

POWELL POST

Volume 10, Issue 3

June 2004

OFFICIAL NEWSLETTER OF USS HALSEY POWELL



Points of Special Interest

- Skipper Mike's news is the cover story. Your help and prayers are requested for several persons.
- The National Anthem's Birth is continued from the March issue. See pages two and three.
- Stories of two rescues are in "Mail Call" beginning on page three.
- Do you remember the VD lectures? John Ewing does. Read his story on page five.
- Ten Years of reunions. See page six.

SKIPPER MIKE'S REPORTS

"NOW HEAR THIS"

The reunion is falling into place. Talked to Dina an hour ago and basic schedule is set. I still have many little details to work on with the ML&RS.

The registration packets will be mailed in June.

There will be tours to Santa Fe, the Petroglyph National Monument and the Acoma Pueblo.

Old Town, the Atomic Museum and other attractions, along with restaurants and shopping are in a 10-20 minute walk from the hotel. At least that's what I'm told by Felipe Salazar.

Ruth and I are looking for a good time with you all.

We accept door prizes again this year at the Saturday night banquet.

This year's dues are still payable. I cut expenditures this year, but we still need crew to pay their dues.

I NEED HELP

Lloyd D Nelson served on Halsey Powell in the early '50s during the Korean War. His granddaughter Lcpl Brandy Thomas is asking for pictures and stories about him. Please send info, pictures or stories to me. I will add picture

of ship and forward to her. We can help her a lot if we put our minds to it. This is something we can do, so let's get to it. I believe he was 1st division, a coxswain on one of the boats.

PRAYER COLUMN

Please pray for our POWs and MIAs. Pray also for members of our Armed Forces, especially those who serve in harms way.

Continue praying for Joe and Jessie Chambliss, Ray Parker, Harold Schmidt, Duane and JoAn

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Traut and Felipe Salazar.

Prayers are also requested for Pat Miller, our ML&RS representative the past couple of years, as she will soon have back and hip surgery. (See Pat's letter on page 5.)

Skipper Mike

**USS HALSEY POWELL
2004 REUNION**

SEPT. 22-26

**BEST WESTERN
RIO GRANDE**

**ALBUQUERQUE,
NM**

TIDBITS

This is a new column intended keep you up on any news from a crewmember or family member. Send any "Tidbit" you may have to Mike Baker at 109 Dunton Ave, Holland, MI 49424.

- Skipper Mike and Ruth just returned from Mississippi where we visited our daughter for a few days.
- JoAn Traut took a fall and broke her hip. Recovery is going well with her new hip and the Traunts are still planning on being at the reunion.

Until 1965, driving was done on the left-hand side of the roads in Sweden. The conversion to right-side driving was made across the country at 5 p.m. on a weekday. At that time, all traffic stopped as people switched sides. The time and day were chosen to make the event more memorable and to prevent accidents caused by people forgetting the day of the changeover.

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, *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 Halsey Powell by sending contributions to Mike Baker 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.

THE NATIONAL ANTHEM'S BIRTH

By L. Peter Wren

Continued from March 2004

NOW FROM THE SONG SOME INTERESTING THINGS OCCUR REGARDING THE FLAG.

From the lyrics in the 4th verse of the song, we have the source of our motto found on our coins. In the fourth stanza the lyrics read:

Then conquer we must,
When our cause it is just
And this be our motto,
"In God is our trust."

And the Star Spangled Banner
In triumph shall wave,
O'er the land of the free
And the home of the brave.

Now you know the source of our motto found on your pocket coins.

Still further another tradition has developed from "The Star Spangled Banner." In a few short years following the flag's birth, often a widow of a veteran or a prominent citizen would ask for a "Snipping" from the original flag. These snippings would on some occasions, be buried with the veteran or kept by the family of the HONORED one as a keep sake. It got to the point where the flag was reduced from 42 feet to the mere 34 feet it is today. On one occasion one whole 24 inch star has been removed. When you observe the original now in a Washington museum, you will see the evidence of these snippings. Over the years snippings are being returned and one day in the future, they will be on display.

As a result of these "Snippings" a tradition is established. The US Gov't now provides the American Flag for the burial service of any honorably discharged deceased veteran free of charge. The funeral directors presents evidence of the veteran's discharge status to a local US Post Office and receives a flag for the interment service. The flag is later, properly folded and given to

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the deceased family member recognizing the service performed for his country.

FURTHER—If you travel toward Baltimore, take Route 695 which swings you seaward of Baltimore. When you cross over the Patapsco River, look down on the river and see the RED, WHITE AND BLUE buoy floating in there. This is reputed to be the spot where Francis Scott Key was held on the neutral ship with the others while the British Fleet cannoned Fort McHenry.

No where in the readings do you find why the colors of RED, WHITE and BLUE were selected. As best we can glean from readings is an answer to their symbolic meanings. WHITE—symbolizes “separation” from the kings who formerly reigned over these American citizens. Separation said in another word is—”INDEPENDENCE.” RED—symbolizes blood spilt or will be spilt to maintain our independence, and BLUE—symbolizes the mutual pledge to each state to act together in the course of defense of our God given inalienable rights.

To be continued in September 2004.

Submitted by Mike Baker

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“Our Reunions Work So You Don’t Have To”



WELCOME MAT

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

*Gary Haynes
 170 Jefferson Ave
 Ashville, OH 43103
 740-983-6398*



TAPS

The Post was notified of the following shipmates’ deaths 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 widows, families 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.

*Richard Glaze
 (1952-56) FT1 Gunnery
 Died April 3, 2004*

*Elvin Mauldin
 (1943-45) BM2 2nd Div
 Date of death not known*

*Lloyd Nelson
 Died 1985*

The Macy’s Thanksgiving Day parade was canceled in 1942, and the famous balloons were donated to the war effort, yielding 650 lbs of scrap rubber.



MAIL CALL

Halsey Powell Post,

One of my humorous recollections was during our participation in atmospheric nuclear testing at Christmas Island in 1962. When we would anchor of the island in between tests, one of the favorite pastimes by some was fishing. The water was very clear and there was one type of fish that seemed to be plentiful. Several were caught, cleaned and eaten. One day while several shipmates were fishing from the portside, some on the starboard side noticed similar fish hanging around the feces discharge opening. To their chagrin, the fish were aggressively eating the feces. The end result was an immediate and sharp decline in fishing, with the species in question removed from the “acceptable for consumption” list. Needless to say, those still inclined to fish became much more discriminating in their tastes, no pun intended.

Bill Milam ETSN 1959-62
wjmilam@cox-internet.com

Powell Post,

Unsung Hero

The most significant event I remember on board the Powell was when we were patrolling the Formosa Straits and the ship got an emergency call that a PV2 Neptune Plane had been shot down by the Chinese. This happened close to the Yellow Sea off of Kowloon about January 1953.

We were dispatched as one of the rescue ships.

The plane crew was in the water in rafts. While in route, a seaplane was dispatched, landed and picked up most of the crew and crashed in the sea on takeoff. That meant the one plane crew were in two plane

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crashes in one night. When we got to the scene, the sea was so rough we were unable to launch the motor whale boats. The Captain had to maneuver the ship as close as he could to the survivors on rafts. Several of the men in the rafts were injured, coupled with the fact it was extremely difficult for them to row to the ship. There were a number of seamen on the fantail watching the raft drifting away from us. I was one of those seamen.

There was a call for a volunteer to jump in the sea with a life line and swim to the raft. No one volunteered. Certainly not me, since I always swam like a rock. Finally one of our ensigns, a tall slender young man, put on a life jacket, attached a line to himself and jumped into the sea. He reached the raft, tied a line to it and we were able to pull the raft to the ship and rescue the men.

What is sad is, that this ensign was never mentioned in subsequent newspaper articles as being the key hero from our ship. I'm sorry I can't remember his name. If I were the Captain, I would have recommended the guy for the Navy Cross.

Richard Martin
SSN 1st class 1952-53

If anyone knows who this ensign was, please let ML&RS, Inc. know.

Powell Post,

With the upcoming reunion of the USS Halsey Powell (DD 686) in New Mexico, it will be a good chance for some of the crew that was aboard in 1962 during Operation Dominic, Joint Task Force 8, to see some of the history that we were part of making. The Atomic Museum at Sandia has a lot of items from that period of time in the atomic weapon history of our country. I believe there were 29 shots of various sizes detonated while we were part of that task force. These were air, surface and sub surface

bursts. It was historic as well as Halsey Powell was in the target zone for the first submerged firing of an A-1 Polaris missile fired by the USS Ethan Allen (SSBN 608) which was submerged 1200 miles away when the missile was fired.

The B 52 that dropped the bombs on the target zones where we were deployed is also on display at the museum. It's nice to stand looking up at the bomb bay instead of seeing two blips separate on the radar when the bomb was dropped as we did at Christmas Island.

C.A. Smith
M & B Division Officer
USS Halsey Powell (DD 686)
smithca1@cox.net

RESCUE AT SEA

The exact time and date is not firmly in my mind, but USS Halsey Powell was on a routine patrol in the Straits of Formosa, probably in March or April of 1963, when word was received in the radio shack that there was a pilot of the Republic of China Airforce down in the waters off the coast of mainland China.

Further messages would lead us to believe that forces of the Communist Chinese Navy were enroute from Mainland China to the point where the pilot ditched his plane. The weather was not good. The seas were running quite high and there was rain, making it very difficult for deck watch standers to see for any distance in any direction.

If memory serves me, we searched for over 24 hours before there was word to call off the search and return to our regular patrol. Those orders were followed, but we did commence a 1-mile box search pattern along the course that would take us back to our patrol area. That 1 mile box consisted of steaming on course for 1 mile, changing course 90 degrees to the right for a mile, another 90 degree change to the left, another 90 degree change to the left for a mile, followed by a 90 degree change to the right for a mile

along our course. Within a few hours we almost ran on top of the pilot.

The pilot was in pretty bad shape. He had hit the canopy while ejecting. His right arm was fractured in a couple of places. His parachute was deployed and the shrouds had his left arm immobilized to the degree he could not get his right arm in his raft. He could therefore not use his flare gun or lights, as they could not be reached. He was also having some trouble with fish working on the right arm that was immobile in the water.

When the pilot was safely aboard and being looked after by our corpsman, we were given orders to proceed to the port of Keelung (Chilung) on the north east end of the island of Formosa. There had been Navy ships in this port before, but not for many years. We had been asked to dock, but chose to anchor in the stream. The pilot was delivered safely on shore to a great fanfare. Lots of Admirals and Generals there for the occasion. The pilot's wife was also a famous movie person in Formosa at the time, so he was somewhat of a celebrity. The Halsey Powell was given a plaque, with an attached medal, with an inscription in Chinese commemorating the rescue of their pilot by Halsey Powell. That award was still hanging in the Wardroom when I left the Powell in 1965.

We managed to get some huge rats aboard even anchored in the stream which led to some funny moments in the next couple of days. One of the deck force stepped on one rat while bringing in the lines for getting underway. A second rat was seen sticking his head out from under the foundation of one of the refer compressors when the MM on watch was switching compressor for the day. After he stabbed the rat with a screwdriver he carried it to the stateroom of the executive officer and requested his reward from the ship's recreation fund. The standing reward at that time was \$15.00 for a rat. The whole thing

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didn't go over very well with the Exec but Romeo did indeed get his money and some of the crew got many hours of laughter out of the entire episode.

Our mission ended successfully with the pilot rescue, and the rat episode was just a morale booster in the over all scheme of things.

C.A. Smith
LT(jg) Engineering

Dear Halsey Powell Members,

I am looking forward to seeing everyone in Albuquerque in September!

I am recovering from total hip replacement surgery last month and am ready to get back to work! Both Morris and I like Albuquerque. In fact, we are planning to visit the city in July, if my recovery goes OK.

God bless and hope to see all of you!

Pat Miller,
On site representative, ML&RS, Inc.

VD LECTURE

Everyone remembers the instructional movies they viewed in boot training. They covered everything, just about, but they seemed to hone in repeatedly on How to Avoid Venereal Disease, or The Consequences of Venereal Disease If You Haven't Avoided It. It was a hilarious account of a group of sailors spending their last night ashore before going off overseas to do battle with The Enemy.

Production values of these films were surprisingly good, with actors that I have seen many times over the years and who went on to make pretty fair careers for themselves. How many of them would like to be remembered for portrayals such as these I don't know. Perhaps their patriotism made them do it, and they forgot that this assignment might one

day show up in their highlight reel.

The Good Guy in the story, who happened to be a medic, a nice, clean-cut type of medic, warned the crew until he was blue in the face (although the film wasn't in color); he cajoled, he preached, he pleaded, he instructed. No one escaped his attention in the campaign to prevent the consequences he was positive awaited his fellow crewmembers if they failed to heed his warnings. All the day long he did these things. He sought the men out at their workstations to discuss the matter with them. He was a pain in the butt, if you want the truth. All to no avail.

Then we see the crew depart that evening for their revelries ashore. Only one crewmember took the condom protection the medic had pleaded with them to take, but he took several packets, filling both pockets with them. This, of course, got a huge laugh from the captive audience, just as the producers knew it would.

We followed the crew during the course of their evening ashore, up to a point that is; in those days the camera wasn't allowed to film things it is allowed to today. But it went far enough for us to get the picture.

And sure enough, a few days or weeks later, when "Battle Stations" sounded at the sighting of an enemy battleship coming toward them with guns blazing, the whole crew got sick at once. The guy looking through the gun sight suddenly got watery eyes and couldn't focus. The helmsman doubled over in pain just as the captain ordered a course change. And so on. It seems unbelievable now that the entire crew of a naval vessel would all collapse simultaneously, but there it was right on the screen in front of us.

We were a thoughtful bunch as we left the theater, and perhaps better informed than before; but I'm not entirely confident that our morals were any the better.

John Ewing
Auckland, New Zealand

RED'S JOKE CORNER

SENIOR MOMENT

This is the story of two elderly people living in a Florida mobile home park. He was a widower and she a widow. They had known one another for a number of years. Now, one evening there was a community supper in the big activity center. These two were at the same table, across from one another. As the meal went on, he made a few admiring glances at her and finally gathered up his courage to ask her, "Will you marry me?" After about six seconds of "careful consideration," she answered, "Yes, yes I will." The meal ended and with a few more pleasant exchanges, they went to their respective places. Next morning, he was troubled. Did she say 'yes' or did she say 'no'? He couldn't remember. Try as he would, he just could not recall. Not even a faint memory. With trepidation, he went to the telephone and called her. First, he explained to her that he didn't remember as well as he used to. Then he reviewed the lovely evening past. As he gained a little more courage, he then inquired of her, "When I asked you to marry me, did you say 'Yes' or did you say 'No'? He was delighted to hear her say, "Why, I said 'Yes, yes I will,' and I meant it with all my heart." Then she continued, "And I'm so glad that you called, because I couldn't remember who had asked me."

Sent to Red Belden by Wes Pomeroy

A Sunday School teacher asked her children, as they were on their way to church service, "And why is it necessary to be quiet in church?"

One bright little girl replied, "Because there are people sleeping."

TEN YEARS OF HALSEY POWELL REUNIONS

Warren "Red" Belden brought up the idea of doing an article on the ten years of Halsey Powell reunions. We've gone back into our files to come up with some facts about the 10 reunions. We'll present those below, but we would like to hear from those of you who have been to any of the reunions. Tell us an interesting story from one of the reunions. There must be many, many stories of meetings with crewmen you hadn't seen since your youth. Also, there has to be funny incidents that have happened over the years. Which was your favorite reunion and why? We look forward to printing your responses in the September issue. We hope we get some good letters. Send your story to ML&RS, Inc. at our address on page 3. Thanks to Red for the idea!

REUNION SITES

- 1994 NORFOLK, VA
- 1995 SAN DIEGO, CA
- 1996 ST. LOUIS, MO
- 1997 WASHINGTON, D.C.
- 1998 SAN FRANCISCO, CA
- 1999 BATON ROUGE, LA
- 2000 CHARLESTON, SC
- 2001 COLORADO SPRINGS, CO
- 2002 CORPUS CHRISTI, TX
- 2003 NORFOLK, VA

FIRST YEAR (1994) ATTENDEES

- Anthony & Venita Arieas
- Donald & Alice Armitage
- Michael Baker
- John & Constance Barrett
- Raymond & Janice Chase
- Samuel & Eleanor D'Angona
- Edwin & Alice Freund
- EJ & Carol Gildea
- Wayne Havens
- James & Jackie Kimbrough
- Charles Lusteck

- Gary & Phyllis Mootry
- L.C. Murningham
- Raymond Parker
- Normand Picard
- Gerard & Romaine Pistor
- John & Mildred Psak
- Edward & Frances Raphael
- Paul & Marie Raucci
- Robert & Jean Royle ***
- Felipe & Celina Salazar
- Kenneth & Dorothy Spence
- Roy Wagner

***Responsible for starting USS Halsey Powell reunions.**

Total Members: 23
Guests: 16
GRAND TOTAL: 39

ATTENDANCE BY YEAR (MEMBERS & GUESTS)

1994	39
1995	89
1996	94
1997	65
1998	68
1999	88
2000	82
2001	77
2002	73
2003	81

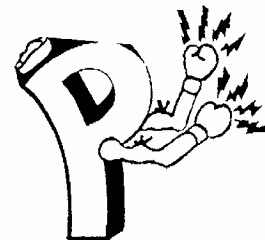
ALBUQUERQUE FACTS

- Albuquerque is New Mexico's largest city.
- The Pueblo Indians claimed almost all of the land around Albuquerque at the time of its founding.
- Catholic missionaries were the first settlers to the area.
- The city was founded in 1706.
- Albuquerque's population is about 500,000.
- The Kodak Albuquerque International Balloon Fiesta, the world's largest hot-air balloon rally, takes place every October.
- Albuquerque's average high temperature in September is 83 degrees. Average low in Sept. is 56 degrees.

FOR SALE PATCHES & COFFEE MUGS

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DD-686
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