

# POWELL POST

Volume 16 Issue 2

March 2010

## OFFICIAL NEWSLETTER OF USS HALSEY POWELL



### Points of Special Interest

- James Wyatt has some information about the Seattle reunion in his cover story article.
- Welcome Mat is on page two. We have two newly located shipmates for the roster.
- Did you ever meet someone in an unexpected place that you knew from your hometown or from your Navy days later? See your shipmates' stories on page three.
- Did you ever think being called an "Old Fart" would be a compliment? See the article on page four and you'll see why it isn't a bad thing.

## PRESIDENT'S MESSAGE

Ahoy Shipmates,

It looks like Spring may come yet this year. The winter has been cold here in the mountains of the West. We haven't had as much snow as those of you on the East Coast. I have only had to use the snowblower three times this winter, but the cold weather makes the winter seem longer.

Plans for the Seattle reunion are being finalized as we speak. Dates are Oct. 13th through 17th. The hotel MLRS is contracting with is the Airport Holiday Inn just outside the airport. It would really be great to have a large group attend. Seattle is a great place and has many attrac-

tions to visit and tour while we are there. It is easy to get to Seattle by air and no problem getting to the hotel as they have an airport shuttle. Shopping is also close for the ladies as the South Center Mall is close by with a shuttle that goes from the Holiday Inn. There is no excuse for those of us who live in the West to miss this one.

MLRS has a survey on their website for the tours that are available in the Seattle area. If you have access to a computer, please fill out the survey so that they know what we want to do. Some of the tours listed are the USS Turner Joy, the Ballard Locks, Boeing Tour, Mt. St.

Helens and Mt Rainier and the Naval Undersea Museum. There are more, so let them know what you are interested in seeing.

In my previous life working with the Air Force on the Minuteman Missile, I visited the Boeing Co. in Seattle many times and really got to like the area. Great sea food, (which is hard to find here in Utah) and the landscape is almost always green. Hopefully, the rains won't be a problem at that time of year. October is usually a dry month on the West Coast.

Please include Gary Mootry, Red and Ardy Belden, Tony Arias, Chief

(Continued on page 2)

(Continued from page 1)

Willard Owen, Corky Anton, Joanne Trout, and anyone else you know about who are ailing or have cause to mourn in your prayers. Please let us know if you are aware of anyone who is ill so we may be able to let them know we are all thinking of them and praying that their troubles may be eased.

James Wyatt

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**USS HALSEY  
POWELL  
2010 REUNION  
OCT. 13-17  
SEATTLE, WA**

**HOLIDAY INN SEATTLE AIRPORT**

**Financial Statement:**

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

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## 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!

**Charles Moores**  
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## TAPS

The Post was notified of the following shipmate's death since the last newsletter. Not all members died recently, but we just learned of their deaths. The entire crew sends our deepest sympathy to the family and friends of the deceased. Please let ML&RS know if you learn of the death of a former shipmate so he can be recognized in here and on the Honor Roll at the reunion.

**Robert McBride, Jr**  
(1945-01/1945-12) S1/c E Div  
Died December 2007

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## 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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## AN UNEXPECTED ENCOUNTER!

*Editor's Note: An e-mail request went out for stories about meeting someone at a place you would never have thought you would see him/her—an old classmate or someone from your hometown at a far off place. Or maybe an old Navy buddy at an unexpected place later? Here are the responses we received:*

### Harvey Lloyd:

The Halsey Powell was docked in Yokosuka, Japan and I was on the Quarter Deck watch when a First Class Petty Officer requested permission to come aboard and asked if I knew the Lloyd boys. With that, I said, "You are looking at one of them." He was a cousin that I had not seen since he joined the Navy in 1942. What a surprise that was! I called my brother Howard to report to the Quarter Deck and you can imagine his surprise. After I got off duty, we went to town and had great time together. My cousin Walter retired from the Navy as a Chief Petty Officer and lived in San Diego until his passing in 2000. My brother Howard passed away in 1984.

### Ronald A. Johnkin, BT1 (1963-66):

About 1959 while stationed aboard the USS Denebola AF56 in Brooklyn, NY (my first duty station after boot camp) I was returning to the base one night about midnight riding the subway. I spotted a familiar face about 4 seats down across the aisle. After moving closer, I realized it was an old high school classmate who had joined the Navy about a year prior to my enlistment. Needless to say, we were both very pleasantly surprised. We were both from a small Georgia town (Hephzibah), with a population of less than 1,000. Probably the first pair of shoes either of us ever owned was when we joined the Navy.

Then I had a similar experience while serving abroad the Halsey Powell. About 1964, while on liberty in National City, CA, I was staggering out of the P&L Club and ran head on with another old school mate that I

had not seen in about 6+ years. Another pleasant surprise! We staggered back into the P&L Club together and had a few more cool ones. We had the opportunity to do a few more liberties together before the HP transferred to Long Beach, CA.

Two more examples of us living in a small world.

### C.A (Art) Smith, LT, USN (H.P.1961-65):

I think this was late in 1962. I was the Duty Officer one weekend and one of the officers in the Operations Department asked if he could bring his date on board for dinner in the wardroom. He said she was a student at Mills College in Northern California. I never thought any more about it. I was in the Engineering spaces when it came time for chow. I came up to the wardroom and this fellow got up and started to introduce his date when she said, "Hi, Art. I didn't know this was your ship." She had been living and going to school in my hometown of Tombstone, Arizona. Her father was a mustang Col in the Army. Dianne and I knowing each other pretty much took the wind out of the other fellow's sails.

In the years that followed, that officer became Admiral George Worthington and headed up the Amphibious Forces of the Navy. Small world.

### Walt Myers:

After serving in the Powell, I was assigned to Fire Control "B" School in Washington, DC. After completion, I was assigned to the Brinkley Bass DD 887 as FT-1 in charge of the Mk. 56 and Mk. 25 systems. I had a striker named Larry Fryman who worked with me for about two years. I left that ship for another refresher school, again in Washington, DC and was assigned to John W. Thomason.

After about 9 years in the Navy, I was discharged and resumed my civilian life in Portland, Oregon. Sometime in 1962 or 1963, Fryman

contacted me in Portland and said he was attending Oregon State College and needed some kind of reference which I gave him. About that time ('63 or '64) I was transferred to southern California (Oxnard) to manage an Overhead Door factory. After a year or two, I had found a couple of watering holes (as any good sailor does) and had one particular one named "Ernies." One night, right after work, I stopped in to enjoy and wind down. As I sat there, I heard a raspy voice that rang a bell in my mind. That surely can't be who I thought I might be. I walked down to him, and said, "Larry?" We were both very surprised. We had passed each other in there previously, but hadn't connected.

After talking and such, we found that we actually lived about a 1/4 mile from each other. From there we reestablished our friendship and shared many good times with our respective families and friends. He had a brother also in the Bass, who had passed on. Just as a footnote, the Boatswain Mate in charge of the after decks always had to check the stern of the Bass, because some wise guy would sneak down and paint out the B's in the ship's name. The old man did not like the name RINKLEY ASS.

About a year ago I reported finding Warren "Red" Belden here in the Sacramento area. We converse all the time, and Red is doing dialysis three times a week. Still as ornery as ever and doing well. Enjoys phone calls at 916-371-7105.

Navy times were and are good times.

*Editor's Note: If you didn't get a chance to share your story of an unexpected meeting, please send it in for the next issue. Send to ML&RS at our address on page two. We will love to hear from you!*

## OLD FART PRIDE

I'm passing this on as I did not want to be the only old fart receiving it. Actually it is not a bad thing to be called, as you will see. Old Farts are easy to spot at sporting events; during the playing of the Star Spangled Banner, Old Farts remove their caps and stand at attention and sing without embarrassment. They know the words and believe in them.

Old Farts remember World War II, Pearl Harbor, Guadalcanal, Normandy, and Hitler. They remember the Atomic Age, the Korean War, the Cold War, the Jet Age and the Moon Landing. They remember the 50 plus Peacekeeping Missions from 1945 to 2005, not to mention Vietnam.

If you bump into an Old Fart on the sidewalk, he will apologize. If you pass an Old Fart on the street, he will nod or tip his cap to a lady. Old Farts trust strangers and are courtly to women.

Old Farts hold the door for the next person and always, when walking, make certain the lady is on the inside for protection.

Old Farts get embarrassed if someone curses in front of women and children, and they don't like any filth or dirty language on TV or in movies.

Old Farts have moral courage and personal integrity. They seldom brag unless it's about their children or grandchildren.

It's the Old Farts who know our great country is protected not by politicians, but by the young men and women in the military serving their country.

This country needs Old Farts with their work ethic, sense of responsibility, pride in their country and decent values.

We need them now more than ever.

Thank God for Old Farts!

Pass this on to all the Old Farts you know.

I was taught to respect my elders. It's just getting harder to find them.

Submitted by C.A. (Art) Smith

## "THE STORY OF MY LIFE" BY ED COLLENDER

Continued from December 2009

### ESCORT CARRIER'S BATTLE OF SAMAR

**10-25** 0732 *RADM Oldendorf, Bombardment and Fire Support Group (BBS and CA's) received a report that battle had been joined off Samar between Kurita's Center Force and Sprague's Escort Carrier CVEs.*

**10-25** As Halsey was busy steaming north after Ozawa, RADM Thomas L. Sprague's 16 CVE escort carriers were steaming back and forth in their night operating areas off Leyte Gulf. TG 77.4 was divided into three task units called Taffy 1, 2 and 3.

**Taffy 1 (77.4.1)** Off Mindanao, RADM T.L. Sprague with CVEs Swanee and Petrof Bay; DDs McCord and Trathen and Des Richard S Bull, Richard M Rowell, Eversole and Coolbaugh.

**Taffy 2 (77.4.2)** Off Leyte, RADM F.B. Stump on CVE Nationia Bay with RADM WD Sample, CarDiv 27 CVEs Marcus Island and Kadashan Bay; DDs Haggard and Franks; and DDEs RW Suesens, Abercrombie, LeRay Wilson and WC Wann.

**Taffy 3 (77.4.3)** Off Samar, RADM C A Sprague with CVEs Sangamon, Fanshaw Bay, St. Lo (ex Midway), White Plaines, Kalinin Bay; and CarDiv 26, RADM Ofstie with CVEs Kitkun Bay and Gambier Bay; DDs Hoel, Heerman and Johnston; and DDEs Dennis, JC Butler, Raymond and SB Smothers.

Each CVE carried 12-18 F4Fs and 12 TBF (fighters and torpedo bombers) and one 5" gun. Their top speed was 17.5 knots and the Des 24 knots. Their primary task was to provide air support for the amphibious forces, such as pounding enemy airfields in Visayas (which they had been doing since 10-17), and intercepting strikes on the beaches. All three groups made routing dawn searches, Sub Patrols and CAPs, and chowed down for breakfast.

**10-25** 0645 Strange things begin to

happen. Lookouts observed AA fire northeastward.

0646 Fanshaw had unidentified radar surface target. Radio heard what sounded like Japs, gabbing on fighter director net.

0647 AntiSub Patrol reported 4 BB, 8 CA and many DD, twenty miles from Taffy 3. ??? made a glide bombing attack on a CA and reported that he had been fired upon. Sprague yelled, "Check DD"; thinking TF 38 when his own lookouts saw the unmistakable pagoda masts coming over the horizon.

0658 Japs open fire, splashes astern of Taffy 3. They couldn't believe their eyes; Kurita had covered the 125-150 miles in the last seven hours. Lord Nelson would have left a Frigate to watch San Bernardino Strait to give him advance notice of the approach of an enemy fleet. Both sides were equally surprised! The effect on Kurita was far more devastating. He should have welcomed the opportunity of fleet action against carriers. But he thought that they were Big Carriers! TF 38 or Ozawa? His Chief of Staff estimated one or two BBs, 4 or 5 fleet carriers and at least 10 CAs...Kurita was uneasy, he had lost confidence in his gunners. At the moment of contact, he was about to deploy his force from columnar cruising to the circular AA defense formation. Before it could be completed, he executed "General Attack." That threw the fleet into confusion. No heed was taken of order or coordination. But complete surprise seemed to have deprived the Admiral of all power of decision, and the result was a helter skelter battle. His ships, following the whims of their COs, were committed piecemeal ... and lost.

*To be continued in future issues.*