



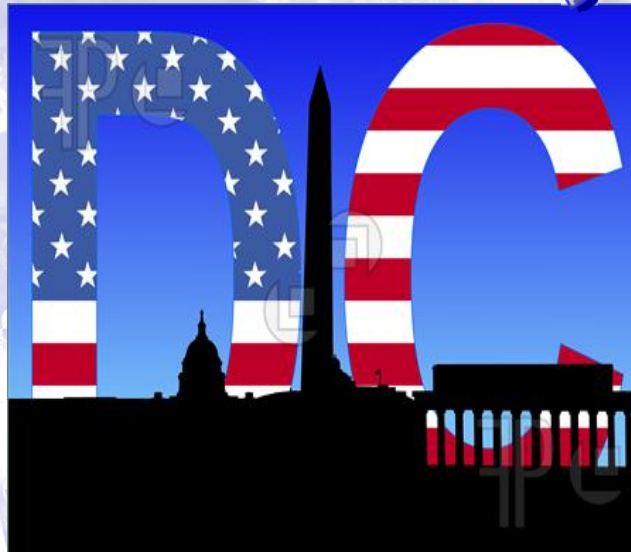
USS MANLEY (DD-940) ASSOCIATION

Volume 12, Number 2

—MANLEY NOTES—

April 1, 2011

APRIL 19-23, 2012



The Forrest Sherman Reunion

See Page 3 for details



Editor: Joe Dennison
Office: 905 Sea Duck Drive
Daytona Beach, FL 32119
386-767-8068
editor@ussmanleydd940.org

Officers:

President - Harold Kane
pres@ussmanleydd940.org
Vice-president - Ross McCalip
vpres@ussmanleydd940.org
Treasurer - Carolyn Miller
treas@ussmanleydd940.org
Secretary - Rod Ledford
sec@ussmanleydd940.org
Webmaster:
Bill Gowan: gowan@frontiernet.net

Welcome Aboard

John Gunsorek— FTGSN— 1977— 1980
George Strattard - QM3 - 1976-1977
Sergio Martinez - EN2 - 1964 - 1966

In Memoriam

Richard A Knight - Deceased 1-17-11
Robert Galary - HT1 - Deceased 2-3-11



Dues

A big BZ goes out to all of those who have sent in their dues. It's not too late if you haven't paid— become an active member today. Make your check or money order payable to USS Manley (DD-940) Association in the amount of \$20.00 and mail to: Manley Treasurer, 4109 Gregory Drive, Franklin, OH 45005.

Keep in mind that no one receives remuneration for their services—but supplies, postage, even this newsletter cost—the doers are all volunteers!

The ship's store nearly sold out at the Kentucky Colonel Reunion and will be restocked in time for the Forrest Sherman Reunion in DC. The demand for hats has been heard and they will be on hand for sale and the 2012 reunion.

VAS not part of VA

The Department of Veterans' Affairs (VA) wants veterans to know that an organization called Veterans Affairs Services (VAS) is NOT affiliated with the VA in any way. VAS is providing benefit and general information on VA programs and gathering personal information on veterans in the process. Vets should also be aware that the Department of Veterans Affairs does not randomly call veterans, nor does it ask for personal information, such as Social Security Numbers.

Groups of Americans were traveling by tour bus through Holland. As they stopped at a cheese farm, a young guide led them through the process of cheese making, explaining that goat's milk was used. She showed the group a lovely hillside where many goats were grazing. "These," she explained, "Are the older goats put out to pasture when they no longer produce." She then asked, "What do you do in America with your old goats?" A spry old gentleman answered, "They send us on bus tours!"

Scuttlebutt

March 22, 2011

Joe, I want to give you a big "THANKS" for all your help with my struggle to get the VA to recognize Manley's involvement in our participation in our overseas activity back in 1966, 67 and 68. I was recently given a disability for our service. I can now proceed with getting ear plugs, which is what started this whole thing a couple of years ago. Mr. John Wahl, VA Rep in Summerville, SC told me a couple years ago not to be in a hurry as it can take that long and with no guarantee of success. It's sad but most people die or just give up the fight. Besides doctors letters and buddy statements, I submitted Manley cruise book pages.

Your shipmate - Frank "Doc" Lux

I would like to give you another "BZ" for the wonderful work you did for all of us that sailed in Manley. She was truly the greatest ship and crew that I ever sailed with.

Warren Graham (former CO)

Dear Joe - 2010 has been a very good year. The Manley reunion was wonderful. I have buddies who were on CVAs, CVEs, BBs and ARs. They say I had bad duty. I say I had the best duty.

Aubrey (Burns)

It was wonderful to see you at the last reunion. Thanks for all that you did to make it all possible and so very wonderful and memorable.

Our love.....

Tom & Gladys (Fortsch)

Manley Returns to DC for Forrest Sherman Reunion April 19-23, 2012

The Manley Association last visited Washington, DC in October 2001, only a month after the disaster of nine-eleven to face a decimated tour itinerary and a much compacted reunion crew. We virtually had the run of the hotel and the town. In 2012, it will be DC again but this reunion promises to be much different. The Forrest Sherman Reunion kicks off on Thursday, April 19, 2012 and concludes on Monday morning following the Farewell Breakfast.

Harold Kane, the reunion planner, has constructed an exciting reunion itinerary highlighted with a tour of the Naval Academy on Saturday morning.

The host hotel is the Sheraton Hotel in Reston, Virginia and the hotel rate is \$89.00 plus tax, extended for the 3 nights before and after the core dates of the reunion. The hotel has a fantastic view of the golf course across the street from its front door. Rooms will become available at 3:00PM or earlier if available.

Reunion registration forms will be mailed to each member and will be available online at www.ussmanleydd940.org/reunions/register.asp.

Reunion check-in will be on Thursday beginning at noon and the hospitality room will be open and stocked with your favorite beverages and snacks. Opening ceremonies, including a dinner buffet, will begin at 6:00pm.

Friday will start with a Welcome Aboard Buffet Breakfast at 7:30am. The Friday tour packages is made up of a trip to the Washington Navy Yard featuring the USS Barry (DD-933) and the Navy Museum. The Association's traditional memorial

service will be conducted on the deck of the USS Barry.

The afternoon will take the crew to the Steven F. Udvar-Hazy Center near the Washington Dulles International Airport. Visitors to the National Air and Space Museum's Steven F. Udvar-Hazy Center will admire the Monocoupe 110 Special Little Butch and other aircraft hanging from 10-story-high trusses.

Credit: Photo by Carolyn Russo

Following a Saturday morning tour of the Naval Academy and lunch, the tour group will head to the Washington Mall and the World War II and other memorials. The WWII memorial was not constructed when Manley first visited D.C. It is a beautiful commemoration to the fighting men and women of the WWII.

The Association business meeting and election of officers will be held at 3:00pm on Sunday followed by the Association Grand Banquet at 6:00pm.

The Farewell Breakfast on Monday morning will be complimentary to those attending.

Room-A-Nite raffles will be held as usual for complimentary hotel rooms on Thursday, Friday and Saturday nights. The hotel is also offering a 15% discount on all food purchases in the dining room.

Reunion registrations and hotel room reservations should be made as early as practical. Keep in mind that your credit card used to guarantee your hotel room will not be charged until you check-in at the hotel.



| Price List Per Person | |
|-----------------------------|---------|
| Opening Ceremonies & Dinner | \$37.00 |
| Welcome Aboard Breakfast | \$18.00 |
| Friday Tour Package | \$45.00 |
| Saturday Tour Package | \$45.00 |
| Association Grand Banquet | \$50.00 |
| Registration Fee | \$25.00 |

Persons who pay the full balance due before July 31, 2011 will receive a 40% discount on the registration fee, or \$10.00 per person.

Those submitting their registration before July 1, 2011 may make their payments in 3 installments. The first payment must include 25% of the total on line 7 plus the full registration fee. After receipt, an invoice will be provided with the balance due and the payment schedule.

Registrations received between July 1 and December 1, 2011 can be divided into two payments with 50% of the total on line 7 plus the full registration fee due with the registration.

All registrations received after December 1, 2011 must include full payment.

Payment can be made by personal check, money order, or by credit card using PayPal online at the Manley website. Make your check or money order payable to: USS Manley (DD-940) Association and mail it and your registration form to: Treasurer, USS Manley (DD-940) Association, 4109 Gregory Drive, Franklin, OH 45005.

Manley Association reunions are open to former crew members with current dues paid and their guests.

Attendees using lodging other than the Sheraton, Reston, VA will be assessed a onetime user fee of \$40p.p. to cover the cost of meeting and hospitality room space, setups and janitorial service.

Reunion questions should be directed to Harold Kane at 609-409-7737 or pres@ussmanleydd940.org.

From the Ship's Store

Tote bag with draw string and Manley Association logo - excellent quality 16"x13"- \$15.00 plus shipping. Cool bag for him or her - shopping, beach, or home.



Manley Association Tote Bag

Mouse pads - with image of ship and famous JFK quote - \$5.00 with free shipping

Place your order at manleydd940@cfl.rr.com. Do not use PayPal. Your order will be confirmed by e-mail and you will be billed for the balance due. Limited supply on these items.

Morality

A mother was preparing morning pancakes for her sons, Kevin 5, and Ryan 3.

The boys began to argue over who would get the first pancake.

The mother saw the opportunity for a moral lesson. "If Jesus were sitting here," she lectured, "He would say, 'Let my brother have the first pancake, I can wait.'"

Kevin turned to his younger brother and said, "Ryan, you be Jesus!"

Dear Lord - I pray for wisdom to understand my man; love to forgive him; and patience for his moods. Because, Lord, if I pray for strength, I'll beat him to death, Amen

Taxes & You On You

It's that time of the year again. If you have already filed your federal tax return, you must have a refund because those who owe procrastinate to the last minute. And there are a lot of those - procrastinators, that is. But the IRS is giving you a break this year - your 2010 return and your payment are not due until April 18, 2011.

Have you ever given a thought to how much you pay in taxes supporting the federal bureaucracy, your state, the county in which you reside and your city? All of them have large appetites for revenue and most of their revenue is generated by taxes. No matter the label attached to them, whether it be permit or license or fee, taxes are taxes. Even your pay check is taxed. New Jersey has a form of "exit" tax -- sell your resident, move out of the state and you get hit with a tax. Look at your telephone bill, it's stuffed with taxes. Add them all up and they take a sizeable chunk out of your pocket.

It may cause you to be angry with the "system" but all of us are hit with a load of taxes every day and every year. Here is a list that will surely rankle you...

Business occupational license; accounts receivable tax; corporate income tax; intangible tax; tangible property tax; building permit license; federal income tax; state income tax; federal excise tax; local property tax; telephone 911 service fee; telephone state communications tax; telephone city communications tax; telephone regulatory cost recovery charge; telephone federal universal service charge; telephone minimal usage surcharge; utility tax; federal gasoline tax; county gasoline tax; social security tax; medicare tax; federal unemployment tax; state unemployment tax; business inventory tax; estate or inheritance tax; liquor tax; sales tax; luxury tax; school tax; highway tolls; liquor tax; cigarette tax; other tobacco tax; fishing license; hunting license; dog license; recreational vehicle tax; boat tax; gross receipts tax; vehicle license; drivers' license; state unemployment tax; workers' compensation tax; and the list goes on.

Some of our politicians would add a value added tax (vat) - a national

sales tax. There is little argument that some taxes are necessary but is there such a thing as too much government? Too much spending? Too many entitlements? Obviously, the answer is a resounding "yes!"

Obviously, for most of us, the biggest frustration we face every year is the nightmare of the 1040 form. The vast majority will agree that the income tax system in the USA is out of control. Because of its complexity, the average John Doe doesn't understand it and it has created an industry all on its own, and a very large industry at that.

Many argue that the so-called flat tax is the answer while some shout that any tax is too much. Undoubtedly, any system in effect will grow and evolve, flat tax or the system we have because politicians continue to look for additional revenue.

Many are quick to shout: "tax the corporations" but that does not come with a quick solution either. The big corporations have over one trillion dollars overseas safely secured from U.S. taxes. Increase taxes even more on big business and more will go overseas and take jobs with them. They are no different from you and me. We all look for a way to reduce our taxes.

It doesn't take a Harvard Business School grad to point out that taxes and spending by our government go hand in hand. As spending rises, taxes go up or the national debt goes up. Right now it is the national debt but it may not be too long before taxes follow.

Here is an interesting link—take a look at it...

<http://visiontoamerica.org/story/the-irs-even-worse-than-you-think.html>

When state governments try to cut education costs, parents take to the protest lines outside of state capitols. When the government fails to give a cost of living increase to social security recipients, the senior citizens replace the parents. Everyone is in favor of spending cuts until their favorite special interest becomes the target, then cutting is taken off the table. The truth is our entitlements today destroy state and federal budgets. "Taxes" has become a dirty word; "cuts" even more dirty!

Sailors Will Be Sailors

Better leadership aboard the Norfolk based destroyer Stout (DDG-55) might have prevented a string of drunken misdeeds by a group of Sailors during port visits this winter, according to a Navy investigation report released on Military.com.

Ten Stout Sailors, including the commanding officer and command master chief, were removed from the ship last month in the middle of deployment. The report, made public in response to a Freedom of Information Act request, provides details about what the Navy called “a pervasive pattern of unprofessional behavior in overseas ports and a substandard command climate.”

The report says the misconduct took place between December and February during port visits in Souda Bay, Greece; Haifa, Israel; and Palermo, Italy. In Greece, several officers and enlisted Sailors visited a strip of bars called American Alley, where “inappropriate dancing and other unduly familiar conduct occurred,” the report says. Later the same night, someone in the group hit another Sailor.

In Israel, while several crew members were on their way back to the Stout from a downtown bar, two chief petty officers got in a fistfight. And at a bar in Italy, several crew members saw a chief petty officer and a junior enlisted Sailor kissing and touching each other, the report says.

It doesn't disclose exactly how many officers and Sailors were involved, and their names were redacted. Ultimately, the Navy removed seven crew members March 1 after nonjudicial punishment proceedings. They included one officer, five chief petty officers and one petty officer.

Another chief was removed from the ship to face legal proceedings but the report doesn't say why.

CDR Nathan Borchers and the relieved command master chief, Susan Bruce-Ross, were not involved in the misconduct. They bear blame for leadership failures that fueled the problems, investigators concluded.

Bruce-Ross knew about some of the misconduct and didn't report it to her superiors, according to the report. When Borchers found out about it, he didn't respond appropriately, Vice Admiral Harry B. Harris, Jr., the commander of the U.S. Sixth Fleet, said in his endorsement of the investigation.

“By repeatedly failing to thoroughly investigate suspected liberty incidents and by not holding junior officers and chief petty officers accountable, the commanding officer directly contributed to a lack of good order and discipline on Stout and created a perception that standards for conduct ashore did not apply to officers or chief petty officers, Harris said.

About Bruce-Ross, Harris wrote, “The lack of professionalism of chiefs under her charge, her inability to lead the chief's mess, and her failure to inform the C.O. when misconduct occurred indicated to me that she should not hold the position of special trust.”

Bruce-Ross's inability to lead the ship's chief petty officers left a void at a critical level of leadership, the main investigator concluded. The report says several Stout chiefs essentially acted as a gang that bullied and demeaned other Sailors, including officers. That created a hostile climate and ineffective work environment.

“Sailors are fearful of reporting misconduct due to fear of retaliation by

the chiefs,” the report says. “This group's lack of integrity, ethical and professional behavior is appalling.” Their actions, which Bruce-Ross failed to control, led to wider morale problems, the report adds.

The Stout, with a crew of about 300, is now under the command of CDR Sylvester Steele, previously the executive officer of the destroyer Ramage. Bruce-Ross was replaced by Command Master Chief Anthony Cole, who last served at Naval Surface Force Atlantic.

The Stout is deployed in the Mediterranean and played a major role in the early stages of the U.S. intervention in Libya, launching roughly 50 Tomahawk missiles at Libyan targets.



USS Stout (DDG-55)

Salute During Pledge

Rep. Lee Terry (Neb.) re-introduced legislation (H.R. 648) that would authorize veterans and service members not in uniform to render a military salute during the recitation of the Pledge of Allegiance. Previous legislation authorized veterans to salute during hoisting, lowering, or passing of the flag and during the National Anthem, but the laws did not reference saluting during the Pledge. Members should urge their representative to support this bill.

Gas - When is it too much?

The following article is provided by Paul Spiewak of the Reunion Friendly Network from his weekly commentary "Focusing on Matters of Personal Interest."

Almost every day it seems the price of gasoline is a bit higher. Why is it happening? When will it stop? How can people afford it?

There are lots of reasons, even though consumption in the U.S. has gone down, and even though Americans are driving less. The fact is that the easiest oil to get is already out of the ground; so, barring some miraculous discovery, the oil that we are now getting is becoming expensive to produce.

Another reason is that some of the world's largest deposits are running out. Mexico's giant Canterella field, which has been a major supplier for years, is drying up and production in 2010 dropped 75% against the prior year.

Then, too, there is China and its sidekick India. Between the two, nearly a million-and-a-half new cars are being put on the road every month.

Still another reason is the BP spill in the Gulf of Mexico last summer. The offshore drilling industry, at least in this country, is in shambles. New restrictions are in effect that will limit the amount we can produce for a long time.

Still one more significant reason is inflation. I know the government says there is hardly any, but that's because they decided to eliminate energy and food from the Cost of Living Index. With the dollar worth less, it is inevitable that all commodities, not just oil, will be getting more expensive in dollar terms.

Well, that's the bad news, but the

good news is that we are not going to run out. Yankee, Canadian, and Brazilian ingenuity in the form of technology is doing a masterful job in "mining" petroleum, or at least something that can be used instead. Here are a few examples:

It seems surprising that Israel is the only country in the Mid-East without oil. The Arab countries have made it very difficult for Israel to obtain fuel. There is an old gag that goes like this: Question - why did it take 40 years for Moses to lead the Israelites out of Egypt and into the Promised Land? Answer - Because it took that long to find the only place in the entire Middle East that didn't possess any oil.

Brazilian company Petrobras is drilling for oil in the Atlantic at depths exceeding three miles. The Tupi oil field off Brazil is expected to produce 5 - 8 billion barrels of oil. In September 2009, the Deepwater Horizon (the ship that sank during the BP disaster) drilled an oil well more than 35,000 feet, that's nearly 7 miles.

Operators in the Baaken Basin shale basin and the nearby Williston Basin, covering millions of square miles in the Dakotas, Montana, Idaho, and parts of Canada are the recipients of a variety of new technologies, especially fracturing and horizontal drilling, and is now believed to be able to produce more than nine billion barrels. Production is small now, but the outlook is that this will be a major supplier.

Hess Corporation recently acquired American Oil & Gas and other properties, and it now controls more than three-quarters of a million acres.

Canadian sands mining has achieved new levels of environmentally sound technology, and the

amount produced each year is rapidly expanding.

Other countries are ignoring the U.S. deep-water well restrictions and are moving ahead in the Gulf and off the coast of Africa.

More and more vehicles are becoming electric powered, or hybrids, requiring a big dip in consumption. The use of a hybrid to and from work can cut gasoline usage by as much as 450 gallons a year.

Other alternatives are becoming available from perhaps unlikely places. Production from algae is still not economically practical but the technology is advancing, and as the price of oil - and gasoline - goes up, it will become more attractive. Even more interesting, perhaps, is a new joint venture between Weyerhaeuser, the timber and paper manufacturing folks, and Chevron to take leaves, sawdust, small tree limbs, etc, and convert it into biomass fuel.

There will be plenty of gasoline, although you should expect that it will cost a lot more.

That's the way it looks to me.

Paul

off the mark.com by Mark Parisi



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President's Corner

April 17, 2011

Fellow shipmates,

The Association sent, during March via the USPS, registration forms and information for the 2012 Washing DC reunion. If you did not get the letter, please e-mail manleypres940@gmail.com or call 609-409-7737 and we will forward the documents to you.

Roslyn and I made a visit to DC this past weekend. We met with the USS Barry (DD933) detachment at the Washington Navy Yard. We were able to tour the ship with Chief Cathy Oliver. They have assigned a staff member to the USS Manley to serve as a reunion advisor concerning our visit. The Barry went from active duty to museum ship in 1983. The after fire room and after engine room are among many spaces that are accessible to visitors. The Barry had the ASROC conversion in the early 1970s, which meant the removal of mounts 52 and 32 and the installation of the ASROC launcher on the 01 Level. We also paid a visit to the Navy

Museum which is adjacent to the Barry. The Museum contains 240 years of US Navy memorabilia. Pictures are on USS Manley Facebook page.

After the Navy Yard we paid a visit to the Officer's Club at the Fort McNair army base. We inquired about the "O" club hosting lunch for the USS Manley after our visit to the Navy Yard. They were agreeable to doing this and we are working out the details. The fact that the general manager of the club is a retired marine helped. We also met with the Fairfax CVB and the Sheraton to continue to fine-tune the details of the reunion.

All in all a great trip!

Harold Kane
President

Reunion notes

If you plan to fly to the reunion, the closest airport to Reston is Dulles International (code IAD). For golfers, the Reston National Golf Course is across the street from the Sheraton. Discounted green fees are available to Sheraton guests.

After Thoughts on Marriage

Wife: What are you doing?

Husband: Nothing.

Wife: Nothing...? You've been reading our marriage certificate for an hour.

Husband: I was looking for the expiration date.

Wife: Do you want dinner?

Husband: Sure! What are my choices?

Wife: Yes or no.

A newly married man asked his wife, "Would you have married me if my father hadn't left me a fortune?"

"Honey," the woman replied sweetly, "I would have married you, no matter who left you a fortune!"

Amended By-laws in Works

Work is just about completed on the amended by-laws that will incorporate changes to the Association's constitution and existing by-laws. In the next several weeks, the active membership will be asked to cast their vote for the amended documents and once approved, the by-laws will be posted to the web site.

Highlighting the changes is the incorporation of membership classes, the recognition of the position of President Emeritus approved at the business meeting during the Kentucky Colonel Reunion, eliminating the previous stated cap on annual dues, and guidelines that will be followed in the event of the dissolution of the Association

The existing bylaws were ratified in 2002 and became outdated due to changes in the organization over the years. The proposed bylaws will more accurately reflect the guidelines for effectively managing the Association.

USS Manley (DD-940) Awards



Reading from top left to bottom right.....

Navy Unit Commendation 1966 - 1967; Meritorious Unit Commendation 1967 - 1968; Navy Expeditionary Medal w/2 stars 1 Oct - 23 Oct 1962, 23 Aug - 31 Aug 1982, 8 Sep - 10 Sep 1982; National Defense Service Medal 1 Jan 1961 - 19 Aug 1974; Armed Forces Expeditionary Medal 24 Oct - 24 Nov 1962; Republic of Viet Nam Service Medal w/4 stars 1966 - 1967, 1967 - 1968; Humanitarian Service Medal 23 Jun - 25 Jun 1982; Sea Service Medal w/2 stars 1979 - 1981; Republic of Viet Nam Presidential Unit Commendation 1967 - 1968; Republic of Viet Nam Gallantry Cross Unit Citation 1966 - 1967, 1967 - 1968; Republic of Viet Nam Campaign Medal Dec 1966 - 1967, 1967 - 1968.

Al Stumbo did all of the research and this is what he was able to document and support. Your medals and awards should be indicated on your DD-214 that you received upon discharge.

Editor, Manley Notes

905 Sea Duck Drive

Daytona Beach, FL 32119-8764

