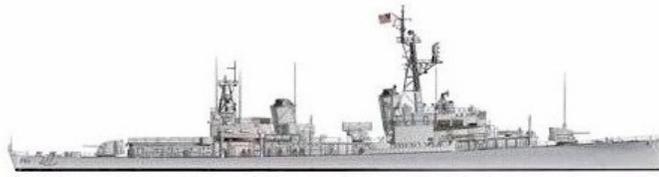


USS Johnston (DD821)



Volume 11, Issue 1

February 2019

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SAVANNAH BOUND

By now if you haven't made plans to attend our 2019 reunion in Savannah, Georgia, you need to get busy. If you haven't received our reunion information, please contact George Sites as soon as possible. We need to have our final counts for meals and tours in soon. Once that time passes, the reunion will be closed out.

Our reunions are always a great time and 2019 will be no different. As you know we post our recently deceased members on the website and in the newsletters. We are losing our shipmates at an alarming rate so the reunions are a great way to hook-up again after not having contact with shipmates for so long.

Our reunion hotel is the Holiday Inn Historic Savannah. It is located at 520 W Bryan St, Savannah, GA 31401 and it is within walking distance of the river walk and the historic section that has all the restaurants and shops. It was entirely remodeled just about two years ago. There are numerous Holiday Inns in the area, make sure you book for this address.

We have booked more than the required number of rooms so it looks like 2019 will be another great year for the reunion.

The reunion will be held from Monday afternoon, May 20th to Thursday evening, May 23rd. Most will arrive on Monday afternoon and will leave on Friday morning. Call the hotel at 1-912-790-1000 and reserve your room. Be sure to mention the USS Johnston DD821 reunion to get the special price. The special price is \$129/night for a king or \$139/night for a room with two double beds. These prices do NOT include tax. Discount breakfast tickets (\$10) are available at the front desk. Hotel parking is extra at \$25/day (valet). There may be city parking close-by with a lower price.

Don't forget we have a welcome dinner on Monday night and a Farewell Banquet on Thursday evening. Keep this in mind when making your travel plans.

The Association Board looks forward to seeing each of our shipmates at the reunion and hope that you make it an annual event. Hope to see you in Savannah and safe travels to all



TAPS



LTjg Jim Buchanan 3/1/2018

RM3/LT Rick “Grimmer” Grimm 8/9/2018

GM3 Phillip Adams 12/14/2018

SS Warrimoo

A FASCINATING SHORT SEA STORY

Provided by Hal Rosenthal

The passenger steamer SS Warrimoo was quietly knifing its way through the waters of the mid-Pacific on its way from Vancouver to Australia. The navigator had just finished working out a star fix and brought the master, Captain John Phillips, the result. The Warrimoo's position was LAT 0° 31' N and LON 179 30' W. The date was 31 December 1899.

"Know what this means?" First Mate Payton broke in, "We're only a few miles from the intersection of the Equator and the International Date Line".

Captain Phillips was prankish enough to take full advantage of the opportunity for achieving the navigational freak of a lifetime. He called his navigators to the bridge to check & double check the ships position. He changed course slightly so as to bear directly on his mark. Then he adjusted the engine speed The calm weather & clear night worked in his favor.

At mid-night the SS Warrimoo lay on the Equator at exactly the point where it crossed the International Date Line!
The consequences of this bizarre position were many:

The forward part (bow) of the ship was in the Southern Hemisphere & in the middle of summer.

The rear (stern) was in the Northern Hemisphere & in the middle of winter.

The date in the aft part of the ship was 31 December 1899.

In the bow (forward) part it was 1 January 1900.

This ship was therefore not only in:

Two different days,

Two different months,

Two different years,

Two different seasons

But in two different centuries - all at the same time.

~ GO NAVY ~

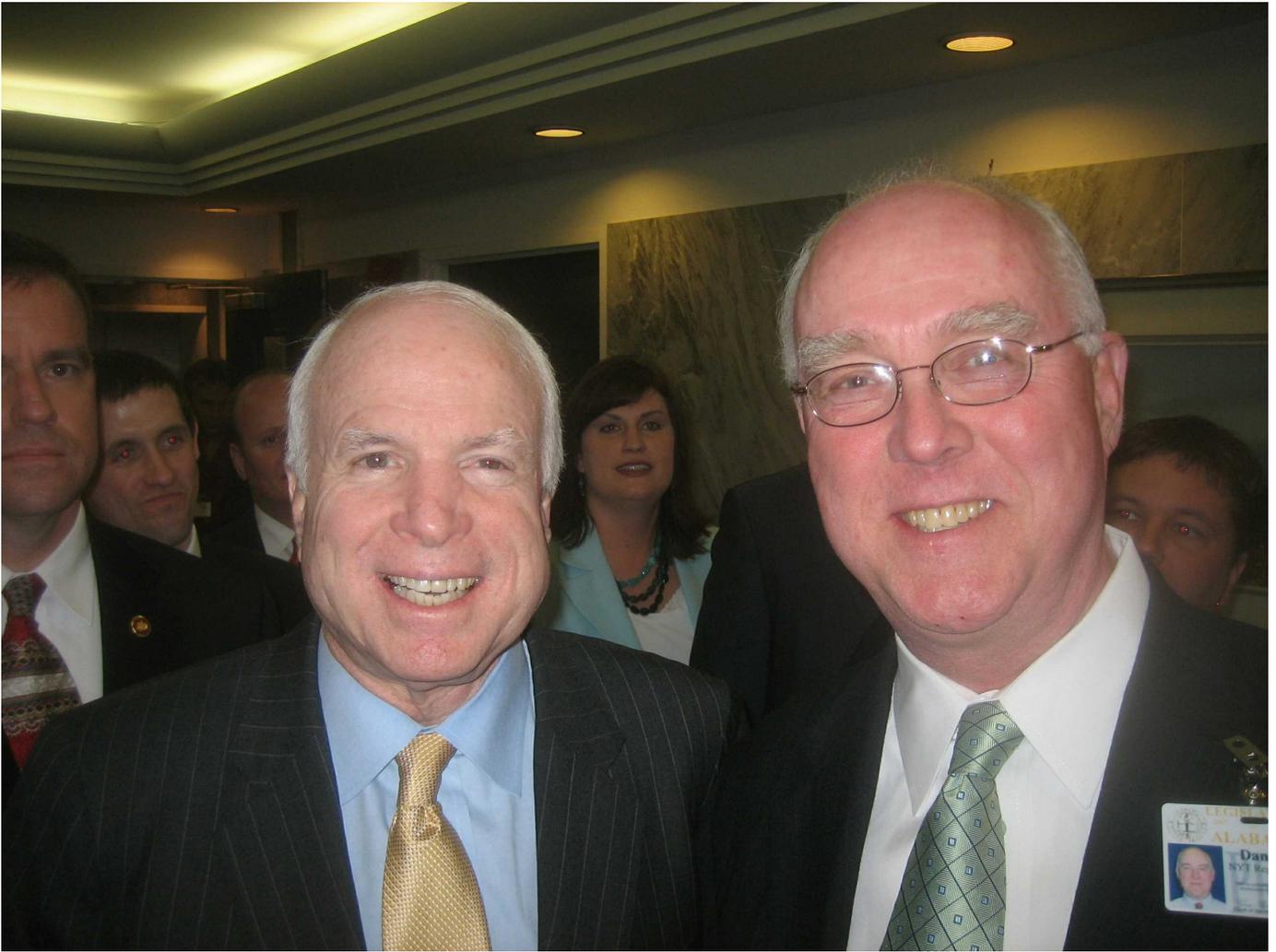


Photo Outline: Two former Navy guys, U.S. Sen. and retired captain John McCain, R-Ariz., left, and USS Johnston QMSN Dana Beyerle, in March 2007, at the Alabama State House in Montgomery. It was a quick encounter, but Sen. McCain graciously allowed a moment for a photo. (Contributed by author)

Sen. McCain was in Alabama, a Republican state, several times as a runup to his 2008 presidential campaign. He placed second in the spring 2008 Alabama Republican primary but handily carried Alabama in the 2008 general election. Sen. McCain died Aug. 25, 2018, after battling a brain tumor. He had served in the Senate since 1987.

I served on the USS Johnston from 1971-72 as a quartermaster and after the Navy in the 1970s became a newspaper reporter in Florida and Alabama. I worked from 1988-1990 as the Alabama capital reporter for United Press International and from 1990-2013 in the same capacity for New York Times Regional Newspapers - the Times Daily in Florence, the Gadsden Times, and the Tuscaloosa News - until retirement as a journalist.

SUNDAY, DECEMBER 7, 1941

Sunday, December 7th, 1941--Admiral Chester Nimitz was attending a concert in Washington, DC. He was paged and told there was a phone call for him. When he answered the phone, it was President Franklin Delano Roosevelt on the phone. He told Admiral Nimitz that he (Nimitz) would now be the Commander of the Pacific Fleet.

Admiral Nimitz flew to Hawaii to assume command of the Pacific Fleet. He landed at Pearl Harbor on Christmas Eve, 1941. There was such a spirit of despair, dejection and defeat--you would have thought the Japanese had already won the war.

On Christmas Day, 1941, Adm. Nimitz was given a boat tour of the destruction wrought on Pearl Harbor by the Japanese. Big sunken battleships and navy vessels cluttered the waters everywhere you looked. As the tour boat returned to dock, the young helmsman of the boat asked, "Well Admiral, what do you think after seeing all this destruction?"

Admiral Nimitz's reply shocked everyone within the sound of his voice. Admiral Nimitz said, "The Japanese made three of the biggest mistakes an attack force could ever make, or God was taking care of America. Which do you think it was?" Shocked and surprised, the young helmsman asked, "What do mean by saying the Japanese made the three biggest mistakes an attack force ever made?" Nimitz explained:

Mistake number one:

The Japanese attacked on Sunday morning. Nine out of every ten crewmen of those ships were ashore on leave. If those same ships had been lured to sea and been sunk--we would have lost 38,000 men instead of 3,800.

Mistake number two:

When the Japanese saw all those battleships lined in a row, they got so carried away sinking those battleships, they never once bombed our dry docks opposite those ships. If they had destroyed our dry docks, we would have had to tow every one of those ships to America to be repaired. As it is now, the ships are in shallow water and can be raised. One tug can pull them over to the dry docks, and we can have them repaired and at sea by the time we could have towed them to America. And I already have crews ashore anxious to man those ships.

Mistake number three:

Every drop of fuel in the Pacific theater of war is in top of the ground storage tanks five miles away over that hill. One attack plane could have strafed those tanks and destroyed our fuel supply. That's why I say the Japanese made three of the biggest mistakes an attack force could make or God was taking care of America.

SOME HISTORICAL KNOWLEDGE FOR YOU....

Early aircraft throttles had a ball on the end of it, in order to go full throttle the pilot had to push the throttle all the way forward into the wall of the instrument panel. Hence "balls to the wall" for going very fast. And now you know the rest of the story.

During WWII, U.S. Airplanes were armed with belts of bullets which they would shoot during dogfights and on strafing runs. These belts were folded into the wing compartments that fed their machine guns. These belts measure 27 feet and contained hundreds of rounds of bullets. Often times, the pilots would return from their missions having expended all of their bullets on various targets. They would say, I gave them the whole nine yards, meaning they used up all of their ammunition.

Did you know the saying "God willing and the creek don't rise" was in reference to the Creek Indians and not a body of water? It was written by Benjamin Hawkins in the late 18th century. He was a politician and Indian diplomat. While in the south, Hawkins was requested by the President of the U.S. to return to Washington. In his response, he was said to write, "God willing and the Creek don't rise." Because he capitalized the word "Creek", he was referring to the Creek Indian tribe and not a body of water.

In George Washington's days, there were no cameras. One's image was either sculpted or painted. Some paintings of George Washington showed him standing behind a desk with one arm behind his back while others showed both legs and both arms. Prices charged by painters were not based on how many people were to be painted, but by how many limbs were to be painted. Arms and legs are 'limbs,' therefore painting them would cost the buyer more. Hence the expression, 'Okay, but it'll cost you an arm and a leg.' (Artists know hands and arms are more difficult to paint.)

As incredible as it sounds, men and women took baths only twice a year (May and October). Women kept their hair covered, while men shaved their heads (because of lice and bugs) and wore wigs. Wealthy men could afford good wigs made from wool. They couldn't wash the wigs, so to clean them they would carve out a loaf of bread, put the wig in the shell, and bake it for 30 minutes. The heat would make the wig big and fluffy, hence the term 'big wig'. Today we often use the term 'here comes the Big Wig' because someone appears to be or is powerful and wealthy.

In the late 1700's, many houses consisted of a large room with only one chair. Commonly, a long wide board folded down from the wall, and was used for dining. The 'head of the household' always sat in the chair while everyone else ate sitting on the floor. Occasionally a guest, who was usually a man, would be invited to sit in this chair during a meal. To sit in the chair meant you were important and in charge. They called the one sitting in the chair the 'chair man.' Today in business, we use the expression or title 'Chairman' or 'Chairman of the Board.'

Personal hygiene left much room for improvement. As a result, many women and men had developed acne scars by adulthood. The women would spread bee's wax over their facial skin to smooth out their complexions. When they were speaking to each other, if a woman began to stare at another woman's face she was told, 'mind your own bee's wax.' Should the woman smile, the wax would crack, hence the term 'crack a smile'. In addition, when they sat too close to the fire, the wax would melt. Therefore, the expression 'losing face.'

Continued from previous page

Ladies wore corsets, which would lace up in the front. A proper and dignified woman, as in 'straight laced' wore a tightly tied lace.

Common entertainment included playing cards. However, there was a tax levied when purchasing playing cards but only applicable to the 'Ace of Spades.' To avoid paying the tax, people would purchase 51 cards instead. Yet, since most games require 52 cards, these people were thought to be stupid or dumb because they weren't 'playing with a full deck.'

Early politicians required feedback from the public to determine what the people considered important. Since there were no telephones, TV's or radios, the politicians sent their assistants to local taverns, pubs, and bars. They were told to 'go sip some Ale and listen to people's conversations and political concerns. Many assistants were dispatched at different times 'You go sip here' and 'You go sip there.' The two words 'go sip' were eventually combined when referring to the local opinion and, thus we have the term 'gossip.'

At local taverns, pubs, and bars, people drank from pint and quart-sized containers. A bar maid's job was to keep an eye on the customers and keep the drinks coming. She had to pay close attention and remember who was drinking in 'pints' and who was drinking in 'quarts,' hence the phrase 'minding your 'P's and Q's'.

One more: bet you didn't know this! In the heyday of sailing ships, all war ships and many freighters carried iron cannons. Those cannons fired round iron cannon balls. It was necessary to keep a good supply near the cannon. However, how to prevent them from rolling about the deck? The best storage method devised was a square-based pyramid with one ball on top, resting on four resting on nine, which rested on sixteen. Thus, a supply of 30 cannon balls could be stacked in a small area right next to the cannon. There was only one problem.... how to prevent the bottom layer from sliding or rolling from under the others. The solution was a metal plate called a 'Monkey' with 16 round indentations. However, if this plate were made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make 'Brass Monkeys.' Few landlubbers realize that brass contracts greater and much faster than iron when it's chilled. Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannon-balls would roll right off the monkey; Thus, it was quite literally, 'Cold enough to freeze the balls off a brass monkey.'



USS JOHNSTON DD821 CHALLENGE COIN

John Argonti of the USS Johnston DD821 Association board has arranged for the manufacturing of a USS Johnston DD821 Challenge Coin. As you can see, it is beautiful and should make a wonderful keepsake for shipmates and family members. If interested, please fill out the form below and mail as indicated. John Argonti will ship them directly to you. All profits go to the Association's general fund!



The cost is \$15.00 each which includes shipping. Please fill out the form below and mail it to the following address along with your check made payable to John Argonti:

John Argonti
2515 Madison St.
Cambria, CA. 93428

Yes I would like to purchase USS Johnston DD821 Challenge Coins at \$15.00 each including delivery.

Number of Coins requested _____ x \$15.00 each = \$_____ total enclosed

Your mailing address:

Name: _____

Street Address: _____

City, State & Zip Code: _____

Email Address: _____

DD821 Ball Cap and Patch are also available for \$25 which includes shipping! For Ball Caps & Patches only, Send check to

USS Johnston DD821 Association, 11746 Goombay Ct, Venice, FL 34292

Be sure to include your mailing address!

USS JOHNSTON DD-821 ASSOCIATION

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Venice, FL 34292
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Newsletter Editor: George Sites

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Ct., Venice, FL 34292
george.sites@gmail.com

USS JOHNSTON DD-821 ASSOCIATION

THE PURPOSE OF THE USS JOHNSTON DD-821 ASSOCIATION IS TO PERPETUATE THE BONDS THAT WERE FORMED AMONG THE PERSONNEL WHO EXPERIENCED THE “TRADITION OF THE SEA” WHILE SERVING ABOARD THE USS JOHNSTON DD-821, IN PERPETUITY.

WE DO THIS BY PROVIDING SHIPMATES A WEBSITE SECOND TO NONE THAT WAS BUILT BY FORMER SHIPMATE DUANE MALLAST, AND WITH THE SUPPORT OF THE USS JOHNSTON ASSOCIATION AS A MEANS TO MEMORIALIZE AND SHARE THE EXPERIENCES WE ALL HAD WHILE SERVING ABOARD THE U.S.S. JOHNSTON. IN ADDITION, THE ANNUAL JOHNSTON REUNION REINFORCES THESE BONDS AND BRINGS US ALL TOGETHER AGAIN.

THE ASSOCIATION IS A “NOT FOR PROFIT” ORGANIZATION FORMED BY AND OPERATED BY USS JOHNSTON DD-821 SHIPMATES.

USS Johnston DD-821 Newsletter

As the editor, I have to admit I've run out of “items/ideas” to put in the Johnston Newsletter. This is the first issue of the 11th year of the newsletter and I'm willing to continue putting the newsletter together but I need your help. Anything you feel would interest our shipmates would be appreciated. Articles such as “my favorite Johnston port”, “my scariest moment of the Johnston” or your biography. Basically any short story and your photographs make the stories even more interesting. Have you written a book and want to share it, send me the information. Any articles you may have about the Jolly J, books that include our favorite ship and whatever else you can think of. I really enjoy reading about all our shipmates. I'm sure you would especially enjoy reading about that favorite officer and/or sailor you served with. I find it interesting to know what my former shipmates have been doing in their lives all these years since I left “J” in 1971. Your story can be a few paragraphs to a page or more. The best length is one type written page, include a picture if available. Please email them to George Sites at “george.sites@gmail.com”. You can also mail them to: USS Johnston DD-821 Association, 5653 Haydens Reserve Way, Hilliard, OH 43026.

Secondly we would appreciate payment of the yearly dues and as early in the year if at all possible. We do understand that not all can afford to pay and that is OK. However at \$15/year, you have to admit it's a great deal. At the time of this writing, we have only **22** paying members for **2019** or beyond out of the **320 (about 7%)** that are currently listed on our roster. All shipmates on the roster receive our newsletters and have been sent a dues payment form. The dues basically keep the Association afloat by not only paying for the printing of the newsletters but the cost of mailing them also. Dues also help to defray the costs of maintaining the USS Johnston website (www.ussjohnston.org). Now I don't know about you, but in my opinion, our website is second to none. You do the math, each mailing of the newsletter cost about **\$230**. One Hundred paying members equals **\$1500**. That barely covers the cost of three mailings and maintaining our website. Extra donations have been our saving grace. Some are now receiving the newsletter IN COLOR via email and that has helped lower our delivery costs. Keep in mind the dues are **NOT** tax deductible! Contact George Sites via email if you don't know your dues status.

USS JOHNSTON DD-821 ASSOCIATION

2019 ANNUAL ASSOCIATION DUES

AHOY SHIPMATES! Once again it is time for our annual dues request to help support the USS Johnston DD-821 Association. While we know these are trying times, your dues make it possible for us to stay in contact with as many former Johnston shipmates as we can reach. Your generous donations help us cover the cost of postage, newsletter mailings and maintenance of our website. At this time each year we ask all our shipmates to please help support our Association and keep it growing. Our dues rate is still just \$15.00 per year, but we will accept any additional donations you may wish to include and help us offset membership costs for shipmates that may be less fortunate than yourself. We currently have only about one-fourth of the known Johnston shipmates as paying members. Our roster has 328 names on it. Keep in mind, over 4000 served aboard the Johnston over the years.

PLEASE NOTE WE SEND THIS FORM OUT WITH EACH NEWSLETTER AS A FRIENDLY REMINDER. MANY HAVE SENT IN DUES MULTIPLE TIMES WHEN THEY HAVE ALREADY PAID FOR THE CURRENT YEAR. WE ALWAYS APPLY YOUR PAYMENT TO THE NEXT YEAR'S DUES IF YOU HAVE ALREADY PAID FOR THE CURRENT YEAR. WE APPRECIATE HAVING YOUR PAYMENTS IN ADVANCE BUT IF YOU ARE NOT SURE IF YOU ARE PAID UP TO DATE, PLEASE CONTACT GEORGE SITES VIA EMAIL (george.sites@gmail.com) OR SNAIL MAIL.

If you wish to continue your membership in the USS Johnston DD-821 Association or are an individual wishing to join, please fill out the information on the next page and send it to George Sites at the address shown on the form along with your annual membership check for \$15.00 payable to the USS Johnston DD-821 Association. Even if you choose not to join or cannot afford the dues at this time, please fill out the personal information sheet so that we may keep track of your current mailing address and email address. We will never turn our backs on our shipmates, and maybe someday we may need a little help as well. By sending us your completed information sheet it helps us keep our database current and up-to-date so we can continue to send you all our newsletters and reunion notices.

The requested dates of service should include any and all time spent in any branch of the US military. This will help us determine if your donations in the future can be considered "tax deductible". Currently your dues and/or donation are **NOT** tax deductible. Many of our shipmates have asked for a copy of our membership roster. We are asking you for permission to add your name to the published roster.

On behalf of all the officers of the USS Johnston DD-821 Association, we thank you for your support and wish you and your families our very best.

Sincerely,

George A. Sites, Treasurer

USS Johnston DD-821 Association

USS JOHNSTON DD-821 ASSOCIATION
2019 ANNUAL ASSOCIATION DUES

NAME: _____

SPOUSES NAME: _____

ADDRESS: _____

PHONE NUMBERS: _____

DATES SERVED ON THE JOHNSTON: _____

RATING (RD3, etc) WHILE ON THE JOHNSTON: _____

DATES SERVED IN ANY BRANCH OF THE US MILITARY INCLUDING THE JOHNSTON:

EMAIL ADDRESS: _____

YES I WANT TO JOIN, ENCLOSED ARE MY **2019** ANNUAL DUES FOR \$15.00 ()

I DO NOT WISH TO JOIN AT THIS TIME BUT INCLUDE ME IN THE ROSTER ()

YES, PLEASE ADD ME TO THE PUBLISHED ROSTER FOR ALL TO USE ()

IF ADDITIONAL FUNDS ARE INCLUDED, PLEASE INDICATE IF THEY ARE FOR FUTURE DUES OR A DONATION TO HELP DEFRAY OPERATING COSTS:

FUTURE DUES: _____ DONATION: _____ (Currently dues and/or donations are **NOT** tax deductible)

Dues are due upon receipt.

Make Check Payable To: **USS Johnston DD-821 Association**

Send To: **USS JOHNSTON DD-821 ASSOCIATION**
C/O GEORGE A. SITES, TREASURER
11746 Goombay Ct.
Venice, FL 34292