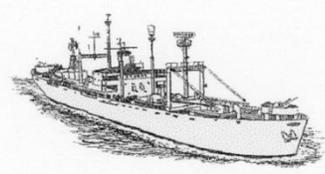


Sea Stories

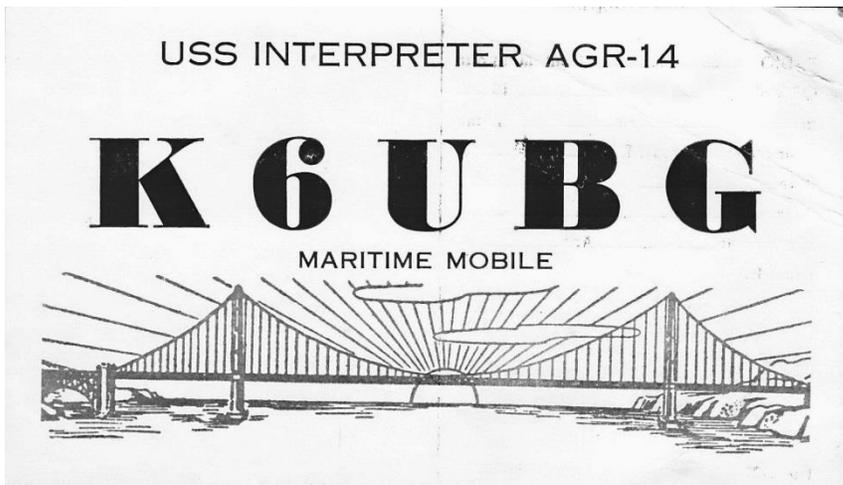
Please send your sea stories to mel.harder@snet.net.



From: Ron Berlier - USS Interpreter

Greetings Lee: In going through lots of old stuff I came across these two items. I thought might be of interest to you. One is a QSL card for the Big 'I' and the other is a pic of our (AGR14) small boat heading over to AGR6. Sorry, I don't recall why the small boat was making the trip. Hope you find them useful, or at least interesting.

Ron Berlier, EM3

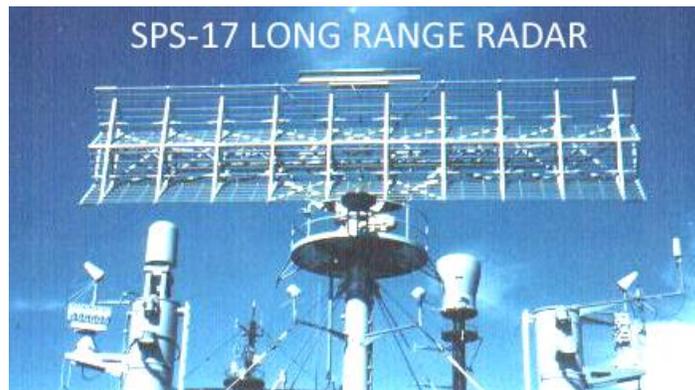


Lee Doyel responds: Boat trip was probably a transfer of a shipmate on emergency leave. AGR-6 was probably relieving the 14 and going back to San Fran, We did that several times while I was onboard the Tracer. I was boat officer most of the times. We even transferred to a shipmate to a civilian ship once to get him back in port.

from Harold Pazourek - USS Lookout

note: In the last YAGRGRAM #75 Bob Wiltshire (USS Lookout) wrote about his experience with the SPS-17 radar

I, too, was an ET2 on the USS Lookout during the period 1956-57. Let me add a little more to the lore of the AN/SPS-17. In 1957 our SRb radar was removed and an SPS-17 installed in the same location – the forward kingpin. The 17 operated in the same frequency band as the SRb but the SRb was a WWII vintage radar with what we called a bedspring antenna. My memory tells me that our installation was serial #2 with serial #1 being at the manufacturer. As we were getting ready to go on station we received a message that CNO was very interested in the operation of the 17. Our first class ET had gone to school for the 17 leaving me as senior ET. Of course the system failed not long after we arrived on station. We had a lot of pressure to get the system back in operation. I worked on it four days and three nights, breaking only for meals and head calls. Lots of coffee. No matter how many times I changed the burned out cable it simply blew out again. We finally threw in the towel and called for technical assistance. When our first class, Charlie Atwood, returned from school he passed on to me that the particular piece of cable was actually an impedance matching device and the length and type were critical. Problem solved. As far as I can remember we had no other major problems with the system but we still relied more on the AN/SPS-8a until I left the ship in December.



Comment from Lee Doyel

That radar was so powerful that when it was on it kept the florescent lights in my state room half lite all the time. Never had to turn on the lights when getting dressed for mid and night watches on the bridge.

JERRY GREEN ET2
USS WATCHMAN, AGR-16
1961-1962

We were on station 300 miles off the Oregon Coast during the Columbus Day storm of October 12, 1962. I read on a history site, that the winds on the coast reached 170 MPH! It was quite a ride and we even had to strap ourselves into our bunks that night to sleep (but who could sleep?).

During the storm, the gimbals attached to the SPS-8 altitude finder radar antenna broke, causing the banana peel radar antenna to bang around on every roll of the ship. I and two other ET'S were preparing to ascend the mast to lash it down, when we were told to go below, and I think Lt. McNamara sent the other officers up to tie it down. I certainly wasn't going to argue, but I would like to give a lot of thanks again to those young men for sticking their necks out for us. Those were the heaviest seas I had ever been in!

When we reached port a few days later at Treasure Island, San Francisco, I was shown a crack that had developed just aft of the chow hall on the overhead. I read somewhere during WWII where these liberty ships broke in two in heavy seas. I guess we were lucky to have lived through it.

P.S. I'm sure Frank, you remember this experience and if I don't have this right, please let me know!

Joe Noonan with the plaque containing all the ships pins he won at the Charleston business meeting



Frank McNamara



SPS-8 HEIGHT-FINDER RADAR



BATTLESHIP COVE

AMERICA'S FLEET MUSEUM

Battleship Cove Voted One of the Best!

The USS *Massachusetts*, the USS *Joseph P. Kennedy, Jr.*, and the USS *Lionfish*, berthed at Battleship Cove, were nominated as USA Today's Best Museum Ship by a panel of experts in the field from a list of over 100 historic vessels - twenty of those ships were chosen to go on to the finals.

The museum, with its emphasis on naval heritage and a dedication to honoring those who served in defense of their country, is proud to have been a part of this esteemed group of museum ships. We congratulate our fellow winners, and all the museum ships nominated. We also thank our dedicated staff, Board of Directors, volunteers, delegation and everyone who voted.

Plaque dedicated to Harry Miller installed at Yagr Exhibit, USS Massachusetts

Back before Harry died there was a plaque made of him for the museum. Being a very private person he strongly objected to it being placed there. However he has now been over ruled by me (O6 verses E9) and it is now there. It is only fitting that he receive the credit due for founding the organization and developing it into an outstanding association.

Lee Doyel

USS Massachusetts – Battle Ship Cove, Fall River MA
location of YAGR'S Association special exhibit project



Here is a list of the top ten:

1. USS *Midway* - San Diego
2. Battleship USS *Iowa* - Los Angeles
3. Battleship *Texas* - La Porte, Texas
4. Battleship *North Carolina* - Wilmington, N.C.
5. USS *Yorktown* & USS *Laffey* - Mt. Pleasant, S.C.
6. Battleship *New Jersey* - Camden, N.J.
7. USS *Massachusetts*, USS *Joseph Kennedy, Jr.* & USS *Lionfish* - Fall River, Mass.
8. USS *Lexington* - Corpus Christi, Texas
9. Battleship *Missouri* - Honolulu
10. USS *Alabama* & USS *Drum* - Mobile, Ala.

