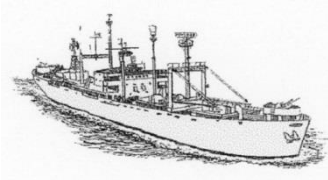


Sea Stories

Please send your sea stories to esetboarder@snet.net.



From: Ron Berlier USInterpreter

Greetings Leeh going through lots of old stuff I came across these thoughts 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 don't recall why the small boat was making the trip you find them useful, or at least interesting.

Ron Berlier BM3



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

from Harold Pazourek USS Lookout

note: In the last YAGRGRAM #75 Bob Williams (USS Lookout) wrote about his experience with the SPS

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 17. In 1957 our SRb radar was removed and an SPS-17 installed in the same location at the forward kingpin. The SPS-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 SPS-17 installation was serial #2 with serial #1 being at the manufacturer's plant. 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 I failed not long after we arrived on station. We had a lot of pressure to get the system back in operation. I worked it four days and three nights, breaking only for meals and head calls. Not many times I changed the burned out cable it simply blew out again. We were in the towel and called for technical assistance. When our first class, Charlie Atwood, returned from school he passed on to me that the problem of cable was actually an impedance matching device and the length and type of cable was critical. As far as I can remember we had no other major problems with the system but we still relied most on the AN-17. I left the ship in December.



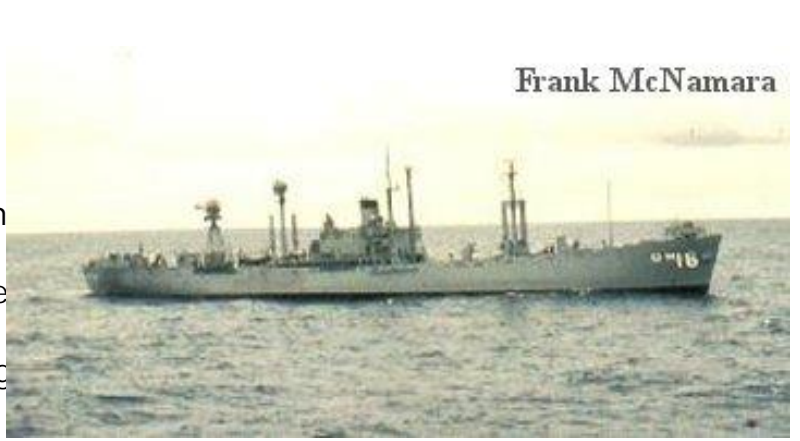
Comment from Lee Doyel

That radar was so powerful that when it was on it kept the lights in my state room half lit 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, AGTR
1961-1962

Frank McNamara

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



During the storm, the banana peel attached to the SPS altitude finder radar antenna broke, causing the banana peel radar antenna to bang around on every ship. When we were told to go below, Frank McNamara sent the other officers thanks again to those young men for sticking their necks out for us. This was 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 overhang, somewhere during WWII where these liberty ships broke in two in heavy seas. I guess we were lucky to have lived through it.

please let me know!

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



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 Here 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 part of an 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.

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 P. Kennedy, Jr., & USS Lionfish - Fall River, Mass.
8. USS Lexington - Corpus Christi, Texas
9. Battleship Missouri - Honolulu
10. USS Alabama & USS Drum - Mobile, Ala.

Plaque dedicated to Harry Miller installed at Battleship USS Massachusetts

Back before Harry died there was a plaque made of him at the museum. Being a very private person he strongly objected to being placed there. However he has now been over ruled (O6 versus E9) and it is now there. It is not only a fitting credit due for founding the organization and developing it into an outstanding association.

Lee Doyel

