



USS MANLEY (DD-940)

ASSOCIATION

Volume 10, Number 4

MANLEY NOTES

January 1, 2009

USS Manley Yesteryear A Look Into The Past

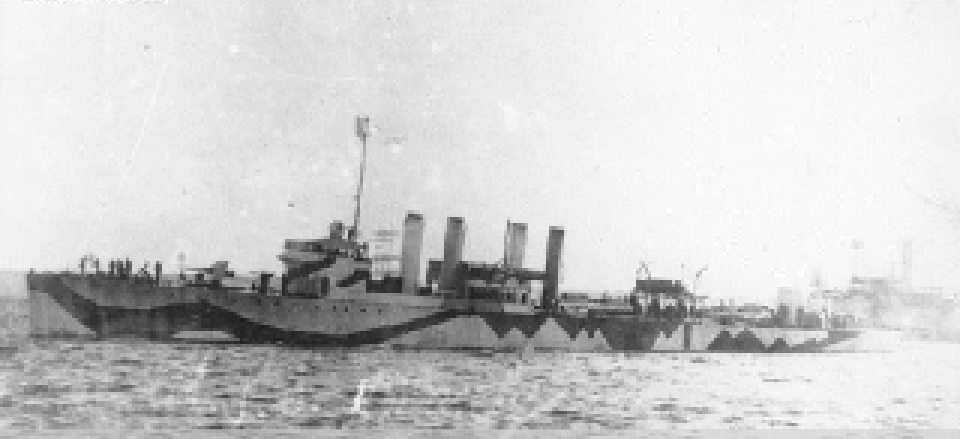
On a hot, muggy evening in August, my TV news was interrupted by a telephone call from Mr. French L. Alkire of Gainesville, Florida. Within nanoseconds the conversation became a refreshing respite from the rhetoric being spewed forth by the politicians on the tube. I was about to receive a history lesson on the good ship *Manley*.

French is a 91-year young navy retiree who as a teenager walked aboard the USS Manley in 1936, served until 1940, left the naval service only to be recalled soon after December 7, 1941, and retired in 1968. The conversation with Mr. Alkire led me to research the history of Manley and write this article. This is not a story about Alkire but one of a fighting ship and an experience not too far distant from the one many of us shared in our youth, but now there is a bridge that links French's generation of seafarers with our generation and we have so much in common.

Manley, for now, comes in three chapters: TB-23, DD-74/APD-1, and DD-940. No one chapter is less interesting than the other and combined, they make a good read but regrettably a volume too large to do justice in this limited newsletter. Still, it's a good start.

Little can be found on the TB-23. Built in London, England by Yarrow & Co., the vessel was purchased from Charles R. Flint April 13, 1898 during the Spanish-American war and delivered to the New York Navy Yard for active service in

USS Manley (DD-74) in Annapolis
prior to her loss on March 19, 1918
Photo by L. H. G. H. G. H. G.



USS Manley - DD-74 - Photo before losing her stem on March 19, 1918

1898. Manley resided at the Naval Academy in Annapolis where she served as a training ship for the midshipmen until 1914.

On April 1, the first ship named "Manley" was placed out of service and the next day was struck from the Navy's active fleet, but she continued to serve as a ferry launch at Annapolis. But because the Navy was soon to begin construction on a more modern Manley, Manley #1 was renamed *Levant II* and on April 21, 1920, *Levant* was sold to Jacob Meyer of Catonsville, Maryland. End of chapter one.

The second Manley was laid down August 22, 1916 by the Bath Iron Works; launched August 23, 1917; sponsored by Miss Dorothy S. Sewall; and commissioned October 15, 1917.

With Commander Robert L. Berry in command, Manley sailed November

(Continued on page 4)



Captain John Manley (1733-1793)



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Welcome Aboard

Ronald Richards - 66-67 - EM2
 Thomson Heinrichs - 75-77 - MM3
 Curtis Flaharty - 74-77 - HT3
 Milton Giddens - 73-74 - SN
 Stephen Rogers - 70-72 - LTJG
 Everett Hoyt - 80-83 - EN3
 Russell Gregory - 65-67 - IC3
 Michael Gallagher - 72-74 - LTJG
 Don Gornall - 67-68 - ETN3
 William Orem - 75-77 - BT1
 David Mummey - 63-65 - BMSN
 Reuben Beck - 62-63 - MM2
 Randy Chapman - 74-76 - OS2

In Memoriam

Raymond Tillett - 57-59 - SOG3



Boot Camp Reunion Refunds

Your Association likes to do things right! Every person who registered for the Boot Camp reunion in Lisle, IL has received a full refund, including all registration fees and the fees associated with credit card payments through PayPal.

Association Dues Due

Annual Association dues remain at \$15.00 and are now due. Please make your check or money order payable to USS Manley Association and mail to 905 Sea Duck Drive, Daytona Beach, FL 32119-8764.

Here's our procedure: Invoices and membership cards for the upcoming year are mailed in November to those who paid dues or who have "enlisted" at any time in the two preceding years. Hopefully, you will respond with your dues payment. Those paying dues for the first time will receive a complimentary gift.

Others not receiving an invoice or advance membership card will be mailed their membership card upon receipt of their payment.

Every effort is exerted to keep Association administrative costs down, but as you already know in your own household, that can be difficult today. Postage, paper stock, ink supplies, web site rental fees and all the other items necessary to manage the Association keep us on our toes - and sometimes wide awake at night.

The early response has been overwhelmingly positive, and a huge thank you goes out to all of our members who have mailed in their checks. Undoubtedly, some of our shipmates will find it difficult to make a payment this year because of downward economy. You should not worry; you will not be deleted from the active records. Perhaps those who can afford it might consider adding a bit extra to their check.

Association Prez Resigns

Dan Brewster, who assumed the top office in the USS Manley (DD-940) Association on June 1 after the elected president, Tom Young, resigned, has himself resigned effective September 1, 2008. Dan also resigned as the custodian of the ship's store.

Mike Haynes has resigned as Secretary effective September 1, 2008.

In the interim, Joe Dennison, sitting Treasurer, has taken over the duties. Joe founded the Association and served as its president for seven years until relinquishing the post in September 2007.

A business meeting and election is planned during the next reunion in June 2010.

Newsletter Change

Manley Notes will begin publication three times a year rather than quarterly beginning with this issue. The publication dates will be January 1, May 1 and September 1.

Special announcements will be published when appropriate on the Manley website at www.ussmanleydd940.org.

Those not having Internet access are reminded that most libraries offer open computers and are very willing to extend assistance.

Newsletters are also mailed to those who have opted to receive their issues by regular mail.

The Manley Association distributes nearly 700 copies of the newsletter - about 400 by e-mail and 300 by regular mail. If you are not receiving your issue, you should notify the editor at manleydd940@cfl.rr.com.

Did you know - the cruise liner QE2 moves only six inches for each gallon of diesel fuel it burns.

Ship's Store Blowout Sale

Just in time for the Christmas stocking. Purchase now and save. Get your order in before December 15 to be sure of delivery before Christmas Day! Everything is on sale!

Prices shown do not include shipping. See HOW TO ORDER below.

Ball cap - 6 panel, snap-buckle adjust, best quality, pro-style, embroidered, flag on side, was \$20 now \$10.

Men's golf shirt - Devon-Jones pima cotton quality - embroidered in gold lettering - navy blue - sizes XXL, XL, L, M - limited quantity - was \$40 now \$30.

Women's golf shirt - Devon-Jones pima cotton - embroidered in gold lettering - white - sizes XL, L, M, S - Shirley wears hers around Daytona Beach all the time! - very limited quantity - was \$40 now \$30.

Hanes Beefy-T - navy blue - embroidered - size XXL, XL, L, M, S - limited quantity - was \$20 now \$10.

USS Manley mouse pad - hi-quality thick pad with picture of Manley & JFK quote - was \$8.00 now \$5.00.

HOW TO ORDER: Please, no PayPal credit card orders for this sale. Send your order by e-mail to manleydd940@cfl.rr.com or call 386-767-8068. Make your check or money order payable to USS Manley (DD-940) Association, 905 Sea Duck Drive, Daytona Beach, FL 32119-8764 or call 386-767-8068.

Reunion Planning On Track

The Kentucky Colonel Reunion - June 24-28, 2010 - Holiday Inn Airport, Erlanger, KY. The special reunion room rate is \$99.00 plus taxes and has been extended to the three days before and after this twelfth reunion of the USS Manley (DD-940) Association.

Ken Cournoyer, Art Saucier, and Doug Mateja comprise a panel to advise the reunion planner, Joe Dennison, during the planning phase.

Planning for tours, motor coaches, catering, entertainment and everything in between is ongoing and you may expect an announcement in the first quarter of 2009. Registration forms will be made available by regular mail, email, and online at the Manley website.

Reunion check-in will begin on Thursday (June 24, 2010) at 11:00am. The hospitality room will be available at that time. Tours will be conducted on Friday and Saturday. The opening ceremonies will be held on Thursday evening with a buffet dinner and a presentation of *Gunsmith* - a video of Manley during operations. The Association Grand Banquet will be on Sunday evening with live entertainment and a plated dinner.

It is anticipated that complimentary ground transportation will be available for those arriving by plane and also to shuttle people to area shopping malls and restaurants.

A mini-golf tournament will be on the agenda for Sunday morning. For those who feel lucky, there are gaming casinos within a short distance of the hotel and transportation may become available to get you there and back.

Room reservations will not become available until one-year out, or June 28, 2009.

The Essence Of Christmas

I am taking this opportunity to extend my good wishes to all of you at this holiday season. Undoubtedly, some of our members may be experiencing challenges one time thought to be too distant to visit upon them. For this Christmas, I wish for a gift of national leadership that will take this great country we all love to a new level of peace and prosperity.

From time to time, I receive notes and emails from our membership and thought it appropriate to include this one received from ET2 Robbie Robinson (61-62).

"Joe...I have been blessed this year with good health and a new employment when others are having it rough. I have doubled my dues payment and ask that you mark one of my shipmate's dues paid for the year in gratitude of being able to be a member of such a great organization.

Thank you, your lovely wife and Bill for all that you do to keep our ship on course.

This past year has been a joy to be able to wear my Manley ball cap and be recognized as a valued veteran of the greatest country in the world.

Because of my commitment to my job, I don't know how much help I can be but I volunteer for some job in the organization. I am fairly computer literate (can't maintain web site) but I'm sure I can be of some assistance. Ask and we'll see if I'm capable.

I am looking forward to our next reunion.

Regards,

Robbie Robinson '61-'62"

To Robbie and to all of you and your families, Shirley and I wish you a Merry Christmas and may the new year bring you good health and the peace we deserve.

Joe Dennison, Acting President

25, 1917 to join the convoy escort and patrol forces based at Queenstown, Ireland. On the morning of March 19, 1918, while in charge of the escort for a convoy being brought to port, she was the victim of a tragic accident. She ranged alongside some fifty feet off HMS Motagua to deliver orders and Admiralty instructions and was making about 20 knots as the boatswain's mate on the forecastle prepared to put a heaving line on board the British auxiliary cruiser. At that moment, Commander Berry felt a slight jar and ordered "left rudder" but a violent explosion practically destroyed the stern of the destroyer, killing her executive officer, LCDR Richard M. Elliot, Jr. and 33 enlisted men.

The HMS Motagua had rolled down on a depth charge in the depth charge projector which was mounted on the port side of Manley's after deckhouse. The charge blew up in a shattering detonation as the destroyer shuddered and lost way.

Manley's bow climbed out of the water and her after platform was hidden in smoke as fragments pierced two 50-gallon drums of gasoline and two tanks containing 100 gallons of alcohol on skid frames over the engine room hatch. The leaking fluids caught fire as they ran along the deck to envelop and destroy the motor sailer, dory, punt and some wood stores, before working into the wreckage of the after crews' compartments. The fires raged and were not extinguished

until late that night.

The HMS Tamarisk edged up to the nearly fatally wounded destroyer and unsuccessfully tried to put a towline on board.

Manley remained adrift until British tugs Blazer and Cartmel took her in tow after daylight March 20th. She reached Queenstown at dusk the following day with more than 70-feet of her hull awash or completely under water.

Manley completed repairs in Liverpool and sailed on December 22nd for operations along the eastern seaboard of the U.S. On April 11, 1919, she got underway to join U.S. Naval Forces in the Adriatic Sea transporting passengers, carrying mail, and performing diplomatic missions. The ship returned from the Mediterranean to New York on August 1, 1919 and decommissioned at the naval shipyard in Philadelphia on June 14, 1922.

Ahoy, Mate! Don't be so quick to put her down. The destroyer gained a new life and was placed back into active service on May 1, 1930 as an experimental torpedo-firing ship at

Newport, R.I. She pulled duty with the Scouting Fleet in battle practice along the eastern seaboard and in the Caribbean. She performed similar duty on the coast of California out of San Diego during 1932 but rejoined the Atlantic

Fleet in 1933. Based at Balboa, Canal Zone, she became a unit of the Special Service Squadron that cruised among the islands and nations bordering the Caribbean Sea. In February 1937, Manley returned to Norfolk to serve with Destroyer Squadron Ten training midshipmen at Annapolis and along the New England Coast.

Navy Unit Commendation

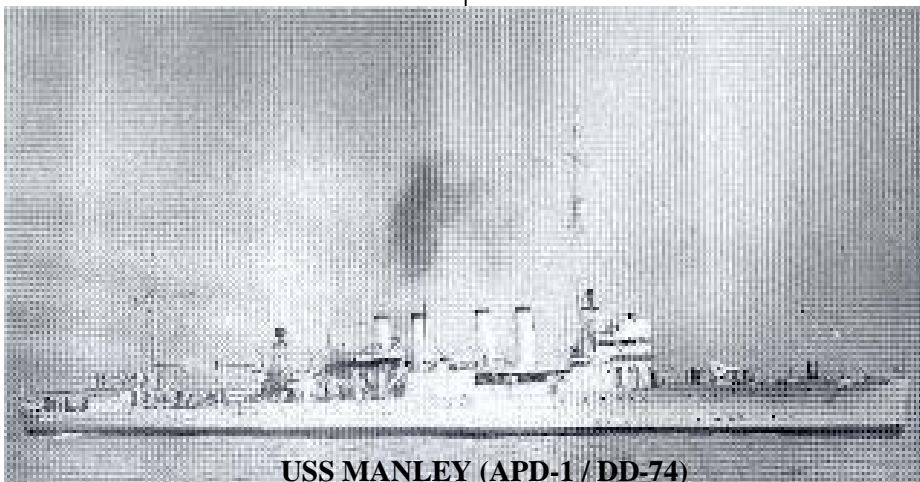


For exceptionally meritorious service and heroism in action against enemy Japanese aircraft, shore batteries, surface forces, submarine and mines in the Pacific Campaign during the following operations:

**Guadalcanal
Soutghern Solomons
Kwajalein
Marianas Islands
Battle of Leyte
Luzon Landings**

Our man, French Alkire, arrived for duty in 1936 as an eighteen year old apprentice seaman, full of excitement and optimism to be boarding his first Navy ship. Frankly, his duties were more likely just as routine as yours. He had his stores loading station, his abandon ship station, his cleaning station, his battle station, but his sleeping station didn't come close to resembling those of today's navy. It was "close quarters." And the teenage seaman would be the first to tell you that the head offered no privacy, nothing that he was accustomed to at home. His excitement was soon dashed.

Manley (DD-74), with Apprentice Alkire on board, joined DesRon 10 in Norfolk on February 1, 1937 for midshipmen training. In October she set sail for the Mediterranean to protect American interests during the Spanish Civil War. The DD-74 returned to Norfolk in October 1938 and was reclassified a miscellaneous auxiliary and re-designated



USS MANLEY (APD-1 / DD-74)

AG-28.

Manley would undergo several modifications. Outfitted as a troop transport in the New York Navy Yard, her first marine landing force drill was carried out on February 21 when she landed marines in Target Bay, Culebra Island. She later visited the California coast in the spring

5 Battle Stars

Capture & Defense of Guadalcanal

Marshall Islands Operation (occupation of Kwajalein & Majro Atolls)

Marianas Operation (capture & occupation of Saipan)

Leyte Operation (Leyte landings)

Manila Bay - Bicol Operations (Nasugnbu and Corregidor landings)

of 1940 for landing drills off Coronado Roads but returned to the Atlantic in August when she became APD-1, the Navy's first high-speed transport.

Having enough of the Navy, now Fireman First Class French Alkire decided to take his honorable discharge and strike out to make his way in civilian life and down the gangway he went full of confidence and hope.

Then came the attack on Pearl Harbor and Alkire's future would take a change of course, and so would the direction of the APD-1.

On April 11, 1942 while enroute from Norfolk to Charleston, Manley rescued 290 survivors from the torpedoed merchant passenger steamer SS Ulysses and landed them at Charleston, SC the following day.

Four months later, Manley transited the Panama Canal and joined the Pacific Fleet for sea operations that would take

her above and beyond in support of the American war efforts.

Carrying bombs, ammunition, and gasoline, Manley and Stringham (DD-83) got underway on August 16th. A few days later, Manley was ordered to take the torpedoed Blue (DD-387) in tow for Tulagi harbor before nightfall, but a Japanese surface force was approaching and Manley scuttled the destroyer. With 99 survivors on board and only two hours of fuel remaining, Manley made it back to Espiritu Santo safely.

Ordered to cut out all topside weight on the ship, her crew removed everything not essential to survival, painted the ship jungle green and covered her with camouflage nets. On September 3, 1942, in her new uniform, the high-speed transport made another trip to Guadalcanal. After Little (APD-4) and Gregory (APD-3) were sunk at night on September 5, Manley rescued five survivors at daylight the next morning.

Three days later, Manley took part in a surprise landing on Taivu Point, Guadalcanal by the 1st Marine Raider Battalion. The leathernecks were put ashore at 0500, and were reinforced by paratroopers from Manley at 1130. During the operation she bombarded Tasimboko village. The raid was a great success, and played an important role in final victory. Japanese stores, ammunition, and equipment were destroyed and many 75mm guns were pulled off into deep water by Higgins boats. Larger guns were dynamited, and their ammunition sunk. Re-embarkation was completed by 1830 and Manley returned to Lunga Point to put the raiders ashore.

A company of marine raiders came on board October 31 with orders to establish a beachhead at Aola Bay, Guadalcanal. Task Force 65 put the marines ashore on November 4th, 1942 and troops from Manley and McKean rein-

forced them on the 8th.

Back in the States, French was again in uniform but with a new career in the fast growing air arm of the Navy. He was convinced he could be a better aviation machinist mate than a seaman.

The versatile fighting ship left Noumea November 20 carrying 6 torpedoes, towing 2 PT boats, and escorting SS Pomona to Espiritu Santo where she embarked another company of raiders and sailed for Lunga Point to off load the raiders. The PT boats and torpedoes were then delivered to Tulagi in the Solomon Islands. In the following months, the high-speed transport was constantly engaged in the risky business of running supplies into Guadalcanal and escorting other ships through the dangerous Solomons.

After a brief overhaul at Hunters Point Navy Yard, the veteran four-piper resumed her duties in the Solomons in August 1943.

Joining the 5th Amphibious Force, Manley began to prepare for Operation Flintlock, the invasion of the Marshall Islands. On January 30th, 1944, she and Overton (DD-239) were detached to make a dawn strike on Carter and Cecil Islands of Kwajalein Atoll. All boats and troops were launched shortly before sunrise and before 0900 reported that they had killed 13 enemy at a cost of one American life lost.

The two high-speed transports were ordered to land reconnaissance troops on Bennett Island before dawn February 5 and Manley was designated fire support ship. The area was well-covered, and the operation went off on schedule.

Three days later Manley got underway as part of a transport screen for Hawaii, arriving Pearl Harbor on the 15th to train Army troops for future landings.

On May 30 Manley joined TG 52.15 and departed for the invasion of Saipan

(Continued on page 7)

A Simple Explanation of Taxes

Only the tax accountants among us can deliver any explanation of our tax system and very few of us can understand it. The following is presented to you in terms that will allow you to understand better.

Suppose that every day, ten men of various income levels go out for beer and the bill for all ten men comes to \$100. If they paid their bill the way we pay our taxes, it would go something like this:

The first 4 men (the poorest) would pay nothing.

The 5th would pay \$1.

The 6th would pay \$3.

The 7th would pay \$7.

The 8th would pay \$13.

The 9th would pay \$18.

The 10th man (the richest) would pay \$59.

So, that's what they decided to do.

The ten men drank in the bar every day and seemed quite happy with the arrangement until one day the owner threw them a curve. "Since you are all such good customers," he said, "I'm going to reduce the cost of your daily suds by \$20." Drinks for the ten now cost just \$80.

The group insisted that they would continue to pay their bill the way they paid their taxes. The first four were unaffected by the new price; they would still drink free.

But what about the other six men -- the paying customers? How could they divide the \$20 windfall so that everyone would get his "fair share?"

Realizing that \$20 divided by 6 results in \$3.33 and subtracting that from everybody's share, the fifth and sixth man would each end up being paid to drink his beer. Unfair, they cried!

The bar owner offered up a remedy that would correct the inequity and would fairly reduce each man's bill by roughly the same amount. He proceeded to work

out the price each should pay. And so:

The 5th man, like the first 4, now paid nothing -- a 100% savings.

The 6th man now paid \$2 instead of \$3 -- a 33% savings.

The 7th man now paid \$5 instead of \$7 -- a 28% savings.

The 8th man now paid \$9 instead of \$12 -- a 25% savings.

The 9th man now paid \$14 instead of \$18 -- a 22% savings.

The 10th man now paid \$49 instead of \$59 -- a 16% savings.

Each of the six beer drinkers was better off than before, and the first four continued to guzzle their beer free of charge. But once outside the bar, the men began to compare their savings.

"I only got a dollar out of my \$20," declared the 6th man. He pointed to the tenth man, "but he got \$10."

"Yeah, that's right," exclaimed the fifth man. "I only saved a dollar, too. It's unfair that he got ten times more than I got."

"That's true!" shouted the 7th man.

"Why should he get \$10 back when I got only two? The wealthy get all the breaks!"

"Wait a minute," yelled the first four men in unison. "We didn't get anything at all. The system exploits the poor!"

The nine men surrounded the tenth man and beat him up.

The next night the tenth man didn't show up for drinks and the nine leftovers sat down and had their daily beers without him. But when it came time to pay the bill, they discovered something important. They didn't have enough money between all of them for even half of the bill!

And that, my friends, is precisely how our tax system works. The people who pay the highest taxes get the most benefit from a tax reduction. Tax them too

much, attack them for being wealthy, and they just may not show up anymore. In fact, they might start drinking their beer overseas where the climate is somewhat friendlier, where they feel more welcome.

David R. Kamerschen, Ph.D.
Professor of Economics
University of Georgia

Vital Info

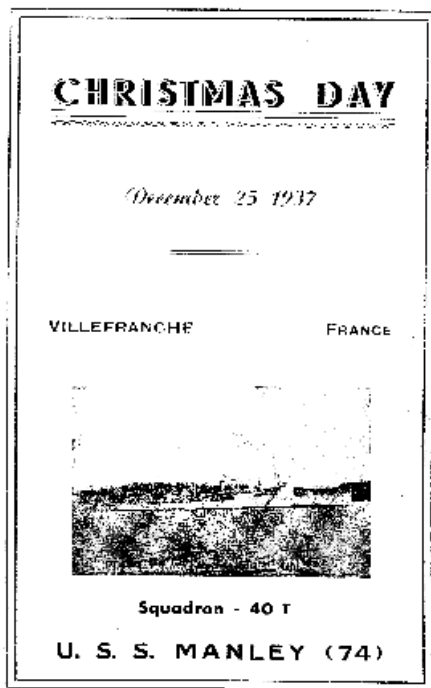
Antarctica is the only land on our planet that is not owned by any country. Ninety percent of the world's ice covers Antarctica and represents 70% of all the fresh water in the world. As strange as it sounds, however, Antarctica is essentially a desert. The average yearly total precipitation is about two inches. Although covered with ice (all but 0.4% of it), Antarctica is the driest place on Earth with an absolute humidity lower than the Gobi desert.

Big Tip

Many of our readers ask about the size of type on our e-newsletter. When you are tired of squinting to see the smaller elements of a web page, including Manley Notes, most browsers these days - including Internet Explorer, Firefox and Safari - let you zoom in on the page with a quick keyboard shortcut.

On a Windows-run machine, press the Control and plus (+) keys to enlarge the page, and Control and minus (-) to decrease the size of the page view. On a Mac, press the Command key along with the plus and minus keys to zoom in or out. Press Control (or Command) and the zero (0) key to return the page to 100 percent.

You're observation is correct: we are in a different world today but it is not an impossible one.



M E N U

- Cream of Tomato Soup
- Cole Slaw - Sweet Pickles
- Green Olives
- Roast Turkey a la Starkus
- Cranberry Sauce
- Creamed Mashed Potatoes
- Buttered Cauliflower
- Currant Dressing
- Giblet Gravy
- Green Peas - Hearts of Celery
- Hot Baker House Rolls
- Mince Pie Franklin Style
- Fruit Cake
- Mixed Nuts - Apples - Oranges
- Xmas Candies

Doc Stafford Cigarettes Rankin Cgars
 Lieut (jg) C.J. Starkus A. T. Hensley
 Commissary Officer Chief Commissary Steward

Christmas Day Menu - December 25, 1937

where, after putting her marines ashore, acted as a transport screen until July 22 when she set course for Pearl Harbor to begin preparation for the next operation.

On September 10 Manley took on board 50 tons of explosives, slated as reserves for underwater demolition team work in the proposed invasion of Yap but that plan was later scrapped and Manley was redirected to aid in the bombardment and fire support group in the Leyte Gulf early on October 18. On a screening station off the southern transport area at Dulag, she picked up casualties from the Ross (DD-563), transferred them to the Pennsylvania (BB-38), and headed off toward Hollandia.

Manley sailed January 4, 1945 as part of a reinforcement group for the landings at Lingayen Gulf, Luzon, landing her embarked troops on the 11th. Two days later she left Lingayen, escorting an LST convoy which anchored in Leyte Gulf.

Manley was one of four high-speed transports assigned to an assault landing at Nasugbu, Luzon on January 31. With elements of the 11th Airborne Division, Manley arrived at Nasugbu Bay and landed troops in two waves without resistance.

To block retreat by the Japanese into Bataan, Manley with TransDiv 100 put some 700 assault troops ashore at Mariveles February 15, and two days later landed more troops on Corregidor. Hidden gun emplacements shelled her boats, sinking one and wounding an Army officer, but the landings succeeded.

On 2 April the transport joined the screen of escort aircraft carriers loaded with the first land-based planes to be sent to Okinawa. The first section of the TG launched planes to land on Okinawa April 7, 1945. The following day Manley's TG closed the islands to launch the remainder of the aircraft for landing strips on that bitterly contested "last step-

(Continued on page 8)



**CHRISTMAS DAY DINNER
 aboard
 USS MANLEY (DD-940)**

- | | |
|----------------------------------|-----------------------------|
| CHILLED SHRIMP COCKTAIL | SEAFOOD COCKTAIL SAUCE |
| CREAM OF TOMATO SOUP | CRISP SALTINES |
| ROAST TURKEY | ROAST BEEF AU JUS |
| GIBLET DRESSING | CORNBREAD DRESSING |
| MASHED POTATOES | GLAZED PECAN SWEET POTATOES |
| BUTTERED PEAS W/PIMENTOS | BUTTERED SOCCOTASH |
| HOT PARKER HOUSE ROLLS | SALAD BAR |
| HOT MINCED MEAT PIE W/HARD SAUCE | FRUIT CAKE |

A MESSAGE FROM THE COMMANDING OFFICER

Christmas, 1966, is one that I hope each of you will remember here in the Western Pacific, as will I. It is a time when although separated from our families and loved ones we are on the front line in the defense of our country. Our time in WestPac is long but only because we and others like us are here, can our wives, sons and daughters, moms and dads, brothers and sisters enjoy this day as we in America have become accustomed. In our hearts we should all be proud that through our personal efforts our nation is stronger today than ever before. Only through continued vigilance will this forever be true. MANLEY was selected to be here in the vanguard on Christmas Day 1966. In the future others will take our place each doing his share. May I extend to each of you, your families and friends my sincerest appreciation for your outstanding contributions to the MANLEY and my deepest best wishes for a blessed, happy and memorable Christmas here and at home.

Sincerely,

W.C. GRAHAM, Jr.

Christmas Day Menu - December 25, 1966

ping stone” to Japan. Manley dropped depth charges on a submarine contact during the launch . Then she protected escort carriers White Plains (CVE-66) and Hollandia (CVE-97) to Guam .

Manley arrived San Diego May 23, 1945 for overhaul. She was reclassified DD-74 on June 25 and sailed July 24 for Pearl Harbor Navy Yard, where she was fitted with a catapult for target drones. As she was helping train gunners to meet Kamikaze attacks, the war ended and Manley departed the Hawaiian Islands September 26 for San Diego, then via the Panama Canal to Philadelphia Naval Shipyard, where she decommissioned on November 19, 1945. Her name was struck from the Navy list December 5th, and she was sold for scrapping to the Northern Metal Company, Philadelphia on November 26, 1946.

French Alkire, who left Manley before the ship's actions in the Pacific, returned to the naval service as an Aviation Machinist Mate Second Class in March, 1942 and served with distinction until his retirement on June 1, 1968 as a Chief Petty Officer (ADC). He went on to become Personnel Directory at Ohio Wesleyan University and now resides peacefully in retirement in Gainesville, Florida.

On November 11, 2008, Veterans' Day, retired Chief Petty Officer French was welcomed into the USS Manley (DD-940) Association as a full fledged member and bestowed all rights and privileges of membership.

A number of the crew of DD-74 are registered at www.destroyers.org on the Manley (DD-940) page. Where possible, an e-mail has been sent to each extending membership to them.

We know that the Manley saga did not end with the DD-74, and the fifth Forrest Sherman Class Destroyer, USS Manley (DD-940), was commissioned on February 1, 1957 and sponsored by Mrs. Ar-

leigh A. Burke, wife of then Chief of Naval operations, the principal speaker at the commissioning ceremonies, and with Commander William H. Rowan in command.

For eighty-five years there has been a ***Manley*** listed in the active navy log. The valor of the combatants must never be forgotten; Manley distinguished herself in World War I, World War II, in Southeast Asia and during the Cold War with the USSR. Perhaps, though, in a prouder moment, Manley rescued a countless number of pilots, sailors and civilians during her careers. What then would be more fitting than to continue this line of naval tradition and have a modern fast frigate christened ***USS Manley (FFG.....)***.



SK3 Carmine Mustillo '57-'58

Scuttlebutt

What the crew is saying...

“Thanks for all your hard work Joe. I really appreciate it. John Bartlett, MM2”

“Glad you’re back, Joe! Keep up the good work. Jerry [Slater]”

“We are looking forward to Kentucky/Cincinnati. Thanks for all you do. Wayne [Nobles]”

“...Anyway, thanks for the job you are doing...Vernon [Davis]”

“...Keep the faith. Aubrey [Burns]”

“Your qualities overshadow your weaknesses. Mac [Don McLain]”

“Thanks for your continuing leadership as Captain of the ship. You have a good team - especially my old shipmate, Ken Cournoyer. Bill Blinn”

“Keep up the good work! Your efforts are greatly appreciated. John” [Captain John Carlson, USN, Ret]

“I look forward to receiving your newsletters. They are very informative and uplifting to me. Thanks to you and your staff. We do have a great organization. Thank you for your dedication and hard work. Rich” [Richard Dickerson]

“Thanks...for your efforts in helping me contact Ken...we’ve been catching up on our comings and goings for the last 30+ years...Jim Russell”

Have a photograph you would like to share with shipmates? Send your picture, in uniform or at work on board ship, to USS Manley (DD-940) Association. Once scanned into a computer file, it will be returned to you; or, you can have scanned at any photo outlet and digitally converted. Send the digital copy by email to manleydd940@cfl.rr.com. Our goal is to create a picture file of the entire association.