

# POWELL POST

Volume 15 Issue 2

March 2009

## OFFICIAL NEWSLETTER OF USS HALSEY POWELL



### *Points of Special Interest*

- *James Wyatt has news from some of your fellow shipmates in his Presidents Message on the cover.*
- *We have one new name for the Welcome Mat this time. Please continue to look for new members.*
- *Under Mail Call on page three, Walt Myers tells of his attempts to contact an old buddy and how is finally paid off.*
- *Read one of Red's jokes on page three. Where does he keep coming up with these?*
- *Ed Collender's account of WWII continues on page four.*

## PRESIDENT'S MESSAGE

Last week Joyce and I were in Sacramento CA visiting with our daughter Brynne, and we were able to spend an afternoon with Red and Ardy Belden. As you probably know, Red's kidneys have stopped working and he is on dialysis for the remainder of his life. Ardy is a great nurse and she is able to take him to the dialysis center three times a week as well as taking care of all his other needs. Red has lost quite a bit of weight and looks really good considering the state of his health. One of the biggest hurdles they have is to get his diet right. There are many things he

can't eat and eating out is not an option for them at the present time. While we were there Walt Myer, one of Red's best friends while on the Halsey Powell, came over and we were able to have a nice visit with him. Red had been looking for Walt for years, and finally found him living right in Sacramento all this time. It turns out Walt was at the Naval Receiving Station in Anacostia DC going to FT- B school at the same time I was going to FT-A school there, although we had never run in to each other.

I also have been in contact with Gary Mootry since

he broke his ankle. While it is healing, it is a long process. His daughters take turns staying with him and nursing him back to health. He is planning on attending the reunion in Jacksonville and is sure his leg will be healthy by then.

I also learned that Tony Aeria's health is much improved since taking chemo therapy for cancer. I wasn't able to talk to him lately but I have heard from the grapevine that he and Ginny are going on a cruise to Hawaii, so he must be doing OK.

Willard (Chief) Owens had a stroke recently but is

*(Continued on page 2)*

(Continued from page 1)

recovering nicely. Dottie said he is about 90% recovered. She doesn't think they will be able to attend the reunion again this year. Willard's family have planned a family outing for that same weekend and it is important that he be with them, although they will miss being with his shipmates.

If any of you know of others in our organization that have health problems, please let me know so we can all be aware of those who have challenges in their lives. That way we can at least lend our moral support to them.

Greg Graham who served aboard in 1966-1968 contacted me and asked to be added to the roster. He lives in Clovis CA. He won't be able to attend this year but probably will next year when the reunion will be in the west.

John Douglas who served aboard from 1959-1960 as an FT3 contacted me also. He lives in Georgia and plans on going to the reunion this year.

Don Greening served from 1952-1956 in the engine room. He lives in American Fork, Utah. He and I both worked at Hill Air Force Base for 30 years and never came in contact with each other.

I received a call from John Bauduin wanting to know if anyone in our group remembers Michael Foulton from Texas. He served as a radioman on the Halsey Powell in 1963-1964.

I'm looking forward to seeing you all in Jacksonville this fall. The dates of the reunion are Sept 9<sup>th</sup> thru the 13<sup>th</sup>. This is a little earlier than we had instructed ML&RS but they had already signed the contract before we were notified. It should work out fine this year.

And please, in your prayers remember those shipmates who are ailing or have cause to mourn.

Wishing you all fair winds and following seas.

Skipper Jim Wyatt



## WELCOME MAT

The USS HALSEY POWELL Association welcomes the following recently located crewmembers. We hope to see you at our next reunion, and trust that you will become an active member of the Association. Welcome Aboard!

**Jerry Redington**  
(1955-59) Seaman  
12 County Rd 300 S  
Greencastle, IN 46135  
812-208-1751

**Greg Graham**  
(1966-68) FT2  
1724 Minnewawa, 155  
Clovis, CA 93612  
558-765-4163

**John Douglas**  
(1959-60) FT3  
Georgia  
478-953-1707  
jdarbyd@juno.com

**Don Greening**  
(1952-56)  
540 North 100 West  
American Fork, UT 84003-1506

**Walt Myers**  
(1951-53)  
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"Our Reunions Work So You Don't Have To"

## STATEMENT OF PUBLICATION

The POWELL POST is the official publication of the USS HALSEY POWELL Association. It is published quarterly in March, June, September and December. The Newsletter is funded by voluntary contributions from the membership. All members are encouraged to support the voice of the Halsey Powell by sending contributions to **James Wyatt**, USS Halsey Powell Association.

The newsletter is intended to be a vehicle for the members to express opinions, make suggestions and especially to 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. 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. Copyrighted material cannot be used without attribution to the author and publication. If you think an article printed in another publication would be of interest to your shipmates, send the entire article—do not paraphrase it and send it in your own words. Let the editor do that.

ML&RS, Inc. is not responsible for the accuracy of article submitted for publication. It would be a monumental task to check each story. Therefore we rely on the submitter to research each article.

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

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## MAIL CALL

Jim,

I have an interesting story to relate to you and other ex-shipmates of the Powell.

I reported to the Powell in 1951 in the yard at Long Beach. I was a recent graduate of the Fire Control Technician School in San Diego, and thought I was a "salt." As I learned from the reserves that were called back, I wasn't. Among the many new members of the crew, I met Warren (Red) Belden and seemed to hit it off with him. We had many good times in the two or more years we served together.

I left the ship in late 1953 to attend school in Washington, DC, and ultimately spent almost nine years in the Navy. I served on three more destroyers, all in the Pacific theater, and then was discharged in 1958.

Over the years I would be reminded of the crew and the good times, and the bad, but Red seemed to be a center point. I had enlisted in Oregon, and returned for some time to marry and find employment. That job eventually sent me to California, and eventually to Sacramento in 1973. Once here, I remembered Red had lived in this area, and I searched phone books for his name to no avail. I hadn't tried for many years. One day in early spring this year, I was searching for a special item to repair a tool, and clicked on to Belden Wire on the internet. About the third thing down on their site was: "Warren Belden, USS Halsey Powell" so I clicked on it and was directed to a search site that gave an address and phone number. He was located about 15 miles from my home. I called and left my number. About an hour later, the phone rang, there was Red on the other end. We couldn't believe it. He told me he had tried to locate me in Portland

also to no avail. Since then we have met together with our wives and with Ray Chase and Glen Hanne. They have brought me up to speed about the numerous and special reunions they have attended. I hope that I might make one also. The stories we share seem to make us tougher; more handsome; the seas rougher; the good times better and the bad times worse, but I think that goes with age. In conclusion, I might say that between Red and myself, we have gained a lot of weight and lost a lot of hair. Thank you for your efforts regarding the memories of the Powell and the great crew that I remember. Capt Frank, the cold nights off Korea, the good nights in Hong Kong, the heavy rolls in the China Sea, the reserves that were called back to serve, and other things. They seem more important as I grow old. My kids and family have been lucky to have found this tie to my youth.

Walt Meyers  
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Rancho Cordova, CA 95670  
916-635-4405  
wingnutmeyers@sbcglobal.net

Sirs:

My grandson has been doing some research on the Halsey Powell DD 686 and has come across the names of those rescued by the Halsey Powell on Jan. 18, 1953.

The name among those that my husband had come across some years back is **Roy Ludena** from Brooklyn, NY. At that time, some years back, there was not a way to locate this person, and my husband, Leo Brotzman, also from the Halsey Powell, has since passed away.

My request is if it is possible that you may know of, or have the address for this man? My husband prayed for him for years. Even wondered if he was still among the living. I would like to tell him that. My husband Leo was in the group that pulled those men aboard, and helped to try to warm them up.

Since this rescue was on the Q.T. nothing was told to the men on the

Halsey Powell about the health or survival of those rescued.

If you can help me, I would greatly appreciate it.

Lorraine Brotzman  
1215 Ave O  
Scottsbluff, NE 69361  
308-632-3703

## RED'S JOKE CORNER

An elderly man in Arkansas had owned a large farm for several years. He had a beautiful large pond at the back of the property next to the road. He'd fixed it up real nice with picnic tables, horseshoe pits, and he'd planted some nice flowers and fruit trees next to the pond.

One evening the old farmer decided to go down to the pond to look it over, as he hadn't been down there for a while. He grabbed a five-gallon bucket to bring back some fruit. As he neared the pond, he heard splashing and female voices shouting and laughing. As he came closer he saw that 5 young women had parked their car at the side of the road, climbed the fence and were skinny-dipping in his pond.

He made the women aware of his presence and they all went hurriedly splashing to the deep end. One of the women shouted to him, "We're naked and we're not coming out until you leave!" The old man frowned and yelled back, "I didn't come down here to watch you ladies swim naked or make you get out of the pond." Holding the bucket up he said, "I'm just here to feed the alligator."

Old Arkansas men can still think fast.

**2009 USS HALSEY  
POWELL REUNION**

**JACKSONVILLE, FL**

**SEPT. 9-13**

**CROWNE PLAZA HOTEL**

## “THE STORY OF MY LIFE” BY ED COLLENDER

Continued from December 2008

### III—The Leyte Campaign October 1944

*Everyone had a piece of the pie but Task Force 38. We were simply listeners. USS Halsey Powell was in TG 38.2 throughout this week's operation*

In view of the magnitude of this operation, the overall plan was fairly simple: but the command setup was complicated. Four “top” commands, which had no common superior under the Joint Chiefs of Staff and the President, were involved.

I. **Gen. Douglas MacArthur**, USMA '03, Supreme Commander, Southwest Pacific Area, commanded all the ground forces, some air forces and the Seventh Fleet. Under MacArthur were **VAdm Thomas Kinkaid** USNA '08, Commander Central Philippines Attack Force and **Lt Gen Walter Krueger**, Commanding General Sixth Army. Kinkaid was to transport and establish landing forces ashore in Leyte Gulf and to support Krueger's ongoing operation in the Surigao Strait area. (*Note: Yates family friend Ray Tarbuck USNA '21 was Krueger's Senior Naval Advisor.*) He also wrote a “Naval History” article, October 2001 entitled “He Predicted Leyte Gulf.”)

II. **Admiral Chester Nimitz** USNA 05, Commander in Chief Pacific Fleet and Pacific Ocean Areas. Under Nimitz were Halsey's Third Fleet and the Seventh Army Air Force. Halsey's general duty was to “cover and support Southwest Pacific forces in the seizure and occupation of all objectives in the Central Philippines...in addition. In case opportunity for destruction of enemy is offered or can be created, such destruction becomes primary task.” This phrase had not been in Adm Spruance, Com 5th Fleet's order.

III. **General H.H. Arnold** USMA '07 commanded the Army Twentieth Air Force, the B29s, through his **Deputy, MGen Curtis LeMay**.

IV. **Gen J. W. Stillwell**, USMA '04, of the China-Burma-India command and the Fourteenth Army Air Force Corps.

What follows are the direct excerpts from Samuel Eliot Morrison's “History of Naval Operations in World War II” Volume XII Leyte—described in the first paragraph as follows:

“This volume covers the Battle for

Leyte Gulf, the greatest naval battle of all time; amphibious and carrier operations up to and including the landings on Leyte; seven weeks of almost continuous fighting on land and sea and in the air until Leyte was secured; and the contemporary submarine operations in the western Pacific.”

The Japanese General Plan, known as SHO-1, envisioned Ozawa's decoy Northern Force to lure the Third Fleet up north and out of the way, Kurita's Central Force would come out of San Bernardino Strait and the van of the Southern Force, Nishimura, followed by the rear Southern Force would come out of Surigao Strait to annihilate the amphibious forces and fire support ships in Leyte Gulf.

The only feature of this plan already known to US Intelligence was the gambit of using their carriers as a decoy; and that, the fleet refused to believe. By “A” Day, it was still a matter of conjecture whether the Japanese Navy would engage and if so, by which routes it would approach.

### THE ENEMY FLEET SORTIES

The Combined Fleet of the Japanese Naval Forces, under direction of **Admiral Toyoda** from Tokyo, sortied to repulse the landings at Leyte.

10-18 0100 CENTER FORCE **VAdm Kurita** sortied from Linga Roads (SE of Singapore) to fuel at Brunei Bay, Borneo. His battle plan arrived the same day and his battle order arrived the afternoon of the 20th.

10-18 1500 SOUTHERN FORCE, first section, **VAdm Nishimura**, the Van departed Linga Roads, detouring north and entered the Sulu Sea via the Balabac Strait.

10-20 NORTHERN FORCE, **VAdm Ozawwa**, with decoy carrier group, got underway from Kure and Beppu Bay in the Inland Sea (*Japan*), rendezvoused at Bungo Suido and departed that evening, completely undetected... The US Submarine patrol there had been discontinued.

10-22 SOUTHERN FORCE, second section, **RAdm Shima** received orders to support Nishimura, no details except to follow him at an interval of 30-50 miles.

10-22 0800 Kurita departed Brunei for

Palawan Passage (*between “dangerous ground” and Palawan.*)

### SIGHTINGS

10-23 Off southern entrance to Palawan Passage, Sun Darter had radar contact at 30,000 yards (15 miles) and, with Dace, pursued at flank speed. At 0600 sent report to Halsey of large force of 5 BB, 10 CA, 2 CL and 12-14 DD (Kurita). The whereabouts of this group had been unknown since they had left Linga. The two Subs sank a BB and a CA and put another CA out of action.

10-24 0833 Intrepid search plane sighted Kurita Force rounding southern cape of Mindoro, entering Tablas Strait, evidently heading for the San Bernardino Strait.

10-24 0833 Seven F6Fs scrambled to meet the first of three 50-60 planes from Luzon and downed 25 of them. Princeton fighters did a good job on the next wave, but one Judy came in at 0938 and dropped a 550 lb bomb through three decks, starting fires and ordnance explosions throughout the ship and heroic attempts at fighting fires and tending to casualties, continued throughout the day. 1638 the Captain went over the side and the ship was torpedoed by DD Irwin. The second counter attack of the day was a complete failure. It came from Ozawa's Northern Force. It was broken up by Lexington fighters, 45 miles northeast of the main body.

Back to Kurita, last sighted by TG 38.2 Intrepid plane on 10-24, 0812 off Semitara Island about to turn into Tablas Strait. The first strike of fighters, dive bombers and torpedo bombers launched by TG 38.2 Intrepid and Cabot at 0910 attacked Center Force at 1026 through intense AA fire, a second strike of equal strength attacked at 1245 and a third at 1550. Meanwhile CAP (Combat Air Patrol) was provided by TG 38.2 Lexington and Essex. In all, 250 sorties were made against Kurita that day.

*To be continued*