



The Sumner Sentinel

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Sister Ship Reunion Idea Fizzles As Does Planning

Planning for a combined reunion between two USS Allen M. Sumner class destroyers - the Sumner, DD-692 and the USS Moale (DD-693) sister ship to the Sumner— was stalled by a virus named Covid-19 which caused a world-wide pandemic.

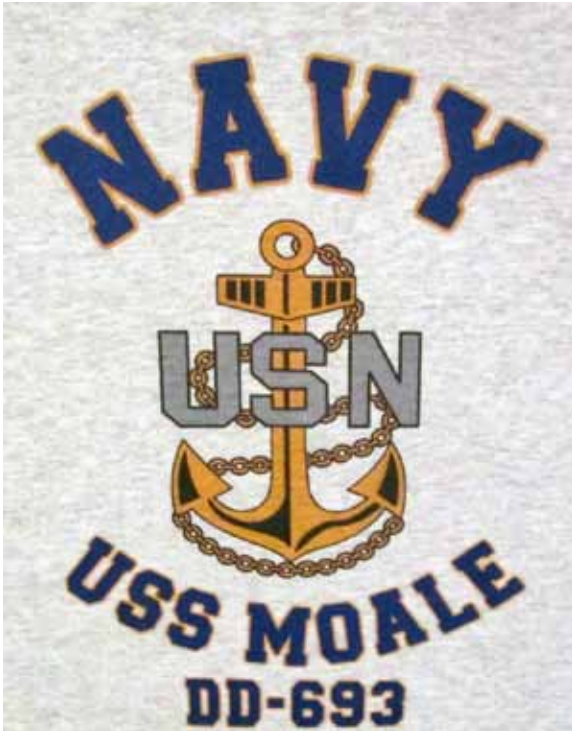
It is unlikely such planning will resume.

Launched in 1944 and named for Edward Moale Jr., (a native of Little Rock, Ark.) the Moale saw action in

World War II and the Korean War during a nearly thirty-year career.

Lieutenant Moale's namesake vessel

had its keel laid on August 5, 1943 (the editor's third birthday), at the Federal Shipbuilding and Drydock Company of Kearney, New Jersey.



It was christened by Henrietta Moale, the late lieutenant's daughter-in-law, and launched on January 16, 1944, and commissioned under Commander Walter M. Foster on February 28.

The USS Moale weighed 3,218 tons, was 376 feet long and

forty-one feet wide, and could reach speeds of 36.5 knots. It was armed

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Reunion Association

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PRESIDENT'S MESSAGE . . .

Greetings to all our Summer family
I hope this message finds everybody in good health and doing well. We need to keep our guard up with the resurgent of this VIRUS. Hopefully we will be able to get back to our normalcy soon, and we will be able to resume our reunions in 2022.



Frank DiBello

On a sad note, we have lost another ship-mate, Earl Hedenberg EM1 '68-'71 on August 26. Please remember him and his family in your prayers.

Thanks to Dale Surber EN2 '68-'71 and Bob Kelly ETR3 '65-'67, for letting us know of his passing.

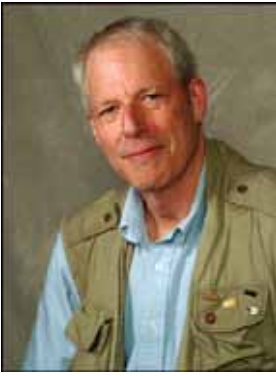
I hope that everyone and their families will keep safe and healthy.

Fair Winds and Following Seas

Frank DiBello

President USS Allen M. Summer Association





By Don Hayden TM3 (1961-62)

are awake under local anesthesia or while you are asleep under general anesthesia.

For the editor, it was the latter,

What happens during a carotid endarterectomy?

Carotid endarterec-

tomy requires a stay in hospital.

If you had general anesthesia, the healthcare provider will wake you up in the operating room to be sure you can respond to questions.

A sterile bandage or dressing will be put on the surgery site.

What happens after a carotid endarterectomy?

After the procedure you will be taken to the recovery room. Once your blood pressure, pulse, and breathing are stable and you are alert, you may be taken to the intensive care unit (ICU) or your hospital room.

At the appropriate time, you will be helped out of bed to walk around as you can handle it.

If a drainage tube was placed in the incision during the procedure, your healthcare provider will likely remove it the next morning.

You will be offered solid foods as you can handle them.

Take a pain reliever as recommended by your healthcare provider.

Aspirin or certain other pain medicines may increase the chance

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What is a carotid endarterectomy?

Besides a really long word?

Carotid endarterectomy (CEA) is surgery to treat carotid artery disease.

And you guessed it.

The editor underwent it.

And, of course, like all the other surgeries that were supposed to be a “piece of cake” this for the editor was not the case.

The carotid arteries are the main blood vessels that carry oxygen and blood to the brain. In carotid artery disease, these arteries become narrowed. This reduces blood flow to the brain and could cause a stroke (*the editor is familiar with strokes having suffered one on Jan. 17, 2017*).

During a carotid endarterectomy, your healthcare provider will surgically remove plaque that builds up inside the carotid artery. He or she will make a cut (incision) on the side of the neck over the affected carotid artery. The artery is opened and the plaque removed.

Your healthcare provider will stitch the artery back together. This restores normal blood flow to the brain. You may have this procedure while you

Membership Form

If you would like to become a member of the USS Allen M. Sumner DD-692 Association (or renew your dues if not current for 2021) but you cannot afford the \$15 dues, send what you can (if anything) as we will not deny a shipmate membership because of a hardship. And no one else needs to know.

Dues (checks) for the Sumner go to Pete Dromms, Reunion Association Treasurer at 301 Park Lane, North Syracuse, NY 13212-2143.

Name _____

Address _____

City _____

State _____ Zip _____ Phone (____) _____

E-mail _____

Served on Sumner from _____ to _____

Rate or Rank on Sumner _____

Checks made out to: USS A. M. Sumner Association and Mail to:
Pete Dromms, Treasurer
301 Park Lane
North Syracuse, NY 13212-2143

Receiving Hard Copies of the Sumner Sentinel

Note to shipmates, wives and widows:

We know that the "L" means Life member and usually is associated with widows of Sumner shipmates.

What we don't know is if you really want to keep receiving the ship news-

letter - the Sumner Sentinel.

If you don't want to keep receiving it and you don't have an e-mail address, please contact the editor with a post card or other stationery (return address on the back page).

Edit Desk of bleeding. Be sure
from Page 3 to take only recom-
mended medicines.

Your healthcare provider may schedule you for follow-up duplex ultrasound procedures to monitor the carotid arteries in your neck.

Generally, you can go home within 1 to 2 days after a carotid endarterectomy.

In the editor's case he went to an inpatient facility (with which he was familiar as it was the third time he was there),

It was different this time as liquid (such as tea, water, etc.) was thickened until a thickened swallowing test could be administered.

When finally normal liquids could be drunk it was a glorious day!

Disposition of Sumner-Class Destroyers Other Than Those Scrapped (Part 1)

Ingraham (DD-694) - Sold to Greece 16 July 1971 as Miaoulis

English (DD-696) - Sold to Chile 8 January 1974 as Ministro Zenteno

Waldron (DD-699) - Sold to Colombia 30 October 1973 as Santander (DD-03)

Haynsworth (DD-700) - Sold to Republic of China Navy 12 May 1970 as Yuen Yang

John W. Weeks (DD-701) - Disposed of in support of Fleet training exercise, 11/19/1970

Soley (DD-707) - Disposed of in support of Fleet training exercise

Hank (DD-702) - Sold to Argentina 1 July 1972 as Segui

Wallace L. Lind (DD-703) - Sold to Republic of Korea Navy 4 December 1973 as Dae Gu

Borie (DD-704) - Sold to Argentina 1 July 1972 as Hipólito Bouchard (D-26)

Compton (DD-705) - Sold to Brazil 27 September 1972 as Mato Grosso

Hugh Purvis (DD-709) - Sold to Turkey 1 July 1972 as Zafer (F 253)

De Haven (DD-727) - Sold to Republic of Korea Navy, 5 December 1973 as Incheon

Mansfield (DD-728) - Sold to Argentina 4 June 1974 for spare parts

Lyman K. Swenson (DD-729) - Sold to Republic of China Navy 6 May 1974 for spare parts

Collett (DD-730) - Sold to Republic of China Navy 6 May 1974 for spare parts

Maddox (DD-731) - Sold to Republic of China Navy as Po Yang

Blue (DD-744) - Disposed of in support of Fleet training exercise, 04/28/1977

Taussig (DD-746) - Sold to Republic of China Navy as Lo Yang (DD-14). Now a museum in Taiwan.

Samuel N. Moore (DD-747) - Sold to Republic of China Navy 10 December 1969 as Heng Yang (DD-2)

Alfred A. Cunningham (DD-752) - Disposed of in support of Fleet training exercise, 10 January 1979

Part 2 and other information continued in Winter Edition.

Moale

Continued from Page 1

with six twin five-inch guns, twelve 40mm guns, and eleven 20mm guns.

Originally built for \$6,250,000 it was sold for \$150,000 on December 1, 1974, to Brownsville Steel of Texas, which broke it up for scrap

Edward Moale Jr., was born in Little Rock on September 10, 1866, one of three sons and a daughter of professional soldier Edward Moale and Jeannie Moale. The family did not stay in Little Rock long, as federal census records show them living at Fort Dodge, Kan., in 1870.

By 1880, they were stationed at Fort Benton, Montana, and it was from that state that the younger Moale was appointed to the U.S. Naval Academy at Annapolis, Maryland, on June 17, 1882. He graduated 13th in his class in 1887 and was commissioned as an ensign in the navy on July 1, 1889.

Moale fought in the Spanish-American War aboard the gunboat Helena in 1898, then steamed to Luzon to assist the U.S. Army during the events surrounding the Philippine-American War from 1899 to 1900.

He married Adria Maude Semple at King, Washington, on June 15, 1891, and their son Edward Semple Moale, who himself would pursue a naval

career, was born on July 22, 1892.

Edward Moale Jr. also served aboard the gunboats Scindia, San Francisco, Chicago, and Brooklyn.

He contracted a disease while operating in the Cagayan Valley swamps on Luzon in 1899, which resulted in his death at Baltimore, Maryland, on Oct. 23, 1903.

He is buried in the U.S. Naval Academy Cemetery at Annapolis.

After a shakedown cruise (test of the ship's performance) off Bermuda, the Moale trained on the East Coast before departing for the Pacific on August 21.

The vessel reached Pearl Harbor on September 15 and underwent additional training until

October 25, when it left for the Carolines and arrived at Ulithi on November 5.

The Moale joined a fast carrier task force for operations at Luzon and Mindora in the Philippines, then joined the Seventh Fleet on

November 27.

Two days later, it joined Task Force 77.2 and sailed to Leyte Gulf. On December 12, it returned to Mindoro to provide fire support for ships in the transport area. The Moale finished the year doing cargo runs.

The destroyer joined the U.S. forces at Luzon on January 3, 1945, protecting ships that were bombarding Japa-

Continued on next page



nese positions and performing other duties until January 22.

It rejoined the fast carrier group in February, attacking Japanese vessels trying to aid the garrison on Iwo Jima.

The Moale was assigned to accompany a pair of destroyers damaged in a collision on their way to repair facilities on Saipan, assisting in the sinking of three Japanese gunboats before returning to Iwo Jima on February 19.

Its deck and forward five-inch gun mount were damaged in a storm that produced forty-foot waves, and the vessel was dispatched to Pearl Harbor for repairs on February 25, 1945.

It returned to duty at Okinawa on June 7, serving on radar picket detail there through June 27.

The Moale was at San Pedro Bay at Leyte when the Japanese surrendered on August 15, and it served off the Japanese Coast until September 27 before returning to the United States.

The Moale operated on the West Coast until May 21, 1946, when it was sent to the Bikini Atoll to assist in the atomic bomb tests there.

It sailed to Bremerton, Washington, for an overhaul on August 22. When repairs were completed in January 1947, the Moale spent six months in the western Pacific before sailing to San Diego to serve as a training ship for the Fleet Sonar School.

The destroyer transferred to the Atlantic Fleet in the spring of 1949, performing training exercises in the

western Atlantic until November 1950, then alternating between the Atlantic and Mediterranean until April 1953.

On April 24, the Moale set off on an around-the-world voyage that included four months of service in Korean waters.

From 1954 until 1969, the veteran destroyer sailed the Atlantic, Mediterranean, and Caribbean in operations that included service in the



eastern Mediterranean during the 1956 Israel-Egypt War, service as the support ship for Scott Carpenter's May 1962 Mercury spaceflight, and participation in the Cuban quarantine of October and November 1962. The USS Moale, which earned five World War II battle stars and one for Korea, was struck from the navy list on July 1, 1973

Note: Of the 70 Sumner Class Destroyers, only five were lost to enemy action though many more were damaged and returned to service. A dozen were eventually converted for mine-laying duty.

A few continued to operate in the service of foreign navies.

Improved surface and air search radars, ECM equipment, fixed and directable hedgehog launchers, new torpedoes and torpedo launching systems, DASH, fixed and variable depth sonar systems were added extending the service life of Sumner Destroyers well past original expectations.



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