Emergency Recall
By Arnold Dyre

This is part three of four articles from Arnold Dyre telling his story of the USS Ernest G. Small’s final cruise of 1970.

The 1970 deployment of the destroyer USS Ernest G. Small (DD-838) actually began before the ship was completely ready to go. The plan had been to go ahead and leave our Pearl Harbor homeport and finish some needed repairs when we got to Subic Bay in the Philippine Islands. However, the scheduled layover in Subic was cut short because we had been needed in the war.

After leaving Subic, the ship had initially performed plane guard and search and rescue duties for the attack carrier, USS Coral Sea (CVA-43) as the Navy launched air strikes against the enemy in Vietnam. Later, we assumed a Naval Gunfire Support role off the coast of South Vietnam and gave a good account of ourselves with our guns. Then it was back to more plane guard activities. At sea, work is constant and often hazardous. The crew was tired. We were very happy when the word finally came down that the ship and its crew would get a well-deserved rest in Sasebo, Japan.

En route to Sasebo, one of the Coral Sea’s planes carrying a 5-man crew went down unexpectedly due to an onboard fire. At first, the carrier’s helicopters conducted the search and rescue attempt but, soon, we took over and remained behind searching on for five more days after the carrier went on to Sasebo. We found and recovered some of the wreckage and some of the crew’s personal items but there were no survivors. Disheartened by being unable to recover any survivors, the men of the USS Ernest G. Small definitely needed the break in Sasebo and the old ship needed some maintenance.

USS Small was 55 days out of her homeport of Pearl Harbor and 52 days at sea when the ship pulled into harbor at Sasebo, Japan, on a Saturday evening near the end of April. The ship was not long at its berth in the harbor, but long enough for liberty call, when a message coming in describing a situation with one of the American aircraft carriers on Yankee Station off the Vietnam coast. The carrier had to be relieved ASAP. USS Coral Sea was being sent and they wanted to know what destroyers could be ready to escort and how quickly. Roughly, two-thirds of our crew were already ashore on liberty. I had the watch in the Radio Shack. Well knowing that the crew of the Small needed a rest, our Skipper fashioned a reply message detailing how long we had been at sea and what we had come through to that point but acknowledged that USS Ernest G. Small could get underway immediately, though short the bulk of our crew and still in need of maintenance. We were ordered to go!

An emergency recall was issued and the Shore Patrol started rounding up Ernest G. Small sailors. Some of the sailors were well into liberty. Shall we say a good deal of alcohol had been imbibed? We mustered at quarters at 2100 hours and a good number were still missing. Within an hour and a half, we had more than half of them back and they were well on their way to getting sober.

At 2230, we set the special sea and anchor detail and started making preparations for going underway. The Shore Patrol brought us a few more of our crew and we shoved off by 2300. We steamed in company with USS Parsons (DDG-33) and were to rendezvous with Coral Sea and USS Berkeley (DDG-15). Very shortly, however, USS Parsons experienced an engineering casualty and we went into Okinawa. Precious time was spent in Okinawa while Parsons resolved its problems. On the Small, no one went ashore except for working par...
NAVY HUMOR

Because of a minor infraction, a sailor aboard the USS Reeves, bound for Japan, was busted one rank, fined and given extra duty for three weeks. Looking forward to celebrating his 21st birthday on July 22, he consoled himself every night during his extra duty by reciting, “They can bust me, they can fine me -- but they can’t take away my birthday.”

As July 22 approached, his excitement increased. When he went to bed on July 21, he happily repeated, “They can bust me, they can fine me -- but they can’t take away my birthday.”

The next morning, he found out that the ship had crossed the international date line -- and it was July 23.

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United States Navy Celebrates Birthday!

The United States Navy traces its origins to the Continental Navy, which the Continental Congress established on 13 October 1775, by authorizing the procurement, fitting out, manning, and dispatch of two armed vessels to cruise in search of munitions ships supplying the British Army in America.
John’s Joint

Joint n. 3[an establishment, particularly one providing entertainment] hangout, dive, hole-in-the-wall.

John Lewis is taking a Leave of Absence this issue of Small Talk. Serving his first hitch as Reunion Coordinator for the 2014 Shipmate Reunion in Pensacola, Florida, John has been busy taking care of the final details of our scheduled events, tours and meals.

Pensacola is a military friendly city, hosting reunions for all branches of the U. S. Armed Forces.

This year, early arrivals have the opportunity to attend the Wednesday, October 22nd practice session of the Blue Angels.

The reunion will officially commence at noon, Thursday, October 23rd and all attendees will gather in the evening for the Welcome Reception and Buffet.

Friday, October 24th, we will all board a bus to NAS Pensacola for a tour of the National Naval Aviation Museum features nearly 300,000 square feet of displays and is one of the world’s largest aviation museums. Located aboard Pensacola Naval Air Station, the facility boasts more than 150 beautifully restored aircraft representing Navy, Marine Corps and Coast Guard aviation and is Florida’s most-visited museum. Among the countless reasons to visit, explore the new Hangar Bay One expansion, ride the thrilling MaxFlight flight simulators with 360 degree motion technology, see a variety of special exhibits as well as the drama and power of amazing IMAX® films.

Saturday, October 25th we will attend a daytime memorial service for our departed shipmates, with full military honors, at the Memorial Service at Wall South, Veteran’s Memorial Park. Time frame is approximate, we will have the Honor Guard that served at our earlier Memorial Service as our guests. The evening will conclude with a surprise entertainment from a special E.G. Small shipmate and other featured speakers.

The reunion will end Sunday morning as shipmates and guests prepare to depart.

We expect to enjoy another entertaining and lively reunion of returning and new members of the association.

Mail Call

To All Hands (Staff)

Doing a Great Job!

Buy you all a coke in Pensacola!!

Howard R. Brenz
It has been sixty-nine years since the USS Ernest G. Small was commissioned on 21 August, 1945. She was decommissioned and stricken from the Naval Vessel Registry on 13 November, 1970, after twenty-five years in service. We are an aging crew, with shipmates ranging between 65 and 95 years of age. With respect to our surviving early crew members, the next three pages reflect the events they experienced during the ship's first two years of operations.
HELP WANTED

THIS IS THE FIRST EDITION OF "THE MIGHTY SMALL", A LOCAL EFFORT WHICH WILL BE PUBLISHED EVERY SUNDAY. TURN IN ANY ITEMS OF INTEREST OR SCANDAL TO THE SHIP'S OFFICE PRIOR TO 1000 FRIDAY. WE WILL NEED SOME HELP IN WRITING THIS THING UP EVERY WEEK AND A CARTOONIST IS DE SIGNED. ANY INTERESTED PARTIES MAY CONTACT MR. FENNING.

SHAKEDOWN

THIS TRAINING PERIOD THE SHIP IS UNDERGOING HERE AT GUANTANAMO IS CALLED "SHAKEDOWN". THE BRITISH CALL IT "WORKING UP PERIOD" WHICH ISN'T A BAD IDEA BECAUSE THAT'S THE IDEA OF THE TRAINING, TO "WORK UP" TO SATISFACTORY STANDARDS FOR FLEET REGULATIONS.

WHILE THE WAR WAS STILL GOING ON SHAKEDOWN HAS A HIGHLY INTENSIFIED PERIOD DURING WHICH MANY EXACTING DEMANDS WERE MADE. NOW, HOWEVER, THE PERIOD IS EXTENDED TO SIX WEEKS AND THE TRAINING IS SPREAD OUT A BIT MORE.

WE HAVE JUST COMPLETED OUR FIRST WEEK OF TRAINING. THE EXERCISES WILL BECOME MORE ADVANCED AND WILL BE INTENSIFIED AS TIME GOES ON. WE EXPECT TO DO OUR FIRST SHOOTING THURSDAY, BUT IT WON'T BE THE LAST BY A LONG WAY.

BY THE END OF SHAKEDOWN WE WILL HAVE GONE THROUGH EVERY EXERCISE THAT MIGHT BECOME A SIMILAR ACTUAL OCCASION LATER ON IN A DESTROYERS CAREER. ALL OF THE TRAINING HAS NOT AND IS NOT FOR PURPOSES OF COMBATTING AN ENEMY. A MAJORITY OF THE TRAINING IS REALLY TO ACCUSTOM PERSONNEL WITH ACTUAL OPERATING CONDITIONS AND EXPERIENCES.

SHAKEDOWN IS TERMINATED BY AN EXTREMELY REALISTIC BATTLE PROBLEM AND AN INSPECTION OF THE SHIP AND CROW BY THE COMMANDER OF THE TRAINING GROUP, CAPTAIN H.Y. VILEY.

AFTER SHAKEDOWN THE SHIP WILL PROBABLY RETURN TO BOSTON FOR ABOUT TWO WEEKS.

LIBERTY HOUND'S CORNER

THE SMALL WILL GO TO SOME NEARBY PORT ON THE THIRD WEEKEND FROM NOW. WE HAVE OUR CHOICE OF: SANTIAGO-CUBA, PORT MOBILE-HAITH; DOMINICAN TRINIDAD AND SEVEN DOMINGO, OR KINGSTON-JAMAICA.

IT LOOKS AS IF KINGSTON, JAMAICA IS GOING TO WIN OUT OVER THE REST. THE CURE IS GOING DOWN THERE NEXT WEEKEND AND WE WILL GET AN IDEA OF THE SHIP'S REACTION.

THE LIBERTY SITUATION WILL BE ALTERED SO THAT EVERYONE CAN GET A BLOW WHEREVER WE GO.

SMALL TALK

THE SCUTTLEBUTT DEPARTMENT IS REALLY RIFE TODAY. RUMOUR HAS IT THAT THE SMALL WILL GO TO PHILADELPHIA ON 27TH OCTOBER. NAVY DAY. CHIEFS' QUARTERS CAME UP WITH THE BEST REASON SOMEONE READ DOWN A CLIPPING FROM THE NEW YORK SUN WHICH SAID THE ERNEST G. SMALL ALONG WITH THE BATTLESHIP WASHINGTON, CRUISER PHILADELPHIA, CARRIER LEXINGTON, CARRIER LANGLEY, ESCORT CARRIER MISSION BAY, DESTROYERS DYES AND MURRAY, DE SCROGGINS, APDS BOMBS AND CREAD AND SUBMARINES U.S.S. BLUE SHIP, CARRILO AND HADDON WOULD ALL BE PRESENT. THERE IS NO OFFICIAL DICE BUT IT SOUNDS PRETTY GOOD.
President Truman was up even earlier than usual that morning to see the Destroyer Small come close alongside Missouri at six a.m. to transfer by breeches buoy in a basket-stretcher Charles A. Scott, 26, of Egermont, Miss., a seaman from the United States freighter DEL SOL to which the Small was dispatched at high speed upon receipt of a call for a doctor. Scott, who was suffering from blood poisoning from a nine-day old cut on his hand, was given a good chance to live in the Missouri sickbay.

The transfer of the doctor, medical corpsman, patient, the doctor’s gear took precisely twenty-one minutes from the Missouri boatswain shot the line aboard the destroyer until the Small swerved off to resume her position in the convoy with the operation completed.

Captain Robert L. Dennison of the Missouri, who was watching from the flying bridge, called the doctor, Lieut. (Junior Grade) James T. Wolstenholme, of Clifton, NT, to make his report. When the doctor reached the bridge, President Truman grabbed him, shook hands, and congratulated him even before he could formally report to the Captain.

As Neptune, Chief Machinist S. C. Herrigton, came aboard that morning, his flag, the black Jolly Roger, was broken out at the mainmast. The Royal Prosecutor, Marine Master Sergeant Z. Waclawski, read the charges against Truman, which were in addition to the general counts of evading Neptune by air travel and bringing women aboard a warship. They included one charge of injecting politics into Neptune’s non-partisan realm by being a Democrat. He told Truman, however, that being considered a plank owner or member of the original crew through his attending the christening ceremonies, he would be permitted to say a few words in his defense.

President Truman said he had no defense, but pleaded extenuating circumstances, saying if he had not ordered the Missouri to Rio, Neptune would not have had so large nor so distinguished a company to work on.

He continued, “I cannot deny the fact that I am a Democrat with a little d. I also am of the opinion that a great many of the distinguished Republicans to whom you refer are no doubt in Your Majesty’s magnificent palace in Atlantis where I cannot reach them to discuss the events of the day.

I sincerely hope you will be merciful with these poor polly-wogs. They have no prerogative when they get back to the United States. The Commander-in-Chief of the Navy does have a prerogative—which he does not intend to use, however”, the President told the Royal Prosecutor.

The President was then proclaimed a shellback, provided he gave his autograph to each member of the Court of King Neptune and continued to supply all members of his party “during this cruise and forever after” with a bountiful supply or Corona Corona Che-roots. At this time, the ship was about 175 miles north of Cape Calcanhar, northeast extremity of Brazil, having rounded the bulge and now being on a northwesterly course, bound out of Rio de Janeiro for Norfolk.

The equator was not actually crossed until mid-afternoon.
Small Talk was notified of the death of the following shipmates. The entire crew extends our sympathy to family and friends. If anyone knows of a deceased shipmate please inform the Small Talk so he can be recognized in TAPS and also be listed on the honor roll at the reunion memorial service.

<table>
<thead>
<tr>
<th>Name</th>
<th>Rank</th>
<th>Served</th>
<th>City</th>
<th>Deceased</th>
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<tbody>
<tr>
<td>Thomas Anderson</td>
<td>LT</td>
<td>1946-1946</td>
<td>Carlsbad, CA</td>
<td>Unknown</td>
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<tr>
<td>Louis Barlup, Jr.</td>
<td>S 2/c</td>
<td>1945-1946</td>
<td>Waynesboro, PA</td>
<td>05/27/2013</td>
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<td>John P. Burke</td>
<td>BT3</td>
<td>1960-1063</td>
<td>Bonita, CA</td>
<td>Unknown</td>
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<td>Roger Dickenson</td>
<td>RD3</td>
<td>1949-1953</td>
<td>Monticello, MN</td>
<td>11/17/2013</td>
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<tr>
<td>Lee Graber</td>
<td>RM3</td>
<td>1950-1952</td>
<td>Orange, CA</td>
<td>11/26/2013</td>
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<td>Louis Kamberos</td>
<td>LTJG</td>
<td>1959-1962</td>
<td>Palos Heights, IL</td>
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<td>Kenneth Kunz</td>
<td>PC1</td>
<td>1950-1951</td>
<td>Rahway, NJ</td>
<td>2011</td>
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<td>Ambrose McCoy</td>
<td>SN</td>
<td>1950-1952</td>
<td>Emerald Isle, NC</td>
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<td>Arnold Messinger</td>
<td>RM3</td>
<td>1945-1948</td>
<td>Kingston, PA</td>
<td>01/14/2011</td>
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<td>Edward Mittlestead</td>
<td>MM3</td>
<td>1949-1953</td>
<td>San Jose, CA</td>
<td>2004</td>
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<tr>
<td>Dennis Neuroth</td>
<td>QM2</td>
<td>1961-1964</td>
<td>Ankeny, IA</td>
<td>08/02/2014</td>
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<tr>
<td>Deldon Smith</td>
<td>GM</td>
<td>1945-1946</td>
<td>Garden City, GA</td>
<td>03/03/2013</td>
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<tr>
<td>Donald Triplett</td>
<td>MM3</td>
<td>1950-1953</td>
<td>Louisville, KY</td>
<td>06/17/2014</td>
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<tr>
<td>Robert Von Allmen</td>
<td>SO3</td>
<td>1950-1951</td>
<td>Grass Valley, CA</td>
<td>09/30/2014</td>
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O Lord our God, we ask that You will comfort all who are bereaved with a spirit of faith and courage. May they remember, giving thanks, for the love and joy they shared in an earthly relationship. May they be comforted with the sure knowledge of a joyful reunion with those they love in Your Everlasting Kingdom.

Amen.
STATEMENT OF PUBLICATION

The SMALL TALK is the official publication of the USS ERNEST G. SMALL ASSOCIATION. It will be published quarterly. SMALL TALK is funded by voluntary contributions from our membership. There are no dues. All members are encouraged to support the voice of the Ernest G. Small. A financial statement appears in each issue of the newsletter.

SMALL TALK is a medium for members to share their experiences, express opinions and offer suggestions or creative criticism.

Unless otherwise stated, all views and opinions are those of the contributing writer, and do not represent the opinion of the Association leadership or the Editor.

All letters and stories submitted will be considered for publication, except letters that are unsigned. Letters requesting writer’s name be withheld will be honored, but published on a space available basis. Signed letters with no restrictions will be given priority.

Letters demeaning to another shipmate and letters promoting a political position will not be printed.

SMALL TALK editors are not responsible for the accuracy of articles submitted for publication. Articles of historical merit should be researched and verified by the author for their accuracy.

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Lee Halford ENS 1970-1970
Dave Holmes RD2 1963-1966
Robert Mann CMDR 1968-1969
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John Swens SOG2 1961-1964
Judy Esch In Memory of:
Larry Esch EM2 1966-1969

FINANCIAL STATEMENT
August 31, 2014
Cash Balance on 05/3214 $1,176.25
Donations:06/01-08/31/14 $1,365.00
Subtotal $2,541.25
Less:
Exp. Paid through 08/31/14 $1,106.90
Cash Balance $1,434.35

Please send your donation to:
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Thank You!

Your contributions to the Association are the lifeblood of the services that we provide to all members. Our USS Ernest G. Small website and the quarterly Small Talk Newsletter depend on your generous support.