigning an attack of the island of Shikoku, would be landed -- if not needed elsewhere -- near Kaimondake, near the southernmost tip of Kagoshima Bay, at the beaches designated Locomobile, Lincoln, LaSalle, Hupmobile, Moon, Mercedes, Maxwell, Overland, Oldsmobile, Packard and Plymouth.

Olympic was not just a plan for invasion, but for conquest and occupation as well. It was expected to take four months to achieve its objective, with the three fresh American divisions per month to be landed in support of that operation if needed.

If all went well with Olympic, Coronet would be launched March 1, 1946. Coronet would be twice the size of Olympic, with as many as 28 divisions landing on Honshu.

All along the coast east of Tokyo, the American 1st Army would land the 5th, 7th, 27th, 44th, 86th, and 96th Infantry Divisions along with the 4th and 6th Marine Divisions.

At Sagami Bay, just south of Tokyo, the entire 8th and 10th Armies would strike north and east to clear the long western shore of Tokyo Bay and attempt to go as far as Yokohama. The assault troops landing south of Tokyo would be the 4th, 6th, 8th, 24th, 31st, 37th, 38th and 8th Infantry Divisions, along with the 13th and 20th Armored Divisions.

Following the initial assault, eight more divisions - the 2nd, 28th, 35th, 91st, 95th, 97th and 104th Infantry Divisions and the 11th Airborne Division -- would be landed. If additional troops were needed, as expected, other divisions redeployed from Europe and undergoing training in the United States would be shipped to Japan in what was hoped to be the final push.

Captured Japanese documents and post war interrogations of Japanese military leaders disclose that information concerning the number of Japanese planes available for the defense of the home islands was dangerously in error.

# USS BRISTOL DD 857 VETERANS ASSOCIATION

During the sea battle at Okinawa alone, Japanese kamakaze aircraft sank 32 Allied ships and damaged more than 400 others. But during the summer of 1945, American top brass concluded that the Japanese had spent their air force since American bombers and fighters daily flew unmolested over Japan.

What the military leaders did not know was that by the end of July the Japanese had been saving all aircraft, fuel, and pilots in reserve, and had been feverishly building new planes for the decisive battle for their homeland.

**... other divisions redeployed from Europe and undergoing training in the United States would be shipped to Japan**

As part of Ketsu-Go, the name for the plan to defend Japan -- the Japanese were building 20 suicide takeoff strips in southern Kyushu with underground hangars. They also had 35 camouflaged airfields and nine seaplane bases. On the night before the expected invasion, 50 Japanese seaplane bombers, 100 former carrier aircraft and 50 land based army planes were to be launched in a suicide attack on the fleet.

The Japanese had 58 more airfields in Korea, western Honshu and Shikoku, which also were to be used for massive suicide attacks.

Allied intelligence had established that the Japanese had no more than 2,500 aircraft of which they guessed 300 would be deployed in suicide attacks.



**Hellcat folding wings on carrier**

The goal of the Japanese was to shatter the invasion before the landing. The Japanese were convinced the Americans would back off or become so demoralized that they would then accept a less-than-unconditional surrender and a more honorable and face-saving end for the Japanese.

But as horrible as the battle of Japan would be off the beaches, it would be on Japanese soil that the American forces would face the most rugged and fanatical defense encountered during the war.

Continued with next newsletter.



In August 1945, however, unknown to Allied intelligence, the Japanese still had 5,651 army and 7,074 navy aircraft, for a total of 12,725 planes of all types. Every village had some type of aircraft manufacturing activity. Hidden in mines, railway tunnels, under viaducts and in basements of department stores, work was being done to construct new planes.

Additionally, the Japanese were building newer and more effective models of the Okka, a rocket-propelled bomb much like the German V-1, but flown by a suicide pilot.

When the invasion became imminent, Ketsu-Go called for a fourfold aerial plan of attack to destroy up to 800 Allied ships.

**Were the aircraft really there?**

**With regard to the 12,700 Japanese aircraft available to strike our Army and Navy forces. I would like to tell you of my first hand encounter with the so called strike force. When I flew into Mizuguhara Air Force Base in Kumigaya, Japan on 6 September 1945, I together with Agents of the 441 CIC Detachment found over two thousand new Japanese military aircraft of various types bombers, fighters etc. The only problem they were only fuselages, not a single engine anywhere to be found. Upon concentrated investigation it was determined Japan was unable to produce the raw materials to build any engines. Interesting, they had thousands of airplanes that couldn't fly.**

**Fred Waterhouse 3-07-07**

**Editor's not: Fred was a Counter Intelligence Corps agent who had a specialty background in investigating aircraft accidents for sabotage, etc. An interesting comment!**

## Bristol Shipmates by Marty Walsh

I have discussed the subject of Charitable Donations and the importance of "wise giving" at our annual reunions as well as through this newsletter. In an effort to obtain all the information that I could about fundraising by various organizations I enrolled as a member (my cost) of the American Institute of Philanthropy (AIP). My membership includes AIP's rating publication which classifies organizations by category. The rating for most charities are based on a percentage of dollars spent on program services and cost to raise \$100. AIP maintains a scale of A,B,C,D,F.

The category of Veterans and Military has 40 listed organizations, of which 18 rate "F". Eight are in the "A" category, One "B" and Six "C" and are listed below.

A+ Fisher House Foundation, 888-294 8560  
A+ Injured Marine Semper Fi Fund, 760 725 3680  
A+ Intrepid Fallen Heroes Fund, 800 340 4376  
A+ National Military Family Association, 703 931 6632  
A+ Navy-Marine Corps Relief Society, 703 696 4904  
A Homes for our Troops, 866 787 6677  
A- Armed Services YMCA of the USA, 703 313 9600  
A- Veterans Fund, 757 942 2463  
B+ Operation Homefront-N.O., 800 722 6098  
C+ WWP (Wounded Warrior Project), 877 832 6997  
C- Disabled American Veterans, 877 426 2838  
C- Freedom Alliance, 800 475 6620  
C- Veterans of Foreign Wars of the US and Foundation, 816 756 3390  
C Soldiers' Angels, 626 529 5114  
C USO (United Service Organizations), 800 876 7469

Should you require any additional information please feel free to contact me at [mdw554@optonline.net](mailto:mdw554@optonline.net) or at 631 698 5170. Let your pocketbook and your heart be your guide when it comes to donations. If you have a local organization that you have been donating to and are comfortable with their results please continue to do so. The links listed below will take you to informational sources that you can use to research this subject further.

<http://www.ftc.gov/bcp/edu/microsites/phonefraud/publicsafety.shtml>

<http://www.crimes-of-persuasion.com/Crimes/Telemarketing/Outbound/Minor/donations.htm>

Marty Walsh  
Secretary Bristol Association

### Editor's Note:

Marty Walsh has done extensive research in an effort to preclude any organization from scamming our members. Remember most scammers rely on your generosity and well meaning to perpetrate their endeavors to get your money. These are ways that you can check things out before parting with your funds. Use them!

## Welcome, Serious Givers

If there ever was a time to get smarter about philanthropy, this is it. Donations are down, endowments have been decimated, and state and local governments are slashing their budgets. And the number of those who need help are rising rapidly. — Lawrence Rout, editor's note, [The Wall Street Journal report on philanthropy, November 9, 2009](#).

Did you know that more than 80% of the dollars donated to charities come from individuals and families? It's not the foundations and corporations that keep charities running, it's people like you, me and our neighbors. Charities and the people they help depend on us.

Are you serious about your giving to charity? Do you want to make sure that the dollars you donate are used well and wisely?

Wouldn't it be terrific if all a donor had to do to make a positive difference was to pick a charity that sounded nice and send it a check? Unfortunately, it's not as easy as that. Charities are not all the same. Many do wonderfully effective work, spending wisely the dollars entrusted to them; many others don't.

Every dollar sent to weak charities or scam "charities" is a dollar that would have done much more good in the hands of a top-notch charity.

If you're a serious giver, how do you find the top-notch charities, and avoid the clunkers and scams? You have to do some homework. It's not necessarily homework that's going to exhaust you, but it does take some time and energy. Spending that time and energy is the way for serious givers to be confident givers.

- support solid charities and avoid the clunkers,
- do your own good research on charities, and make solid decisions,
- focus your giving and create strong relationships with charities you support, and
- be confident in your giving.

If you live in the U.S., **chances are you donate money or time to charity.** More than 90 million U.S. households donate to charities, while more than 60 million people in the U.S. volunteer at nonprofits. As a country, we're the philanthropy capital of the world.

## DID YOU KNOW THIS?

A United States flag drapes the casket of deceased veterans to honor the memory of their service to America. The flag is placed so that the blue field with stars is at the head and over the left shoulder of the deceased.

After *Taps* has been played, the flag is carefully folded into the symbolic tri-cornered shape. A properly proportioned flag will fold 13 times on the triangles, representing the 13 original colonies. The folded flag is emblematic of the tri-cornered hat worn by the Patriots of the American Revolution. When folded, no red or white stripe is to be evident, leaving only the blue field with stars.

The folded flag is presented as a keepsake to the next of kin or an appropriate family member. Each branch of the Armed Forces uses its own wording for the presentation...

**U.S. Air Force:** "On behalf of the President of the United States, the Department of the Air Force, and a grateful nation, we offer this flag for the faithful and dedicated service of (Service Member's rank and name)."

**U.S. Army:** "This flag is presented on behalf of a grateful nation and the United States Army as a token of appreciation for your loved one's honorable and faithful service."

**U.S. Coast Guard:** "On behalf of the President of the United States, the Commandant of the Coast Guard, and a grateful nation, please accept this flag as a symbol of our appreciation for your loved one's service to Country and the Coast Guard."

**U.S. Marine Corps:** "On behalf of the President of the United States, the Commandant of the Marine Corps, and a grateful nation, please accept this flag as a symbol of our appreciation for your loved one's service to Country and Corps."

**U.S. Navy:** "On behalf of the President of the United States, the Chief of Naval Operations, please accept this flag as a symbol of our appreciation for your loved one's service to this Country and a grateful Navy."

If the next of kin has expressed a religious preference or belief, add: "God bless you and this family, and God bless the United States of America."

From: The American Legion American legion military honors ceremony.

## Billy Graham's Prayer For Our Nation

Contributed by Earl "Charlie" Weaver

THIS MAN SURE HAS A GOOD VIEW OF WHAT'S HAPPENING TO OUR COUNTRY!

'Heavenly Father, we come before you today to ask your forgiveness and to seek your direction and guidance. We know Your Word says, 'Woe to those who call evil good,' but that is exactly what we have done. We have lost our spiritual equilibrium and reversed our values.. We have exploited the poor and called it the lottery.. We have rewarded laziness and called it welfare.. We have killed our unborn and called it choice. We have shot abortionists and called it justifiable. We have neglected to discipline our children and called it building self esteem.. We have abused power and called it politics... We have coveted our neighbour's possessions and called it ambition.. We have polluted the air with profanity and pornography and called it freedom of expression. We have ridiculed the time-honoured values of our forefathers and called it enlightenment. Search us, Oh God, and know our hearts today; cleanse us from every sin and Set us free.. Amen!'

### TAPS

*Albert Comer, DC3, 49-50, deceased 2009*

*John Kobasa Sr, TM3, 45-46, Deceased,*

*May 28, 2010, Brandon, FL*

*William K. Mallinson, LT, Operations*

*Officer, 65-67, in Feb 2010,*

*at Punta Gorda, FL*