

GRIGGS-GRUNDY NEWS

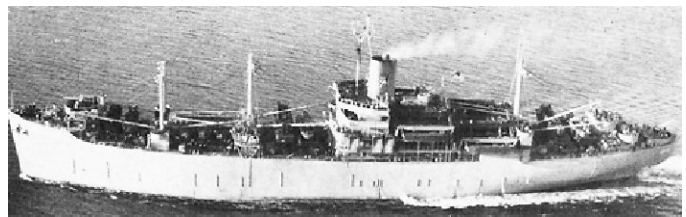
VOLUME 9 ISSUE 4

March 2009

THE OFFICIAL NEWSLETTER OF USS GRIGGS AND USS GRUNDY



USS GRUNDY



USS GRIGGS

Special Points of Interest

- *Charles Forshee talks about some of his shipmates from the USS Griggs in his Coordinator's column on the cover.*
- *If you're interested in the 2009 reunion, send in the coupon on page two.*
- *Veterans may now salute during the national anthem thanks to a new law. See page two.*
- *Do you remember your first days in the Navy? Charles Forshee shares his memories on page three.*
- *Mail Call beginning on page three has a letter from Claire & Augustine Mallon.*
- *Read the "Status of the U.S. Navy" on page four.*

FROM THE DESK OF CHARLES FORSHEE

The USS Griggs had a very diverse crew aboard that came from a wide variety of careers into the Navy, some by being drafted, some by volunteering, all wanting to defend our nation from being taken by some other country such as Germany, Japan or Italy. One of those people that probably volunteered was Paul Tinger, a Signalman, had 3 or 4 children and was from Weirton, West Virginia. He was, I believe, in his forties and kept us out of mischief to some extent. There was another, John A. Thorpe, from England that operated the rangefinder and how he got in the U.S. Navy was not known. There was another, Marvin Snider, that grew up in a small village called Churchland, NC, about 10 miles from my home on a farm, but worked as an electrician and lived in Seagrove, NC when he was drafted into service. The Captain was from California and was a 4 stripe captain with a very experienced record. The first port of call was New Orleans, LA, and the navigator plotted a course for entry that would run aground if used, but the shore signaled by light that we would hit the reefs if that course was followed. The navigator was transferred while we were in New Orleans

and another was put in his place. Claude Graham was from Springdale, Arkansas when he went in service and was a farmer, I believe, raising cotton, etc. I believe one of our presidents was from that area at one time.

I got an e-mail from Waylon Carlson, a grandson of Richard W. Carlson, wanting to know what his grandfather did on the ship. I looked him up in the Griggs log book and told him he was in the second division. I took the second division pictures and placed them on a flatbed scanner and printed them out and sent them to him by mail. He picked his grandfather out on page 17 on the back row, 6th person from the left. Waylon said he would like to have a copy of the USS Griggs Log and would pay for printing and postage for it. If anyone wants to get in touch with him, his e-mail address is wayloncarlson21@yahoo.com. I am sure he would appreciate any information you could provide. His grandfather has passed away. Waylon is or has been in Navy as well as his father.

I sent an e-mail to Richard Nostrant, but it was refused at the old address for his

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e-mail because he had reproduced the Griggs Log and was asking \$15.00, including shipping, for them, which was a bargain because the original was \$10.00 a copy.

This is for those that have not paid dues of \$15.00 for the newsletter. Please remit to ML&RS, Inc and write up some items for the newsletter that you think would be of interest to any that are still in our midst. Thanks. Hope to see some or all of you at the Griggs/Grundy & Huntington reunion.

Charles Forshee

P.S. Have heard from Fenwick "Tee" Watts by e-mail and says he is still at the daughter's home and I stated I would keep him posted. C.F.

FINANCIAL STATEMENT

Balance after 09/08 issue **\$735.73**
 Received since 09/08 **\$0.00**
 Funds available for 03/09 **\$735.73**
 Funds expended for 03/09 **\$188.50**
Ending Balance \$547.23

Please mail your \$15.00 dues to ML&RS, Inc at the address on page 4.

USS GRIGGS/USS GRUNDY ARE WELCOME TO JOIN MEMBERS OF USS HUNTINGTON/USS ROWE

SEPTEMBER 17-20, 2009

**ALBUQUERQUE, NM
 BEST WESTERN HOTEL**

If you are interested in attending the reunion, please return this coupon to ML&RS, Inc at our address on page 4 and we will mail you a registration packet.

Please send a 2009 registration packet for the USS Griggs/Grundy reunion to:

Name: _____

Address: _____

**NEW LAW
 ALLOWS VETERANS'
 SALUTES DURING
 ANTHEM**

Veterans and active-duty military not in uniform can now render the military-style hand salute during the playing of the national anthem, thanks to changes in federal law that took effect in October 2008.

"The military salute is a unique gesture of respect that marks those who have served in our nation's armed forces," said Dr. James B. Peake, secretary of Veterans Affairs. "This provision allows the application of that honor in all events involving our nation's flag."

The new provision improves upon a little known change in federal law last year that authorized veterans to render the military-style hand salute during the raising, lowering or passing of the flag, but it did not address salutes during the national anthem. Last year's provision also applied to service members while not in uniform.

Traditionally, members of the nation's veterans service organizations have rendered the hand-salute during the national anthem and at events involving the national flag while wearing their organization's official head-gear.

The most recent change, authorizing hand-salutes during the national anthem by veterans and out-of-uniform military personnel, was sponsored by Sen. Jim Inhofe of Oklahoma, an Army veteran. It was included in the Defense Authorization Act of 2009, which then President Bush signed October 14, 2008.

The earlier provision authorizing hand-salutes for veterans and out-of-uniform service members during the raising, lowering or passing of the flag, was contained in the National Defense Authorization Act of 2008, which took effect Jan. 28 2008.

**STATEMENT OF
 PUBLICATION**

The *GRIGGS-GRUNDY NEWS* is the official publication of the *USS GRIGGS-GRUNDY* Association. From now on it will be published quarterly in March, June, Sept., and Dec. *subject to receiving sufficient funding.* The Newsletter is funded by voluntary contributions from the membership. All members are encouraged to support the voice of the NEWS. A financial statement appears in each issue of the newsletter.

The newsletter is intended to be a vehicle for the members to express opinions, make suggestions and especially share experiences.

Unless otherwise stated, the views and opinions printed in the newsletter are those of the article's writer, and do not necessarily represent the opinion of the Association leadership or the Editor of the Newsletter.

All letters and stories submitted will be considered for publication, except unsigned letters will not be published. Letters requesting the 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 will not be printed; letters espousing a political position will not be printed.

ML&RS, Inc. is not responsible for the accuracy of articles submitted for publication. It would be an monumental task to check each story. Therefore, we rely on the author to research each article.

The editor reserves the right to edit letters to conform to space limitations and grammar.

You are encouraged to actively participate in the newsletter family, by submitting your stories and suggestions.

MY FIRST EXPERIENCES IN THE NAVY

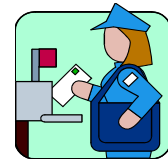
BY CHARLES FORSHEE

I volunteered for the Navy and although I had a Lexington, NC mailing address, I was not in the city of about 14,000 people at that time. I lived out in the countryside about 3 miles from the city limits. Several from this area volunteered at the same time and were sent to Raleigh, NC for examination (preliminary) to see if we would pass. They neglected to tell us we would be sworn in and shipped to boot camp from there. When enlisting, it was shirt sleeve weather in North Carolina and they shipped me to Great Lakes Training Camp for Boot training, and there was about 6 inches of snow on the ground there. They gave us a physical exam and swore me in again because they had put me in the regular Navy instead of the reserve. When issuing our clothes, they measured you for shoes and since my measurement was 5EEEE, they threw my old shoes back to me and said they would have to order me some. During this time we got to select what job we would like to have and I put down Electrician, so they gave me Signalman (skivy waver) and when boot was over, sent me to the University of Illinois for training. Never have figured out why they chose that position for me. It might have been eyesight—mine was pretty good or when checking my background I was approved for classified material. I know they do check, because I had an employee that was going to enlist in the Navy and the FBI made inquiries about him. I did not know any Morse Code or proper method of sending messages, which was using light or semaphore or flags that were coded to mean something as combinations of flags. As an example, I was instructed to hoist flags that meant “cease present exercises desig WAR” when the war ended. Do not recall any

other ships in Okinawa that did the same.

On the first ship I was on, the USS BAKER DE 190, we escorted convoys into the Mediterranean Sea, and they would not let you do this in the daylight—only at night because of German subs in the area. We had a huge convoy of about 100 ships and the Straits of Gibraltar is only about 23 miles wide. The Captain gave me a set of binoculars and had me sit up on a hatchway entrance and said to tell him if we got too close to another ship. After getting through the strait, another convoy was coming out. We changed our course and the other convoy continued on the way out and a sub torpedoed three ships in that convoy, but they did not sink. They put into port nearby for repairs. Later three torpedo boats and three destroyers chased the sub down and sunk it. Afterwards, on one of the trips escorting convoys, three Destroyer Escorts were diverted to Dakar, Africa, where we off loaded all depth charges except what we carried on topside. The three ships were loaded with French gold and our orders were full speed to Brooklyn Navy Yard, and if sonar contact was made, drop what depth charges were on top side and continue to Brooklyn Navy Yard. This was in our records. We came across a submarine while operating with a Babytype Aircraft carrier. We made two passes dropping depth charges and the U233 German sub surfaced. I was handed a 45 caliber hand-held machine gun and was told to strafe the deck of the sub to keep them from a gun mounted in front of the bridge on the sub. This was July 5th, 1944 at about 6 PM. I had never been trained or educated on the gun I was using. We took 31 German prisoners. One died the next day from wounds.

Editor's Note: If anyone else was aboard during the capture of the German prisoners, we would love to hear your story of this incident.



MAIL CALL

Editor's Note: Although this is a little late, it is the first newsletter since we received this letter and we thought those of you who know this couple would appreciate hearing from them.

Dear Friends and Family,

It has been a year of change for us. At the beginning of the year, we moved to Rosemont Presbyterian Village, a Continuing Care Retirement Community. The move was long overdue as our 85 years had really begun to slow us down. Adjusting to Rosemont was a welcome challenge, because there are many activities and social opportunities to pursue. Also, the food is delicious. After two months, Dee began complaining that his pants had become tight, but that was only because he truly enjoyed his hot breakfast everyday and his desserts at lunch and dinner.

Over the next few months, Dee began to lose strength in his legs and walking became a labor. Even though Dee was using a walker, falling, which had started before the move, became even more frequent and he needed assistance when showering. In May, a difficult episode of congestive heart failure forced Dee into the hospital. From the hospital, Dee went to a rehab unit at Broomall Presbyterian nursing home (part of our Rosemont community) with the hope that he could recover strength in his legs and return to our apartment. Sadly, this never occurred as Dee's physical health worsened requiring him to use a wheelchair and then dementia became a more regular visitor. By the end of June, we had to make the decision to live separately because Dee requires 24 hour custodial care. Rosemont has a bus that travels the 15 minute route between

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our two facilities, so I am able to visit Dee.

Presently, Dee is relatively healthy, although wheelchair bound and comfortably confused about time and place. He recognizes everyone and their relationship to him as wife, daughter, son, etc. Our family has had some enjoyable and enlightening conversations with Dee about the past!

I am writing this letter to bring you up-to-date on our lives, but also to let you know that because of my wet macular degeneration and difficulty writing, I don't anticipate doing much correspondence in the future. After the first of the year, I plan on downsizing to a smaller apartment and will let you know the unit number when it changes. We welcome your telephone calls and, if you are in the area, please stop by to visit.

Love and best wishes for a Happy New Year,

Claire Mallon
404 Cheswick Place Unit 217
Bryn Mawr, PA 19010
610-527-6362

Augustine Mallon
146 Marple Rd, Room 424
Broomall, PA 19008
610-955-7542

Editor's Note: We received word from Charles Forshee that Augustine Mallon passed away shortly after the letter above was received.

Published By:

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"Our Reunions Work, So You Don't Have To."



TAPS

The death of the following shipmate has been learned of since the last newsletter. The entire crew extends our sympathy to family and friends. If anyone knows of a deceased shipmate, please inform the NEWS so he can be recognized in TAPS and also be listed on the honor roll at the next reunion memorial service.

Augustine Mallon
(1944-46) SF 2/c R Div
Exact date of death not reported,
but was late 2008 or early 2009

Editor's Note: There were no new names for Welcome Mat. If you learn of any new shipmates, please inform ML&RS, Inc so we can get them on our mailing list.

WARNING FOR ALL!

Submitted by Charles Forshee

A student at HBHS (a high school) had pancakes this week and it almost became fatal. His mom (a registered nurse) made him pancakes, dropped him off at school and headed to play tennis. She never takes her cell phone on the court, but she did this time. Her son called her to say he was having trouble breathing. She told him to go to the nurse immediately and proceeded to call the school and alert the nurse. The nurse called the paramedics. They worked on the boy all the way to the hospital. He came very close to dying. Evidently this is more common than I ever knew. Check the expiration dates on packages like pancakes and cake mixes that have yeast, which over time develop spores. Apparently, the mold that forms in old mixes can be toxic! Throw away ALL OUTDATED pancake mix, Bisquick, brownie mix, etc, you have in your home.

STATUS OF U.S. NAVY AS OF 3/25/09

NAVY PERSONNEL

Active duty: 332,039

- Officers: 51,165
- Enlisted: 276,475
- Midshipmen: 4,399

Ready Reserve: 119,735

(As of 09 Feb)

- Selected Reserves: 67,334
- Individual Ready Reserve: 52,401

Reserves currently mobilized:

6,547 (As of 17 Mar)

Personnel on deployment: 64,177

Navy Department Civilian Employees:
185,658

SHIPS AND SUBMARINES

Deployable Battle Force Ships: 284

- **Ships Underway (away from homeport):** 111 ships (39% of total)
- **On deployment:** 105 ships (37% of total)
- **Attack submarines underway**

(away from homeport): 29 (53%)

- **On deployment:** 20 submarines (37%)

Ships Underway

Carriers:

- USS Nimitz (CVN 68)—Pacific Ocean
- USS Dwight D. Eisenhower (CVN 69) -5th Fleet
- USS Theodore Roosevelt (CVN 71)-5th Fleet
- USS J.C. Stennis (CVN 74) -Pacific Ocean
- USS Ronald Reagan (CVN 76)- Pacific Ocean

Amphibious Warfare Ships:

- USS Boxer (LDH 4)-5th Fleet
- USS Bataan (LHD 5)-Atlantic Ocean
- USS Bonhomme Richard (LHD 6)-Pacific Ocean
- USS Iwo Jima (LHD 7) Atlantic Ocean

Aircraft (operational): 3700+