

Small Talk

Volume 12 Issue 1

February 2006

OFFICIAL NEWSLETTER OF E. G. SMALL DD/DDR-838



SPECIAL POINTS OF INTEREST

- *Another funny story from Bert Royster is our cover story.*
- *Luther Yarger tells his story of "Operation Wigwam" beginning on page two.*
- *Bob Cole shares his EG Small story with us on pages four and five.*
- *More information concerning the events of October 7, 1951 are in Bob von Allmen's letter on pages five and six.*
- *Don Wayman's series on "The Galloping Ghost" concludes with this issue. See pages six and seven.*
- *A very important letter from ML&RS, Inc. on page eight is a must read.*

COLLISION AT SEA!

BY HERBERT ROYSTER

It was a dark and stormy night (Oh, yes, Snoopy, it really was) and foul winds were blowing over the seas! It was late fall in 1964 and the USS Ernest G. Small DDR-838 was steaming up the Gulf of Tonkin. I recall being on watch, in the Sonar room, really bored, the only thing to hear in the water were the sounds of snapping shrimp (they sound like frying bacon or Rice Crispies). I listened to the same thing day after day, hour after hour, **Ka-Ping—snap/crackle/pop, Ka-Ping—snap/crackle/pop**, while we cruised around the Gulf at Yankee Stadium. Things instantly changed though, when Combat advised the Bridge they had a small surface

boggy on radar, traveling around 50 knots and it was headed in our direction.

As some of us may recall, back in those days of 'Nam, we could tell how well air strikes on North Vietnam's PT boats did, as usually it wasn't too long afterwards (in the middle of the night) we would track a few PT boats headed east from Hainan Island to replace the ones that were destroyed around Hai Phong in North Vietnam. Although the PT boats would take a route miles away from our patrol location, our radar could easily watch them, while we in Sonar Gang would also hear the sounds of their high-speed propellers. We would keep close track of them to be able to tell if they

got any...errr...'funny ideas' about us, so we could take appropriate counter measures.

The Bridge ordered Combat to closely watch that new contact and for us in Sonar to listen up for the sounds of those high-speed propellers. Suddenly, I wasn't bored any more! We in Sonar did a complete search and listened hard on the bearing of that new surface contact, but didn't hear anything except 'snap/crackle/pop'. We commenced switching switches—toggling toggles, basically doing everything we could to get the max out of our Sonar gear, but 'snap/crackle/pop' were the only

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sounds heard. Sonar then reported to the Bridge that we could hear nothing in the water, except the sounds of ambient sea noise.

Next thing to happen was that the OOD ordered Sonar to check our gear to ensure it was operating properly, as seemed something our way cometh...with evil intent! Others in the Sonar Gang were quickly awakened and we rapidly determined OUR gear was functioning properly. This was reported to both the Bridge and Combat. The contact kept closing; still traveling around 50 knots, but then it was coming almost directly at us and only a mile or two away. Again came the order to report what we could hear to the Bridge. Sonar's response was, "There is nothing traveling at high speeds in the water on that bearing... or for that matter, anywhere around the ship!" The Bridge's sonar repeater speaker was turned way up so the OOD could hear what we were hearing in the water. Then the OOD demanded an instant explanation for the loud 'snap/crackle/pop' sounds he was hearing, since it surely must be high speed—"NO, SIR, that's only the sound of shrimp, nothing else!"

At that point, the order was passed for "All Ahead Flank", an emergency turn began and as we heeled hard over (building up speed) the collision alarm went off. The IMC next bellowed at us to set "Condition Zulu" and for "All Hands" to brace for an imminent collision. All of us in Sonar started waiting for it to happen, but for us below decks nothing seemed to occur. For those on the Bridge, it sure did though, they came eyeball to eyeball with that contact...as our "Road Runner" collided with a flock of low flying geese. As the result of this, our 01 level forward became littered with feathers—and such. To the best of my memory, we never again rammed a flock of geese, in either fair sea or...ahem...fowl!

WETSU

Bert Royster STG2 1964-1966

FINANCIAL STATEMENT

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Funds will be needed for the next issue. Send contributions to ML&RS, Inc. as shown below.

**To: My fellow shipmates – USS Small
From: "Ski" Glogowski**

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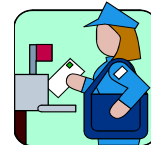
The Ernest G. Small family welcomes the most recently located members of the former crew. We hope to see you at the next reunion and ask you to take an active part in our Association.

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MAIL CALL

Greetings Shipmates,

I finally got around to asking all of you if you remember me. My memory fails me as to years I was aboard! I have been on several cans (Turner Joy, Small, Lee Haven and Taussig). Several of them I was on COM-DESRON 13 staff.

So if any former RM's (I was an RM) remembers me I would

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like to hear from you. One person I remember very well was a GM1 named Hart. He was a real Jackie Gleason imitator, even the shuffle with a mike in hand. A real lovable clown. Can't remember any RM's. I retired from the Navy in 1967.

In the early 60's or late 50's, we were one of the ship's that got several serious warning's about Taiwan and Mainland China.

James O'Hara
1727 Peppervilla Dr
El Cajon, CA 92021

Dear Sirs:

This is to amplify and correct the involvement of SMALL in "Operation Wigwam" that was carried out in the spring of 1956. Before I get into that, I will describe my position and duties in the "Dirty Ernie" during the 3 years, 1954 to 1957, I was on board. I reported for duty on the DDR 838 in the summer of 1954 the day we got underway for WESTPAC. As "George" in the Wardroom I was assigned as "E" Division Officer and as the Sonar Officer. The Korean conflict was scaling down so the Wardroom was abruptly reduced from 22 officers to 14 shortly after reported. Soon the current Chief Engineer had orders to another duty station and the Damage Control Officer (DCA), LTjg. Bill STRATTON (Kings Point) became DCA, and I became the Main Propulsion Asst. All officers served as Officers of the Deck (OOD) except the XO, Chief Engineer, and Supply Officer. I qualified as OOD under LT Bill NEPPER, a mustang officer and a great mentor, also the Gun Boss and Senior Watch Officer. At the same time the CO, CDR SMITH was relieved by the CDR R. D. MUGG (Class of 38) and under his command my primary duty besides being the MPA was being on the bridge as Special Sea Detail OOD, General Quarters OOD, and the Replenishment Detail OOD. Capt MUGG was a cau-

tious CO so he always had the Conn during sailing out and into port and for all replenishments to refuel alongside carriers or oil tankers.

After a long day that started at dawn with a whole day of replenishment ending into the night, both the Captain and I were on the bridge the entire time. It was a long day. Most watch stations changed normally during the day, but not the bridge. It was the last scheduled alongside with an ammunition ship at 2100 that I became the OOD having the Conn on the bridge on these evolutions thereafter. After several alongside trips that day Capt. MUGG was very tired (so was I) when he said, "Lu, would you like to take the Conn for this one?" My first fleeting thought was "NO" but in a microsecond I said, "Yes, Sir." So I took the Conn and took the SMALL alongside the larger vessel (it looked huge in the dark, with moderately rough seas) and did a near perfect job of the event. I had observed many of these, so there were great opportunities to learn the ropes.

The reason for this background is to show why I was the OOD having the Conn during "Operation Wigwam." At least six weeks was spent preparing the SMALL for this event some 600 miles SW of California in a part of the Pacific Ocean nearly barren sea life or ocean traffic. The entire Destroyer Squadron was assigned to escort the tug with associated barges, test vessels, some submerged, which was five miles long, 10,000 yards. At the end of this was a barge that carried the nuclear device which was placed 10,000 feet below the surface. Most of the destroyers' radar had been wired with cameras and clocks to record aircraft that were to pass through the plume of water expected to create after the explosion. Keeping station as the test was prepared was very difficult since the tug with its 5 mile tow was hardly moving, less than 1 knot. The SMALL was to keep the test barge on the port beam at 5 miles away. Fortunately the sea was calm and the weather sunny. As OOD with the Conn, I was dressed with protective clothing with only my face uncovered until the explosion. It was HOT in the sunny day. Then finally

H-Hour arrived and the ship was sealed with the bridge personnel sealed in the pilot house except the office with the Conn, me. The countdown went to Zero and shortly the plume was observed, followed by a shockwave that was greater than any depth charges I had ever seen. It was followed by another shockwave that was reflected from the ocean bottom. The first shockwave broke all the radar CRT's that were instrumented. The only repeater useable was the one on the open bridge that I was using to maintain station. After the test, NO radiation was detected on the SMALL, so I could shed my 'sweat suit' and the boots.

So I reached the whole purpose of my input and response to comment referring to "Operation Wigwam." The only radiation encountered was when we carefully recovered some floating debris. It was low level surface contamination that was duly bagged to prevent spreading it. No one was exposed to any radiation other than the sun. This shows the real problem with the image of nuclear power. It is the lack of knowledge of the potential hazards of nuclear power and most people don't know fusion from fission or the real facts. TMI got everybody's attention, but the results of a poor design and failure to pay attention to the rules.

I left the SMALL in 1957 for an LST as XO and then shortly after that I was tapped for the Nuclear Power Propulsion Programs run by Admiral Rickover, who ran the Naval Reactors part of Naval Seas Command. I had duty in two surface prototypes, one was the ENTERPRISE, CVAN-65 and the BAINBRIDGE, DDG-25. After that I went into nuclear submarines, serving three submarines. I commanded the last one, FRANCIS SCOTT KEY, SSBN-657, which had 16 FBM missiles and many nuclear warheads. After retirement my nuclear background brought me into the newly formed Institute of Nuclear Power Operation established in 1979 after

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the TMI accident. We worked to standardize rules and training by writing many manuals and periodically inspecting nuclear power plants to improve performance to establish excellence in their operation. The results were significant and are public knowledge. Like all the over 150 nuclear reactors the Navy operates since 1955 and over 100 power plant reactors in the US that produce 30% of the electricity in the country, there has been no disastrous occurrences. It is important to know that the US nuclear power plants and weapons are managed and operated by competent personnel. This does not support the disinformation provided by lies and rhetoric that distort facts that are evident. The fact is that 10 aircraft carriers, several cruisers, and all submarines are nuclear powered and the "Operation Wigwam" test contributed to this success.

Sincerely,
Luther D. Yarger

See encyclopedia article on Operation Wigwam on page eight.

Small Shipmates,

I was stationed on the USS Edmonds (DE-406) home ported at Treasure Island San Francisco, CA. when a message came in asking for volunteers (the message said they were looking for almost every rate and from E-1 to E-9) to man ships that were changing home ports to overseas. I was a non-designated FN (Striking for Shipfitter) at the time. My Chief Shipfitter and LPO DC2 asked if I wanted to volunteer and go with them to Japan. I'm 19 or 20 at the time, so you know what my answer is. Where do I sign up? In less than 30 days, I had orders (my Chief and LPO had not heard a word about their orders). I was to report aboard the USS Ernest G. Small (DDR-838) home ported in Long Beach, CA. I went aboard April 15, 1964. The Chief Engineer asked me what rate I wanted to strike for. I said Shipfitter as I com-

pleted a years Vocational Welding Class (showed him my Welding Certificate). I don't think he was as excited about me being a welder as I was. He said the Shipfitter Shop was full, so he put me in the Forward Fire Room. He said we would talk about the Shipfitter Shop later.

At the end of April we departed Long Beach, CA. for our new homeport of Yokosuka, Japan. We stopped in Hawaii for one week and then it was "Go West, Young Man, Go West". We stopped in the middle of the Pacific and took on King Neptune, Davy Jones and the Royal Baby. Then the fun began. All the Pollywogs (me included) ate from the Royal Trough, kissed the Royal Baby, went through the garbage shoot, were tarred and feathered, blew bubbles in the water washed down nozzles, swam in the Royal Pool, and had our behinds tattooed with a wet fire hose several times. Everyone on board was declared a Shellback and a better man. It took a few days for the tattoos to wear off though. Our first sight of land after we left Hawaii was the coast of Viet Nam. We provided gunfire support for about 30 days (day and night). We left Viet Nam and headed for our new homeport, Yokosuka, Japan. We arrived about the first of July 1964.

From the time we left Long Beach, CA, I was learning the ropes of the BT world in the Forward Fire Room. The USS Ernest G. Small had two fire rooms and two engine rooms. Four 600-pound boilers that were fed with Navy Black Oil. I qualified quickly at all my assigned watch stations. We had our fun as time permitted. The Starboard Hatch was on the weather deck and was open most of the time. The open hatch was a good source of cool ventilation. However, when the seas were angry and tossing about, we took on water and whoever was standing at the bottom of the ladder got a salt-water shower. From time to

time we would also get a flying fish down on the deck plates. Then I got bored, and asked if I could learn the burnerman's job on the Saturated Steam Side. The LPO BT1 Smith (Smitty) said I was too new and needed more experience. I kept asking and he finally let me give it a try but only single boiler operations (when you're on the lower level deck plates there is a boiler to your left and a boiler on the right). I started out on the mid-watch, so if you put some black smoke up the stack the bridge watch probably wouldn't notice it. Smitty was a perfectionist and I can understand where he was coming from, when you have two fire rooms, one tries to out-do the other. Which meant regardless what the Engine-Order-Telegraph rang up you had to do it quickly and with NO BLACK SMOKE. I liked the mid-watch best, as the Galley was right above the Fire Room. The night baker started baking pies, bread and pastries during the mid-watch. The sweet smell from the Galley just flooded the Fire Room. The cook would call and the messenger would FLY up the ladder and bring us some of the goodies. One look at the messenger and it was plain to see he got his first because his cheeks were all pouched out.

I worked hard (and played hard on liberty) for about one year. We spent A LOT of time off the coast of Viet Nam providing gun fire support, unrepping and providing plane guard for the carriers. I also remember the "Small Band", the Texaco Flag run up the mast on unrep breakaways, and the XO shouting WETSU as we pulled away from the carrier or oiler. One day I asked Smitty if I could strike for Shipfitter. He said let me ask the Engineer. A few days later the Engineer called me to his stateroom. The Chief Shipfitter was also there. We struck up a deal that helped me, the BT's and the SF's. It went like this. I transferred to the

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Shipfitter Shop and worked there, but I would stand watch as a Burner man (because I was fully qualified) in the FWD Fire Room. With me as a Burner man they could stand 4 and 12. Without me they would stand 4 and 8 and some times 4 and 4. The Shipfitter's stood Sounding and Security Watches (and we had to be 3rd class or above, I was a Fireman) with a rotation of 4 and 20. I worked hard in the Shipfitter Shop for about a year. I was recommended for Shipfitter Pipe 3rd class (SFP 3). I was advanced to 3rd class, but the same deal was agreed upon except I had to qualify on my own time for Sounding and Security Watch. In a short time I qualified as Sounding and Security Watch. I continued standing watches in the Fire Room and they were a great bunch of guys on and off the ship. With the exam cycles at 6 months between 3rd and 2nd class, I was recommended for 2nd class. I was advanced to SFP 2 shortly after that. Again the same deal was agreed upon. However about 3 months later new people came onboard and others transferred, so I stayed in the Shipfitter Shop for my remaining time onboard.

I spent 3 ½ years on the *Small* and loved it all. When we changed Home Ports to Pearl Harbor, I thought it was a sad day when we left Yokosuka. West Pac was my home. I left my girlfriend standing on the pier, but I told her I'd be back. Nine months later I transferred to the USS Ajax AR-6, Home Ported in Sasebo. I married my girlfriend (Kiyoko Nakazato) in Sasebo in 1967. We're happily together and often thank the USS Ernest G. Small for giving us the opportunity to meet each other.

Bob Cole,
SFP 2, R Division ('64 - '67)

ML&RS, Inc,
Reference Small Talk,
Galloping Ghost by Don Wayman

A few loose ends remain concerning the events of October 7th 1951,

and the aftermath of the mine explosion.

Sometime during the afternoon (I do not remember the hour), I mentioned to Rex Middleton SOG1 that we were again in shallow water. The 'ping' from the sonar was followed by almost dead silence. (In deep water you would hear rolling reverberations.) He told me to go up to the chart house and see what the fathometer indicated. I remember that I was somewhat less than enthusiastic about making this journey because the ship was still at General Quarters and 'buttoned up.' I took off for the chart house through several dogged down hatches and WT doors. Partially it was curiosity that drove me topside as we had been engaged in sporadic gunfire all day and it would be interesting to see what all this shooting was about.

When I emerged on the main deck, through the hatches from the steam line, I was taken aback to see the ship was in harbor! Minesweepers were at work to landward, and two 'heavies' (I believe it was *New Jersey* and *Helena*) were to seaward. I continued on up to the 01 level and the charthouse. The fathometer read 7 fathoms (42 feet!). I reported this to the sonar control room on the 21MC intercom unit above the chart table. I told Middleton that the sonar situation was rather useless under these circumstances and he agreed. I also asked him if I could remain topside and would call sonar again when the ship departed the harbor, or if anything else of interest happened. He also agreed to that idea. It was the last time I would ever hear his voice.

Art Mardon, the former sonar striker, was in the forward part of the crew's mess when the blast occurred. Apparently it lifted him up and threw him forward in the passageway to the forward CPO quarters. He was not severely injured, but the concussion deafened him for some time. I spotted him after returning from what was left of the crew's mess, one sailor on each side helping him get aft to the showers. He

was covered with black fuel oil and drenched in salt water. He was also temporarily deafened by the concussion of the blast. He had somehow cheated the grim reaper again! We lost track of each other for many, many years, only to find out at the first *Small* reunion that we live 20 miles apart!

Technically I was not the only Sonarman to survive. Quentin Saylor SOH2 was in CIC, his post for GQ, all that day. He was uninjured as was I.

After the return of *Small* to the States, Don Wayman and I, along with several other *Small* sailors, went to San Diego and reported aboard the *Wadleigh* (DD689) bound for Newport, RI. I eventually served on the *USS Laws* (DD558) in USN Reserve Training at Treasure Island, San Francisco Bay. I only mention this because Fleet Admiral Chester Nimitz was sort of retired and living in Oakland at the time. He made two (nostalgia) visits to the *Laws* while I was aboard. He was a former destroyer (and submarine) sailor. A very spry and impressive 70+ year old gentleman. He was in and out of all the engineering spaces, and then went to the bridge for a look. He had lunch in the Wardroom (us Chiefs got to eat with his Staff, a Marine Sargeant, in the CPO Quarters). My duty on the *Laws* came to an end a few weeks after the Chief Torpedoman retired in 1960. I was assigned his duties, and my own, (Yes, we did fire torpedoes on Reserve cruises!) For the most part, it was a boring assignment. I went to Submarines.

One more Navy salvo. I think it was in 1961 or '62 while stationed aboard the *USS Growler* (SSG 577) at Pearl Harbor I was talking shop with another Chief on the after superstructure deck when a DDR with the numbers 838 on the bow entered the basin across the way from the submarine piers. I had not seen the *Small* in ten years. That afternoon I walked around the *Small* and went aboard her. The Petty Officer on the

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quarterdeck saw my dolphins and asked if I needed help finding my way around. (Everyone knows a sub has only two ways to walk; forward or aftward.) I declined and made a short tour of the crew's mess, CIC, the bridge, and the 01 level where the torpedo tubes had been (my hideout from the fallout). It was all changed very much from the last time I had seen it. At the midship's passageway I noticed a small plaque with the names of the men lost back in 1951 inscribed. I then left the ship. Perhaps I had left behind a few sailors that are still wondering who that "bubblehead" Senior Chief was that visited them that day as I had not spoken to anyone while on board.

The next morning the *Growler* slipped out of Pearl in the predawn hours. My maneuvering watch station was on the hangar tops at the bow of the boat. We backed away from the pier and, while rigging the boat for dive, pointed the stern toward the end of the basin. We were about 30-50 yards from the *Small*, pointed in the opposite direction. We then left the basin, rounding the bend in the channel at Ford Island. I never saw the *Small* again.

Incidentally, *Growler* carried four Regulus 7-ton cruise missiles with thermonuclear front ends. Worse still, the boat carried 44,000 gallons of gasoline (JP4) to fuel them. Yes, it did catch fire one day while at sea, alone. Other scary things also happened (flooded compartment, loss of engines, tritium alarm in a hangar, etc.). Like the *Small*, *Growler* seemed bent on its crew's destruction. You can see it today in the Intrepid Sea, Air, and Space Museum, New York City. It is the only Regulus boat (of 5) to survive. The FBM's put an end to the careers of the Regulus program.

I finished up my Navy career in November of 1967. Although commissioned, I did not have enough time left before retirement to get very far. The war in Vietnam was getting pretty warm by this time and GE wanted me to come up here (Pittsfield, MA) and work on the Poseidon Submarine Launched Ballistic

Missile (SLBM) program. I departed with many fond memories of the Navy, but the events of 1951 make me wish that this year never happened.

I later became Director of Commuter Car Field Training at New Haven for GE, Erie, PA, and then left to become Chief Transportation Inspector for the Metropolitan Region (NYC) of Penn/Central/Conrail/MTA Metro North at Grand Central Terminal. (Don't laugh. An electric commuter car propulsion system is much like that of a submarine.) I retired from the RR in 1983 and took a couple of years vacation. Lots of scary stories here as electric trains are pretty quiet beasts. Went back to GE here in Pittsfield for the Trident II SLBM program for seven years, then Pratt & Whitney in Connecticut for five years (turbo-generator installations for power plants).

Another scary story! I owned a Cessna Skylane for fifteen years. This bird had the audacity to quit on me while 60 miles from home on a return trip from CA. It was a long glide down from 9200 ft through a hole in the towering cumulus clouds. Sure scared the Mrs pretty badly. I was too busy to worry about how we would terminate the flight with 50 gallons of gasoline still on board. Needless to say, I am still here.

Good luck to you at the reunion! Sorry I cannot make the reunion. I will be incapacitated at that time in the aftermath of my impending appointment with a surgeon. Will try next year.

Bob von Allmen (USN Retired)

YOU KNOW YOU'RE LIVING IN 2006 WHEN...

- You accidentally enter your password on the microwave.
- You haven't played solitaire with real cards in years.
- You have a list of 15 phone numbers to reach your family of 3.
- Your real reason for not staying in touch with friends and family is that they don't have e-mail addresses.

THE GALLOPING GHOST— POSTSCRIPT THE INVESTIGATION IN KURE

BY DONALD WAYMAN
Continued from November 2005

The appearance of Admiral Ammon and his staff upon our arrival in Kure was more than a little puzzling. Naval regulations were the reason for the inquiry that lasted six days, we surmised. When the investigation was completed I thought no more about it, at least not until many years later when I read *History of Naval Operations: Korea* by James A. Fields.

Author Fields makes it clear that the *Ernest G. Small* was outside the swept channel when she struck a mine on 7 October 1951. I thought: Had the ship not strayed outside the channel provided by the mine-sweepers, perhaps there would be no explosion, injuries or deaths. Apparently the investigation by the Board of Inquiry was ordered to determine if errors were made in the handling of the ship prior to the explosion.

I had inquired of all the ship's reunion attendees if anyone had any information of any action taken by the Department of the Navy against the Captain as a result of the investigation. One former crewman thought that the Captain had been fined. No one else had any clue as to whether Captain Neyman had been reprimanded or decorated. There were unanswered questions and I was curious.

In June of 1999 I petitioned the Department of Navy under the provisions of the FOIA (Freedom of Information Act) for the findings of Admiral Ammon's Board of Inquiry. The Navy Dept. forwarded my request to the office of Judge Advocate General (JAG). The request was denied citing the difficulty locating the specific proceedings that were stashed away in numerous uncatalogued boxes. After my ap-

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peal of JAG's decision, they did find the documents I had requested and forwarded to me about 150 pages of transcripts, memos, etc. relating to the case. Included were a list of charges brought forth by COMCRUDESPAC and recommendations made by Admiral Ammon.

Though the package received from JAG was quite extensive, I have attempted to condense it into a form that will both inform the reader and do justice to all parties involved.

THE PURPOSE OF THE INQUIRY

The investigation as ordered by COM7THFLT was "convened for the purpose of inquiry into all the circumstances connected with an underwater explosion which occurred to *USS Ernest G. Small* on 7 October 1951."

The Board of Inquiry was to "report its findings, opinions, and recommendations as to the type of explosion, deaths and injuries to Naval personnel and their line of duty and misconduct status, the location of *Small* with respect to swept areas and responsibility as to the explosion and any recommended disciplinary action."

THE CHARGES

It was the recommendation of CO7THFLT that Commander Robert L. Neyman be brought to general court martial on the charge of:

1. Violation of uniform code of military justice: Hazarding a vessel
2. Violation of uniform code of military justice: Dereliction of duty

It was also recommended that Lt. Oscar Rapelyea be brought to general court martial on the charge of:

1. Violation of uniform code of military justice: Hazarding a vessel.
2. Violation of uniform code of military justice: Violating a general order of regulation

It was the opinion of Captain

Neyman that COMCRUDESPAC was quite upset at having lost a destroyer to the war effort, and that COMCRUDESPAC would make an example of him. In the view of the Captain, there were ambiguities in the delineation of the swept area as put forth by COMCRUDESPAC to the Task Group. And in Captain Neyman's defense, it was later noted that additional directives had been issued in regards to "acceptable risks."

Admiral Ammon and his staff listened to the testimony of twenty-five witnesses during the course of the inquiry. The commanding officer and navigator were allowed to make statements in their behalf.

COMCRUDESFORCES-FAR EAST, in January of 1952 informs CINCPACFLT that in regards to Charge #1 "Any fault of CDR Neyman and LT Rapelyea were errors in judgment rather than direct violations of instructions, and further, there is some question as to whether evidence would support a conviction at general court martial."

Regarding Charge #2: COMCRUDESFORCES recommends letters of reprimand be addressed to CDR Neyman for his improper actions which led to the ship losing her bow, and to LT Rapelyea for his failure to maintain record books of all observations for the purpose of navigating the ship.

In February of 1952, CINCPACFLT (Admiral Radford) responds, clearing the Captain and navigator of all charges, stating that though there were defects, he would conclude that "in view of the facts, *Small* was aggressively engaged in combat well fought from a gunnery point of view and that errors in judgment made by the navigator were due neither to disregard of instructions or negligence." In the opinion of Admiral Radford, it was neither necessary nor desirable to try nor reprimand CDR Neyman or LT Rapelyea.

After reading my account of the events, Captain Neyman writes in a letter dated 25 September 2000, "In spite of what I have said in these paragraphs, I still think that the story you have put together is an excellent one, and I commend your interest and

enthusiasm in gathering the facts and keeping people informed."

The Captain did take issue, and rightfully so, with my taking the liberty to assume that James A. Fields in his book *History of Naval Operations: Korea* was, in my words, "confirming the old adage that 10% never get the word" concerning the details of the boundaries of the swept area at Hungnam. The Captain obviously "heard the details" and in his testimony and subsequent exoneration of all charges did prove that ambiguities did exist in the directives under which he was expected to conduct operations. Captain Neyman did indeed get the word, unfortunately the word was not clear.

This brings an end to the series.

OPERATION WIGWAM

From Wikipedia, the free Encyclopedia

Operation Wigwam involved a single test of the Mk-90 "Betty" nuclear depth bomb. It was conducted on May 14, 1955, about 500 miles Southwest of San Diego, California. 6,800 personnel aboard 30 ships were involved in Wigwam. The purpose of Wigwam was to determine the vulnerability of submarines to a deeply-detonated nuclear weapons, and to evaluate the feasibility of using such weapons in a combat situation.

The test device was suspended by a 2,000 feet cable under a barge. A six-mile tow line connected a fleet (tug), the *Tawasa* (the Wigwam command ship), and the shot barge itself. Suspended from the line were three miniature unmanned submarines named "Squaws", each packed with cameras and instruments. The time of detonation was 1300 hrs Pacific Time. The test was carried out without incident, and radiation effects were negligible. The device yielded 30 kilotons. Only three personnel doses of over 0.5 rems.

IMPORTANT INFORMATION

The information contained in this letter is very important! Please read it very carefully and respond as necessary! **You must respond as indicated in this message to continue receiving information about your reunion through the US Postal mail!**

Big changes are going on here at ML&RS, Inc! They're not going to happen overnight, but the process has begun. As you are certainly aware, rising costs for hotel rooms, meal prices and fuel for autos and tour buses makes for a more expensive reunion! We are doing everything we can to keep our costs to a minimum. However, prices continue to rise, including postage (which has gone up again the first of this year). In an effort to offer you and your fellow attendees the lowest possible cost, we are going to make some changes to the way things have been done in the past. We hope you will work with us to implement these changes as smoothly as possible!

Due to the multitude of requests we have received over the last few years, we are going to now upgrade our web site to include a variety of information pertaining to your reunion. There will be a small web site within our company's web site for each of the reunion groups we work with. The main page for each group will contain basic information about the upcoming reunion, as well as links to several other pages, including but not limited to lists of those who have signed up, the actual registration packet as a web page, a link to the profiles that were previously printed in the Sentimental Journal, newsletters, and after the reunion a link that can be used to order copies of the memory books that will now be included as part of the reunion package. Also, we will not duplicate anything your group already has on their web page. We will do our best to keep personal information secure. Addresses and phone numbers will not be published. Email addresses will only be published with permission.

Beginning with the 2006 reunions, we will be discontinuing our memorabilia sales, including the Sentimental Journal. There are so many web sites out there now where hats, t-shirts, etc can be ordered, and the turn-around

time is just a matter of days. When we first started this business, this was not the case. We began offering these items as a service to the reunion groups who didn't know where else to order items. Due to the increased availability of memorabilia, our sales have declined over the last few years, and it is no longer cost effective for us to continue offering these items. Also, there are a lot of groups who prefer to sell the items themselves as a fund raiser for the association. We certainly do not wish to compete with your association sales!

In place of the Sentimental Journal, we will begin including a 2006 Memory Book as the memorabilia item given away at the reunion. This will replace the note cards, clocks, pens, etc that have been given in the past. However, they will not be given at the reunion, they will be sent to each attendee (who signs up for one of the Option Packages or orders one as part of their Individual Option) following the reunion. The 2006 Memory Book will contain photos from the reunion and "then and now" photos that have been submitted prior to the reunion each year. The very popular profiles will now be accessible from the web site.

Now that the group's web site is up and running we will discontinue the majority of the paper mailings we sent out. Newsletters, Surveys, Introductory Letters and Questionnaires, and the Registration Material will all be available on the web site. Your group's web site is www.mlrsinc.com/egsmall. Be sure to visit the site frequently and take advantage of the information that will be/is available there. If your profile is not listed

in the Crew Profiles, then be sure to submit yours via www.mlrsinc.com/questionnaire.htm.

We do realize that there are still some people who do not have or do not want internet access. Because of this, we will continue paper mailings to those who let us know they want their info via the postal mail. **You must return the "coupon" at the end of this letter if you wish to continue receiving paper copies of the various materials we send out—newsletters, registration packets, surveys, etc.** If you do not mail in this coupon, we are assuming you have internet access and can obtain all the necessary reunion information off your group's web site.

At some point in the near future, we plan to add on-line registration capabilities to each group's web site. That probably won't happen this year, but I do foresee it happening soon. That is another feature we got a lot of requests for.

As we strive to provide you and your reunion group with the best possible value for your reunion dollar, it is sometimes necessary to change the way some things are done. Our ultimate goal is to offer each and every reunion attendee a great reunion at a reasonable price. Please do not hesitate to contact me if you have any questions, comments or suggestions!

Respectfully,
Dina Coffey
Office Manager
M L&RS, Inc

Return this coupon if you want to receive all future mailings from us on paper via US Postal Mail:

Reunion Group: _____
(ship or unit name)

Your name: _____

Your mailing address: _____

Your phone number: _____

Return this coupon to:
ML&RS, INC
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