

# FANTAIL GAZETTE II

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JUNE 2013

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**USS MURRAY**

**DD/DDE 576**

## **- PRESIDENT'S LETTER -** *(By Neil DenBleyker)*

This year's reunion is being hosted by Dennis & Elaine Sheehan in Philadelphia on 9/12-14/2013. They have worked very hard to make it successful. They need a good turn out of shipmates and Family to make this happen. We have a good number of shipmates and Family in the Tri-state area to make this happen. So mark your calendars and join your shipmates and Family at this year's reunion, 9/12 - 9/14. This Gazette is the only notice you will receive about the Reunion.

The Reunion is being held at: Wyndham Philadelphia Historic District  
400 Arch Street  
Philadelphia PA. 19106

Phone No. 215-923-8660

The reunion was to be held at the Holiday Inn Historic District, but the hotel was sold to Wyndham. The new owners are honoring our contract so nothing has changed except the name and phone number.

The cut off date for making your Hotel Reservations is August 12, 2013. Make sure when you call for your reservations that you mention the USS MURRAY to get the negotiated rate. The room rate is \$125.00 per nite. The hotel is not pet friendly, and there is also a \$10.00 per day parking fee for the garage if you drive to the hotel.

The Wyndham is right in the Historic District { Liberty Bell, US Mint, National Constitution Center, New Hall Military Museum, and Old City Hall are some of the attractions .} There are several restaurants within a couple of blocks of the hotel, so there is a lot to see and do.

Please complete the Reunion Registration form included at the back of the Gazette and send it with your check made out to 'USS MURRAY REUNION FUND' before Aug 5, 2013.

Send Registration form and check to:

DOUG FINN  
609 MOHAWK TRAIL  
SHELBURNE FALLS, MA 01370-8905

Remember, the cut off date for returning the Reunion Registration form is Aug 5th 2013, and the cut off date for you to make negotiated rate Hotel Reservations is August 12, 2013.

**Another reminder for all you craft persons - we can use your donated crafts for our raffle table to help with our mailing and other expenses.**

Itinerary for the Reunion:

9/12/2013: Registration - Hospitably Room

9/13/2013: Late Registration - Hospitality Room

9/14/2013:

Business Meeting      9:00 Hospitably Room

Photos :                      4:00 site to be determined by photographer

Banquet:                      6:00 PM. Banquet Room

Lets make this one of the better Reunions. Our membership is declining due to age, health reasons and members passing on to Davey Jones Locker. If you have never attended a reunion it's time to do so. Find out what you have been missing.

If you have any questions or if I can be of any assistance let me know. See you in Philly.

Neil DenBleyker, President      Phone:315-673-2181      Email : ndenblke@aol.com

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**- Editor Comments -** (by John Ferich)

Hello Shipmates!

Those of you that have come to a reunion know that we do not have a large budget to maintain operations. I know not all of us are internet savvy, but if you got this through the Postal Service and can receive the Gazette by email instead, it would be great if you let us know. Send me an email from the email address where you want the Gazette sent, or include the email address in the text of the email. Send it to - [john.ferich@gmail.com](mailto:john.ferich@gmail.com) - with a subject of 'Gazette by email'. Thanks for your help.

If you have any ideas for additional interesting articles for future Fantail Gazette issues like the article Tim Shaffer contributed to this issue about Destroyer Power Plants, please let me know.

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## **- USS Murray WWII Vets -**

WWII Vet Gerry Dunaway contacted known remaining Murray WWII Vets in an effort to get as many as possible to attend the Philadelphia Reunion. Although most are in their late 80s and 90s, causing travel problems for many, Gerry was successful in identifying two additional crew members that are planning to join him in Philly, schedules and health permitting. We hope to see:

Gerry Dunaway, Severna Park, MD (1944-46)

Bob McDonald, Belpre, OH (1943-45)

Bill Tobin, Wallingford, PA (1945-46)

I am sure they will be really interesting to talk to. Any other WWII Vets able to join us?

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## **- 2014 Reunion in St. Louis, MO -**

Dan Fagan has been working diligently, making arrangements as the host of the USS Murray Reunion for 2014, in St. Louis, Missouri, scheduled for 9/11-14, 2014.

It's never too early to include the 2014 St. Louis Reunion in your schedule, particularly if you haven't planned to attend this year in Philadelphia. As Neil mentioned, we are all getting up in years, so you really should try to make it to Philadelphia to renew friendships with shipmates, and rehash all the shipboard (and liberty) experiences you had during your time on the Murray. If there is no way you can manage to get to Philadelphia this September, you still have a whole year to arrange a trip to St. Louis for the 2014 reunion.

Hope to see you in Philadelphia and St Louis.

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## **- Davey Jones Locker -**

The following Murray crew members have passed away since the last Fantail Gazette II.

John M. Borrelli - Passed away 1/22/2013 - WW II Vet who attended his first USS Murray reunion last September in Norfolk.

Chas M Browner - Passed away 3/24/2013 - Served as FA on the Murray '61-63

Again, thanks to shipmate Billy Houston for assisting in compiling this information! Do you have a former shipmate that you would like to contact? Write, call, or email Billy at: 319 E Farming St, Marion OH, 43302-2501; Telephone: (740) 382-1474; email: Tincanman61@aol.com with as much information as possible about the person you are trying to locate. Please include - if known - full name, age, home of record at enlistment/commission and any other information that might help Billy locate an individual.

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Until next issue - **Have a great summer**

Editor, John Ferich - [john.ferich@gmail.com](mailto:john.ferich@gmail.com) - Cellphone (561) 504-7351

Tim Shaffer has provided a really interesting article for your enjoyment. It is neat to see what has evolved in Destroyer propulsion systems since the days of the *Murray*. Thanks Tim.



## **Modern US Navy Destroyer Power Plants** (by Tim Shaffer FT2 '55-'58)

US Navy destroyers powered by aircraft turbojet engines? Yep! Since the launching of the USS Spruance (DD-963) in 1973, Navy destroyers have been propelled by turbojet engines similar to those found on the Boeing 747! This is a considerable change from the four Babcock-Wilcox and geared turbines that we had on the *Murray*.

Each of the 62 Arleigh Burke DDG-51 class ships uses four General Electric LM2500 Gas Turbine Engines (GTEs) to provide ship's propulsion. Each Engine Room contains two LM2500 engines, one propulsion reduction gear to convert the high speed, low torque output of the gas turbine engine to low speed, high torque output suitable to drive the propulsion shafting, and the related support systems and equipment. The port shaft connects 2 GTEs in Main Engine Room #2 and the starboard shaft connects 2 GTEs in Main Engine Room #1. When viewed from the stern, the port shaft rotates counterclockwise and the starboard shaft clockwise, producing outward propeller rotation. Since the GTEs cannot be reversed, the Controllable Pitch Propeller (CPP) system provides ahead and astern thrust by hydraulically positioning the pitch of the propeller blades. (This is also technology borrowed from aircraft.)

Power plant automation is achieved by an interconnected system of control consoles. Four of these control consoles are located in the Central Control Station (CCS) which is the nerve center of the DDG-51 Class engineering plant. Present plans call for a reduction of the engineering force to just eight Machinist Mates for the Burke engine rooms, instead of the approximate 40-50 MMs and BTs of the *Murray*!

One large disadvantage with gas turbine engines is increased fuel consumption (and shorter cruising range) compared to the old boiler/turbine system. Since these engines have two speeds, stop or go, they run at full speed no matter what speed the bridge calls for so they consume almost the same fuel at low speeds as they do at flank! Plans are being made to convert the Burkes to a "hybrid" configuration which will add electric drive motors and smaller auxiliary GTEs so the main GTEs can be shut down at slower speeds. The electric motors, powered by the auxiliary GTEs, would then provide power to one or both screws as needed.

For major maintenance or overhauls, GTEs can be removed and/or replaced in a relatively short time. As most aircraft turbojet engines, they are relatively maintenance-free and have a long service period between overhauls.

For those interested in learning more about the modern Burke class destroyer power, plants look up *Burke Destroyer Power Plants* on Google or any other search engine.

# REGISTRATION FORM FOR THE USS MURRAY ANNUAL SHIP'S REUNION

SEPTEMBER 12 TO 14, 2013 - PHILADELPHIA, PA

Please make checks payable to 'USS MURRAY REUNION FUND' and mail with this form by August 5, 2013, to:

DOUG FINN  
609 MOHAWK TRAIL  
SHELBURNE FALLS, MA  
01370-8905

Crew Member Name \_\_\_\_\_ Guests \_\_\_\_\_

Registration \_\_\_\_\_ X \$15 = \$ \_\_\_\_\_ Banquet \_\_\_\_\_ X \$55 = \$ \_\_\_\_\_

Total amount enclosed \$ \_\_\_\_\_

Rank/Rate \_\_\_\_\_ Years on Board: From \_\_\_\_\_ to \_\_\_\_\_