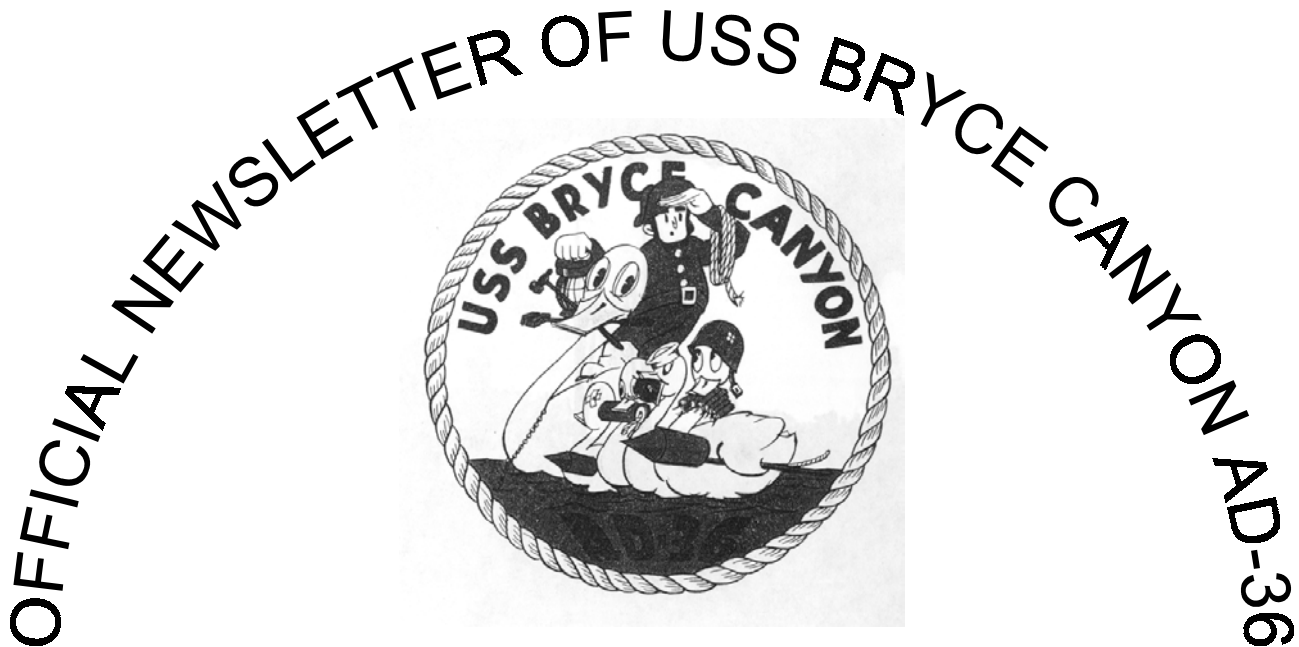


# BRYCE CANYON UPDATE

Volume 7, Issue 4

October 2002



## *Points of Special Interest*

- *Don't miss the article by Don Banks about the Barton incident in which the Bryce Canyon played a role. His account is on pages 1 & 2 and in our special web site edition.*
- *Pages two & three have WELCOME MAT with twenty-three new names for the mailing list.*
- *Your coordinator's column is on page three.*
- *Happy Birthday Navy! Read about it on pages three and four.*

## USS BARTON INCIDENT REMEMBERED

BY: DON BANKS

I wrote an article about the USS Barton (DD-722) that was published in the Bryce Canyon Update in April 1997. At that time I did not get specific with the details of working on the Barton. I received word a few weeks ago that Herman Dahm had died. He served with me in the outside repair crew of the 5th Division on the USS Bryce Canyon. I served on the Bryce Canyon and in that Division from January 1952 until June 1955. The Barton incident and the aftermath with the persons involved are so traumatic I feel that for

Bryce Canyon history and for the general knowledge of people who were involved in this tragedy, their families and their shipmates should be more aware of the USS Barton incident. We were 18-19-20 year old kids when this happened, and have carried the memories for over 50 years. We are now in our 70s and it's time this be put on paper and it appears that I may be the one who should do this. I was moved to write this letter in Herman Dahm's memory because I knew he had a tough time with it. God bless him.

In this writing I will be discussing what I know, and what I observed. Some things may have been forgotten, others will never be forgotten. I've lived with them as if it had happened yesterday. Herman and I were together through this entire experience to the very end when we finally walked off the Barton and both knew we wouldn't have to go back again.

We had received word on the Bryce Canyon that the USS Barton DD-722 had struck a mine off the coast of Korea and was trying to make it into port at

*(Continued on page 2)*

*(Continued from page 1)*

Sasebo, Japan. They said the mine had exploded on the starboard side of the ship, at the front boiler room. They said five sailors were killed. The hatches to the boiler room had been sealed and the ship was trying to make it in, traveling 5-7 miles an hour. It took them five days before they got into port. We saw them coming in early that morning. We could not see that much of the hole on the starboard side of the ship. The ship was put directly into dry dock.

We were informed that we would have to be working on the boiler room equipment, pumps, etc. We would be taking them apart, drying them out and putting preservative on them.

We were later informed that the Japanese were setting up external bamboo scaffolding and that they would not go on the ship or think about doing any repairs whatsoever until the bodies of the sailors were removed. The division officer, I believe, was Lt. Cdr. Maupin; a Chief Petty Officer whom, I believe, was Chief Blair; Herman Dahm; myself and a couple other men from the outside repair crew (I believe one's name was Worrel) went over to the Barton to survey the situation and try to determine what we were going to have to do.

*Editor's note: Due to the its graphic nature, and not wanting to offend any readers of this newsletter, but feeling that the story deserved to be told, the rest of the story can be found in a special edition newsletter on the Military Locator & Reunion Service website [www.MLRSINC.com](http://www.MLRSINC.com). Go to the web site and click on the **Bryce Canyon, Special Edition Newsletter**.*

*Mr. Banks is to be commended for his fine work in telling this painful story. We need to remember all who gave their lives and those who diligently worked to bring the USS Barton back into working condition.*

## STATEMENT OF PUBLICATION

The UPDATE is the official publication of the USS BRYCE CANYON Association. From now on it will be published quarterly in January, April, July and October, *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 BRYCE CANYON. 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.

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

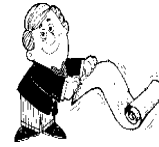
You are encouraged to actively participate in the newsletter family, by submitting your stories and suggestions.

### *Published By:*

Military Locator & Reunion Service, Inc  
PO Box 11399  
Hickory, NC 28603

828-256-6008 (voice)  
828-256-6559 (fax)  
Dinamirs@aol.com (e-mail)  
mlrsnewsletters@aol.com (newsletter)  
[www.mlrsinc.com](http://www.mlrsinc.com)

*"Our Reunions Work So You Don't Have To"*



## WELCOME MAT

The USS BRYCE CANYON Association announces the following former crewmen have recently been located. Welcome aboard and we hope to see you at the next reunion.

*Bernard Kreuzsch*  
5694 North Creek Rd  
Beulah, CO 81023  
719-485-3176

*Lloyd Kugler (1971-73)*  
SH2 Barber Shop  
5717 McGuire Rd  
Edina, MN 55435  
952-944-1091

*Allen Wheeler*  
1904 SW 317th Pl  
Federal Way, WA 98023

*Mark Michell (1977-79)*  
1322 Heatherwood Cir  
Pensacola, FL 32506  
mmmsail@aol.com

*Michael Malone*  
mikemalone@prodigy.net

*Leroy Hill*  
8041 Rosina St  
Long Beach, CA 90808

*Mallory Golson (1952-53)*  
PO Box 681115  
Prattville, AL 36068

*Marc Gammons*  
5675 Purple Sage #606  
Houston, TX 77049  
soltpop@hotmail.com

*Bill Levy*  
112 Pizaro Dr  
Hot Springs Village, AR 71909

*Jerry Bach*  
7 Sosegado Way  
Hot Springs, AR 71909

*(Continued on page 3)*

(Continued from page 2)

Dan Largent  
dlargent@csuol.com

Mike Nesbit (1969-71)  
9605 Derald Rd  
Santee, CA 92071  
619-562-5690

Gilbert Brooks (1963-66)  
CS3 Commissary  
6515 15th St E Lot F 11  
Sarasota, FL 34243  
941-755-0765

Hubert Gibson  
Rt 3 Box 241 H  
Andalusia, AL 36420

John Feazell  
1002 W Portland  
Springfield, MO 65807

Ray Navarro  
14065 Cochran Rd  
Marion, IL 62959  
618-993-0164

Jerald Drabek (1974-75)  
fastjerry@earthlink.net

Ron Gordon (1960-64)  
1492 S Missouri Ave  
Clearwater, FL 33756

Roy Robertson (1960-62)  
SN,SMSN 1st & Ops  
2 Bolen Ct  
Bluffton, SC 29909  
843-705-2821  
joanneandroy@islc.net

William Ribbeck  
118 Essex Ave  
Goose Creek, SC 29445

James Duffy  
1900 Rio Canyon Ct Apt. #101  
Las Vegas, NV 89128  
702-341-8671

G. Watson  
6125 Castlewood Ln  
Orlando, FL 32808  
gwatson212@aol.com



## TAPS

The Bryce Canyon Update learned of the following shipmates' deaths since the last newsletter. Every member of the Association sends his heartfelt sympathy to the widows, families and friends of the deceased.

Anyone knowing of, or learning of, the death of a shipmate, please inform ML&RS so his name can be added to the Honor Roll and included in TAPS.

Ed Shilin  
Died March 21, 2002

Frank Neibauer  
(1950-54) IM3 E Div  
Died April 1, 2001

Herman Dahm  
Date of death unknown

## COORDINATOR'S COLUMN

Bryce Canyon Shipmates,

Just a quick thank you for giving me the opportunity to serve as coordinator for Bryce Canyon Reunion 2002. It has given me the opportunity to speak to Bryce Canyon sailors from around the country, from her plank owners to members of her decommissioning crew and many, many in between. I would have liked so much to have seen everyone on the newsletter mailing list sign up for this year's reunion cruise, but I'm sure you all had your own reasons for not doing so. Maybe next year's choice for our 2003 reunion will be more to your liking and we will get to see you at that time. Thanks again to all of you, to Dina at ML&RS and to Lynn Love for all your help and assistance. I'll see you all shortly aboard the *Sovereign of the Seas* for what I'm sure will be a great reunion 2002.

Jake

## NAVY BIRTHDAY 13 OCTOBER 1775

Taken from the Department of the  
Navy-Naval Historical Center

The Chief of Naval Operations has stated that the Navy Birthday is one of the two Navy wide dates to be celebrated annually.

The United States Navy traces its origin to the Continental Navy, which the Continental Congress established on 13 October 1775 by authorizing the procurement, fitting out, manning, and dispatch of two armed vessels to cruise in search of munitions ships supplying the British Army in America. The legislation also established a Naval Committee to supervise the work. All together, the Continental Navy numbered some fifty ships over the course of the war, with approximately twenty warships active at its maximum strength.

After the American War for Independence, Congress sold the surviving ships of the Continental Navy and released the seamen and officers. The Constitution of the United States, ratified in 1789, empowered Congress "to provide and maintain a navy." Acting on this authority, Congress ordered the construction and manning of six frigates in 1794, and the War Department of the Navy on 30 April 1798.

Not to be confused with the Navy Birthday or the founding of the Navy Department is Navy Day. The Navy League sponsored the first national observance of Navy Day in 1922 designed to give recognition to the naval service. The Navy League of New York proposed that the official observance be on 27 October in honor of President Theodore Roosevelt, who had been born on that day.

In 1972 Chief of Naval Operations (CNO) Admiral Elmo R. Zumwalt authorized recognition of 13 October as the Navy's birthday. In contrast to Navy Day, the Navy Birthday is intended as an internal activity for members of the active

(Continued on page 4)

*(Continued from page 3)*

forces and reserves, as well as retirees, and dependents. Since 1972 each CNO has encouraged a Navy-wide celebration of this occasion "to enhance a greater appreciation of our Navy heritage, and to provide a positive influence toward pride and professionalism in the naval service."

Because Philadelphia was the site of the Continental Congress's resolution to procure two armed vessels and became the official legislation out of which the Continental Navy, this city could be the logical place to recognize as the birthplace of the Navy. The Navy, however, also honors the significant naval roles that many other towns played in the American Revolution and does not recognize any as its sole place of origin.

Several localities, in addition to Philadelphia, claim the title "birthplace of the Navy." Machias, Maine, points to the seizing of the Royal Navy schooner *Margaretta* by a small sloop armed with woodsmen on 12 June 1775.

Providence, RI, asserts its title as the site of the first call for the establishment of a Navy. Beverly and Marblehead, MA, base their role in fitting out and manning the small fleet of schooners George Washington employed in the autumn and winter of 1775 to prey on enemy transports. The claim of Whitehall, NY, is based on naval and amphibious operations on Lake Champlain undertaken by the Continental Army under the command of Benedict Arnold. It should be noted that Washington's and Arnold's operations were manned and officered entirely under the authority of the Continental Army. There was no institutional continuity between Washington's or of Arnold's command and the Continental Navy, established as a separate institution by the Continental Congress. The United States Navy considers its beginnings to have

been the Continental Navy, not the Continental Army.

Unquestionably the contributions of all of these as well as of other towns to the commencement of naval operations in the American Revolution deserve recognition in any naval history of our country. Perhaps it would be historically accurate to say that America's Navy had many "birthplaces."

## POETRY BY JAMES I. HARRIS MY AUTUMN'S WINTER NIGHT

Autumn's yellow, green, red and  
golden leaves  
I do recall as I rethink of seasons  
past

I remember voices, scents, and feel-  
ing moods and moments of yester-  
times  
envisioning faces I loved  
and moments of embraces so dear

Remembering still-deeply:...past  
hopes,  
those dreams and kindly smiles  
which now brings me to tears

Why have past autumns passed  
away  
cooling changes of my winter time  
assuring me-my winter is soon to be

I remember holiday lights,  
seasons and memories  
which has changed-deep inside

I felt warmth by my remembrances  
of past autumns delight  
But now the seasons all  
are passing away from me

My prayers now are as my dreams  
I long to embrace again

My loves of past-autumns  
have passed and have gone  
I am here in prayer this night

thinking of hugs and smiles I knew  
but are gone-having past away

For faith, hope and charity  
to those I love have gone by  
I am alone now  
left alone to cry

God, Dear Father,  
hold me in Your Heart  
—STILL—

I miss it all this autumn night

Rustling autumn leaves of colours  
brings to mind my children  
freely playing  
in heart filled memories  
as their mother smiles

Passing yellow, green, red  
and golden leaves  
of autumn now  
drift by me

They bring to mind those yester-days  
those seasons and years gone by  
remembering those I love

But now reminding me-this autumn  
by introducing me  
to my winter of my life

—My prayer tonight—  
...to have my special angel  
deliver me to the fullness of my  
dreams

To allow me to go home once more  
to Your Loving Arms in Peace  
AMEN

### FINANCIAL STATEMENT

Balance from 07/02 issue

**\$63.20**

Funds Received since 07/02

**\$162.00**

Funds Available for 10/02 issue

**\$225.20**

Funds Expended 10/02 issue

**\$327.73**

Balance Remaining for 01/03

**Minus \$102.53**

Thank you for your contributions for the Bryce Canyon Update. **More funds will be needed for the next issue.**