

POWELL POST

Volume 14 Issue 4

September 2008

OFFICIAL NEWSLETTER OF USS HALSEY POWELL



Points of Special Interest

- *What a great reunion in Nashville! See what made it so special by reading the cover story.*
- *Jim Wyatt, reunion coordinator, gives you his assessment of the reunion on pages 2 & 3.*
- *Brynne Wyatt writes the first of what we hope will become a feature article called "A Woman's View," See page four.*
- *"Tales of Leaving the Navy" on pages 4-6 include your stories about your last days in the Navy.*
- *Please read and return the survey of Jacksonville on pages 7 & 8.*

2008 WAS A MOST MEMORABLE REUNION

A truly great reunion of the USS Halsey Powell (DD-686) was held on September 10 -14, 2008 in Nashville, Tennessee. Thirty-two former sailors on the USS Halsey Powell and twenty-eight of their guests enjoyed a fun-filled reunion held at the Holiday Inn Select.

The reunion opened on Wednesday with registration and the Hospitality Room providing refreshments and a place for meeting everyone after getting settled in the hotel. The Hospitality Room stayed busy with attendees popping in to see who was registered and awaiting

others who were yet to arrive. As usual, it became the hub of the reunion, giving everyone a place to gather to reminisce about their Navy days, to exhibit memorabilia and to meet and welcome new attendees. That evening at 5:00 PM the reunion officially kicked off with the Welcome Reception. Jim Wyatt, group coordinator, welcomed everyone and introductions were made. Hors d'oeuvres and drinks were served while everyone got acquainted with anyone they hadn't met in the Hospitality Room earlier. The rest of the evening was free to make plans for

dinner at the hotel, explore Nashville or just relax in the Hospitality Room.

Thursday began with breakfast in the hotel restaurant and then those who signed up for the day's tour were off to visit sites in Nashville. The first stop on the tour was the famous Opryland Hotel, a 40-acre complex of guestrooms, restaurants, and shops, anchored by two large glass atriums, both with rolling streams and waterfalls, pedestrian bridges, diverse plant life from one of 12 on-site greenhouses and a variety of eating and drinking destinations. It

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was quite an impressive sight! After touring the hotel it was on to the General Jackson Showboat for a luncheon cruise. The two and a half hour cruise down the Cumberland River was full of scenic sights, but the most memorable part of the cruise was the show put on by the Peking Acrobats. Their performance was top-notch and thoroughly enjoyed by all! The food was also fabulous! The tour returned to the hotel around mid-afternoon and the rest of the day and evening was free to explore Nashville on one's own or to just hang out with other Halsey Powell friends.

Friday was another day for touring Nashville and the famous Ryman Auditorium. This place will always be remembered as the Grand Ole Opry's original home. Now it is filled with exhibits, photos and memorabilia from the "grand old years" when *county* music was in fact *country*. The tour returned to the hotel in time for the group to dine in the hotel restaurant for lunch and spend the rest of the afternoon relaxing. At 5:30 PM everyone gathered in the Hospitality Room for the Memorial Service to honor those Halsey Powell shipmates who have passed away, especially those since the last reunion. Cornell Anton led the service which remembered the following deceased members: Larry Benning, Ronald Christensen, Jim Eaton, Walter Gottlieb, John Harris, Harold Smith and Robert Smith. Their names were read and a bell was tolled in their memory. Following the Memorial Service the pre-dinner cocktail hour and photo session was held immediately pre-

ceding the USS Halsey Powell (DD-686) banquet. The banquet began with the playing of the National Anthem and the Pledge of Allegiance. James Wyatt welcomed everyone and then dinner was served. Following the banquet, a very special event took place—a first for a Halsey Powell reunion! The Halsey Powell family was honored to be witnesses to the marriage of Shipmate Henry Brown and Jeanne Breaux. Since the couple had met at a Halsey Powell reunion, they thought it only fitting that it should be the scene of their marriage. Patricia and Alfred Sparks from the Halsey Powell group made up the wedding party. When the pastor asked if there were any objections to the marriage, the whole Halsey Powell group raised their hands! That didn't stop the wedding though, and soon Mr. and Mrs. Henry Brown were introduced to the group. The bride and groom were given a gift by the Halsey Powell group—a red lingerie outfit for Jeanne for the wedding night! Someone suggested that Military Locator and Reunion Service, Inc change its name to include "Matchmakers" since about four or five couples have met at various reunions. As with any wedding reception, there was music for dancing following the ceremony and the newly weds started things off with the first dance. It was quite an evening—one that will be hard to top next year unless we have another budding romance in the making! Everyone enjoyed the rest of the evening either dancing, listening to the music or sitting around the table chatting.

On Saturday the only planned activity for the morning or early afternoon was the 9:00 AM business meeting to decide on future plans for the reunion. James Wyatt was again chosen as the Reunion Coordinator and Jacksonville, Florida will be the 2009 reunion location. At 4:30 PM the pre-Opry soup and sandwich supper was served, and at 5:30 PM the buses loaded up for the ride to the Grand Ole Opry. The stars for the evening included Jeannie Seely, Jesse McReynolds & the Virginia Boys, and Dierks Bentley. Jeannie Seely welcomed the Halsey Powell crewmen and guests during the show and near the end of the Opry she sang a song about old people and said it was directed at the Halsey Powell group! Everyone really enjoyed the performances and were impressed that their group was recognized during the show. After the Grand Ole Opry the attendees went back to the hotel to enjoy dessert and coffee and to discuss their thoughts on the evening. For many this was the last chance to say good byes because they would be leaving early the next morning. The evening ended on a more somber note because of this, but nevertheless it had been a great evening enjoyed by all.

After Sunday morning's breakfast the reunion officially came to an end. Good byes, hugs and handshakes were given liberally amid the phrase, "See you in Jacksonville." Thus ended one of the most memorable reunions ever, but let's try to top it in 2009!

PRESIDENT'S MESSAGE

Ahoy Shipmates,

Just returned home from the Halsey Powell reunion in Nashville. We really missed some of the usual shipmates and guests that we are so used to seeing at the reunions.

Willard (Chief) and Dottie Owen, Red and Ardy Belden, and Joe and Marie Doughty were not able to attend due to illness. We certainly missed you and look forward to seeing you next year. And of course we missed Phyllis Mootry, who attended all the previous reunions with her husband Gary, but passed away this past year.

We did have 5 or 6 shipmates that attended for the first time and it was great getting to know them and their wives. We were also happy that Sanford and Dorothy Whitehurst were able to come after the accident Sanford had a couple of years ago.

The hotel staff was very nice and

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the staff was eager to provide anything we asked for. The meals at the hotel's restaurant were very good and the dinner at the Banquet was one of the best we have had at our reunions. The lunch on the General Jackson River Boat was better than I had expected and the Peking Acrobats show was one of the best I have seen.

The show at the Grand Ole Opry was also very good and the final number that was dedicated to the crew of the Halsey Powell was definitely a show stopper. Thanks to William and Janice Lund for setting this up with Jeannie Seely. It was one highlight of the reunion.

The Memorial meeting chaired by Corky Anton was as good as it gets and left many of us in tears. Of course the marriage ceremony for Jeanne Breaux and Henry Brown was the highlight of the reunion. They are a great couple and we wish them a long and happy life together.

At the business meeting it was decided to hold our reunion next year in Jacksonville, Florida sometime between the middle of September and the middle of October. The crew voted to retain Jim Wyatt as Skipper and Corky Anton as Vice Skipper/Chaplain. The duty section that was voted in consists of Glen Hanne, Luciano De La Cruz, Stewart Nephew, Gilbert Lege and Gene LaPorte. It was also decided to keep the yearly dues at \$25.00.

This was considered by many to be one of our best reunions and we look forward to seeing many more of our shipmates at Jacksonville next year. I for one consider it an honor to be associated with such a great group of men and women.

I wish you all fair winds and following seas.

Skipper Jim Wyatt

2008 REUNION ATTENDEES

Cornell & Charlotte Anton
 Anthony & Ginny Areias
 Michael & Ruth Baker
 Henry & Jeanne Brown
 Kenneth & Beverly Coggins
 James & Colleen Combs
 James "Bill" Crenshaw
 Luciano & Janie De La Cruz
 Harold & Carolyn Dilbone
 Jerry & Colette Dywasak
 Raeford Foster & Loraine Jenkins
 Glen & Shirley Hanne
 Glenn & Linda Ivy
 Robert Jones & Etta Mae Smith
 Robert & Sue Justis
 Jackie Kimbrough
 Brent & Debbie King
 Gene & Toni LaPorte
 Gilbert & Elvira Lege
 William & Janice Lund
 Mike McCartney & Mildred Tadlock
 Ralph & Judy Miller
 Stanley & Joan Miller
 Gary Mootry
 Marvin & Doris Muck
 Stewart & Arlene Nephew
 Cecil & Shirley Parker
 Clayton Smith
 Alferd & Patricia Sparks
 Howard & Bobbie Tant
 Sanford & Dorothy Whitehurst
 James & Joyce Wyatt

Total Members:	32
Guests:	28
GRAND TOTAL:	60

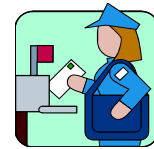
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"Our Reunions Work So You Don't Have To"



MAIL CALL

ML&RS, Inc On-site Representative Pat Miller sent in the following e-mail which she received from Janice Lund.

Good Morning, Pat,

We really enjoyed the reunion. Bud had wanted to go to a reunion, but did not know if he would know anyone. Due to it being in Nashville, we decided to take advantage of it. Wow, are we glad we did! We had so much fun. For this to be our first time, we were made to feel so welcome. This is really a great group and close knit group.

I spoke to Jeannie Seely yesterday. I told her how appreciative we were for her to recognize the group, and the song "Are You Lonesome Tonight?". She has it on CD, but it is only available at her shows and through mail. If anyone wants the CD, they can write her at:

Jeannie Seely
 C/O Grand Ole Opry
 Nashville, TN 37214

It is \$10.00 and that includes tax and shipping. She also has a web site. It is www.jeannieseely.com I feel as if I have known you a long time. You did a wonderful job of organizing the event. We look forward to seeing you again.

Please let me know if any attendees have e-mail. I would love to hear from them. Bud does not have an address, but he can accept them at my address.

Thanks again to all,
 Bud & Janice Lund
 lundj2005@bellsouth.net

Pat suggests that the attendees all send Jeannie Seely an e-mail (you can find her address on her web site) or note of thanks for all her recognition to the Halsey Powell group and also to Janice Lund for arranging for the recognition.

A WOMAN'S VIEW

For the last seven years I have been able to share in the reunion of the shipmates of the Halsey Powell. I have been able to meet wonderful people from all over the country and share my vacation with them. This year we even got to share in a wedding.

We missed shopping with Dot and Ardy's picture taking, but we got to meet many new people and hear more of the stories from the days when the crewmates were on the Halsey Powell. While the site of the reunion is important and the tours and dinners are great, it is meeting the people that is most important. The most important places at the reunion have become the hospitality suite and the restaurant where we eat breakfast. Everyone mixes and mingles.

Next year in Jacksonville we will all get together again. We may want to think of doing a tour for just the ladies. Perhaps while the crewmates are touring Mayport Naval Station those who may not want to attend that tour could visit Jacksonville Landing or do afternoon tea and get to know each other better.

I want to thank all of you for welcoming me into your group. I have enjoyed all of my trips with you.

Brynne Wyatt

Financial Statement

The cost of this issue is **\$217.02** mailed to **78** members who returned the coupon for a paper copy. The newsletter is available on the website at www.mlrsinc.com/hpowell. Contributions for the newsletter are to be sent to **Jim Wyatt, USS Halsey Powell Association, 344 E 600 S, Logan, UT 84321**.

CONSISTENT ROLL

Every ship has its own "period of roll" which remains remarkably consistent even under varying conditions.

MATE

From the abbreviation of the French word "Matelot" (meaning sailor).



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!

George Crossland
11066 E Berry Ave
Engelwood, CO 80111

Glenn Ivy
(1953-57) 1st Class C
31 Brairmeadows Dr
Coldspring, TX 77331
936-653-5312

Walt Myers
(1951-54) FT2
10667 Beclan Dr
Rancho Cordova, CA 95670



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 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.

Robert Smith (1945-46)
Ensign D (L) Commu/Gunnery
Died October 2, 2007

Jim Eaton
Died 2007

TALES OF LEAVING THE NAVY

"What was the process of leaving the Navy like? Was there any kind of ceremony, or did you just pack your sea bag and walk off the ship? Did you have any kind of celebration, either with your Navy buddies or back at home? How was your trip home?"

These questions were posed by e-mail to USS Halsey Powell Shipmates and we are happy to publish the following responses:

Ed Baethke:

Leaving the ship or arriving on the ship was a rather simple and unceremonious process. You saluted the flag on the "fantail", turned to the OD (office of the deck) and asked for permission to come aboard. Leaving was the same but in reverse. This was no different if it was the first time or the last time. If you were discharged from some shore location, you just left as long as your papers were in order.

No ceremony or celebration, except within yourself.

Miller "Kep" Keplinger:

Answer #1: I was transferred from the Halsey Powell in Kaohsiung, Formosa with no ceremony.

Answer #2: I was transferred from my last ship (USS George A Johnson DE 583) to a navy hospital in Oakland, CA with no special ceremony.

Answer #3: I was mustered out of active navy service from the hospital with no ceremony.

I still think my time spent on the Powell and in the Navy was an excellent training for my civilian working career.

Harvey Lloyd, GM2:

On February 26, 1956 the Halsey

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Powell was docked at San Diego, California—my last day in the Navy. Out processing was done ashore and I was staying in a barracks with others going through the same process. A quick physical and urging from an officer to re-enlist. I went back to the ship and said good by to all my friends and that was it. Official ceremonies were reserved only for the high ranking officers.

John Nickolson OS1, Ret:

I simply left the ship on August 24, 1954 with no ceremony and returned to Ready Reserve status. I continued for several years and retired from the Navy Reserves on January 13, 1976. I am now collecting my retirement pay with much pleasure. My career as a Tin Can Sailor was the best thing that could happen to me.

William (Bud) Lund:

My process of leaving the Navy was like this. The Halsey Powell returned from cruise September 1956, about the last week of September. I was discharged in San Diego, California on October 4, 1956. No celebration, just packed my sea bags and left. I flew out of San Diego at 10:30 that night, and landed in Nashville, Tennessee at 1:00 PM the next day. Had a good trip home, no celebration there, although my family was glad to see me home safely. I would not take anything for my experience I had in the Navy.

Tom Diaz, Sonarman:

The Halsey Powell was out at sea for 3 months at one time during Operation Dominic. The Halsey Powell came into port (San Diego) for supplies and minor repairs. I was required by contract to either re-enlist or leave the Navy by my 21st birthday. (Kiddy cruise—an enlistment offered to 17-year olds, in which their obligation service ceased on their 21st birthday.)

which fell on a date which my ship would be back out at sea (Operation Dominic). So they transferred me to a temporary company of short timers waiting for the end of their active duty time. I was within 100 miles from home, so my weekends were at home.

Bob Justis:

I was released from active duty in January 1957. I was the only welder on the ship at that time. The officers told me if I didn't complete that work they would hold me over. It was something I had no control over because I had to wait on the yards to use to weld on top of the fuel, so it teed them off and they held me three days longer than they were supposed to. I had to explain to people at the separation center that I couldn't come without orders. Then they were upset with the ship.

Art Smith:

Leaving the Navy was interesting for me. When I left the Halsey Powell I went to the Separation Center at Long Beach Naval Station. Instead of separation I was given orders to report for duty as Engineering Officer USS Turner Joy (DD 951). That was quite a surprise to me. I was only assigned to Turner Joy for a short period as they had a new Engineering Officer just report aboard and my orders seemed to have been some sort of mix-up. At that same time my promotion to Lieutenant came through so this was an interesting period of time, albeit short. Leaving the Halsey Powell I was treated to a night out on the town by the crew of the Engineering Department and presented with a beautiful gold Hamilton pocket watch with a nice inscription on the back. I'm sorry to say that a few years later that watch was stolen in a robbery of our home. Our trip home was uneventful. My wife and I drove from California to Phoenix where I had a job awaiting me in the Engineering Department of a large cement company. When I reported to work they told me the job was no

longer going to be filled due to a construction strike that was just starting that day that would last for several months.

That was just how things should have worked out I guess. What I did next lead to having my own Engineering and Sales business in Phoenix and enjoying that for the next 30 years.

I had just over 8 years of naval service. I was an enlisted man on USS Tingey (DD 539), being sent from there to OCS and was commissioned at Newport, RI. After Atomic, Biological and Chemical Warfare School at the Philadelphia Naval Yard, I reported to Halsey Powell in December 1961.

Would not trade those 8 years for anything.

Len Bonneville:

Offered re-enlistment—rejected—discharged July 20 (3 days early). Drove from San Diego to New York, train to Ct. Arrived July 24. No party, just long trip with friend.

Wade Toner:

I quietly said good bye to some shipmates and friends and left the Halsey Powell and the Navy on June 20, 1959 while the ship was being overhauled at the Long Beach, California shipyards. The next day, June 21, 1959, was my twenty-first birthday, the first day of summer, the longest day of the year and it happened to be Father's Day that year. I celebrated by driving my family non-stop from Long Beach to Burley, Idaho.

Cornell "Corky" Anton:

Leaving the Navy was a bag of mixed emotions. After 2 years on the Halsey Powell, 2 tours to Korea and all of the friends, then on to submarine school and lucky enough to have another skipper and exec' almost as good as a Captain Frank made re-enlistment look mighty good; and 16 more years was like 'nothing' for re-

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retirement. But, then I had a fiance waiting and a wedding planned for January. So, I took the early discharge from the USS Rasher SSR 269 (as the USS Rock SSR 274 had left for Far East tour of duty).

I reported to San Diego Naval Recruiting Base October 22, 1954. Petty Officer 2 and up carried special privileges such as: 1. Carry you Liberty Card; 2. No reveille; 3. No mess duty; 4. Maintain the recreation room (took all of 1 hour); 5. Look busy!

I discovered the Naval Courts Martial was in constant session and open for visitors. This was a real eye-opener. Each case was General Courts Martial or Summary Courts Martial. Each conviction carried minimum of 20 years hard labor at Leavenworth and Dishonorable Discharge. To see someone drummed out of the service is a very sobering and memorable sight. Highly recommend all enlistees attend some of these proceedings.

November 4, 1954 was departure day. As you all know, each veteran is entitled to \$300 muster-out pay. I had taken so much leave (8 days over) that with what I owed the Navy for each day of pay, I received a total of \$34.08; the travel allowance, enough to buy gas for my new car to get me back home to San Jose, CA. Really did not expect any big deal about getting home. In fact, I went to work back at my old job at Westinghouse the following Monday. Now that was one big surprise! As a returning veteran, Westinghouse gave me ALL of the pay raises for 4 years, all of the seniority for 4 years, and all of my accumulated vacation time for 4 years. (I had been employed by Westinghouse for 3 months prior to enlistment.) Now that was some welcome home. Actually worked for 3 months, returned and worked for 2 months and had a paid honeymoon vacation for 6 weeks! Three months later off to college and the G.I. Bill.

There was no parade (for the Korean War was still going—only a cease fire) and it is still going—we have 40,000 troops still there and Task Force 77 and 92 are still going

stronger than ever. Civilian life resumed and new challenges and excitement reigned.

Glen Hanne and Bill Alley are still my closest buddies and the Halsey Powell reunions are great!

Bob French, Lcdr, USN, Retired:

I am one of ten surviving airmen plucked from the waters of the South China Sea by the Halsey Powell on 18 January 1953 after two catastrophic aircraft ditchings in one day. As an Aviation Radioman First Class at the time, I often mused why my life was spared and eleven others were not as fortunate. That overnight onboard life saving experience was very much with me when I retired in September 1975. I was humbly privileged to have been given the opportunity to be the inspection officer of the aircraft squadron's assembled troops. It was astounding to most of those being inspected because on the previous day I had been a Master Chief Petty Officer. It was one of those Navy quirks where I was previously commissioned, advanced to O-5, reverted to enlisted, and upon retirement was advanced to the highest rank held. Of course, many of my long time shipmates were enlisted and it was only fitting to have the retirement party at the CPO Club. With family, friends, and good shipmates present, it was a fitting departure from active duty. I still give blessing today for the Halsey Powell's timely, hazardous rescue behind the reef in the China Sea.

THANK YOU

A big thank you to all who contributed to this newsletter. It takes time to write and send in an article, but it is greatly appreciated. We could not put out a newsletter without your help. If you see something in this issue that brings back a memory, please send it to us at ML&RS, Inc address on page three.

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.

INGENUITY, NAVY-STYLE

BY JOHN EWING

When the subject of ingenuity comes up I always think of Pixler. Pixler was one of those guys who, no matter where you plonked him down in History, would not merely have survived, but would have ended up managing half the Province, with a sizeable harem of concubines. That is unless he was killed by any loose combination of Sheriff's posse and/or irate husbands.

Pix had been in the submarines during WWII and was called back in for the Korean Thing. He was rated only a seaman but quite competent as a gunner's mate striker.

Pixler was the guy who laid out for us up in Mount 52 his plan for traveling cross-country conning storekeepers out of their coin by forging winning punchboard numbers, hiding them in his shirt cuff, and producing them at the opportune moment. Our concerted question was, "What if the winning number has already been punched?" Pixler said, "Hey, you might get a punch in the face, but it's worth it."

His other plan was to cut a trapdoor in a walkway used by the payroll officer at Armour's Packing House somewhere in Iowa. On payday, when the paymaster would have a bulging sack of banknotes to hand out, Pix planned to spring the trapdoor, put the slug on the paymaster, and make off with the bul-

ging sack of banknotes. His plan, if carried out to the letter, would have seen him safely onto the highway and out of town and into a life of ease.

Pix was in the Fire Department in Sioux City, and his idea of fun was to crawl out on the ledge of the fire station upper floor and capture a couple of inattentive pigeons. He placed one pigeon in each of the captain's boots, knowing that at the time of the year there would regularly be a call out for a grass fire in the dusk of the evening. When the alarm went off, Pix made sure he was slower putting on his boots than the captain so he could see the result of the captain jamming his foot down onto the first pigeon, yelling and cursing as he shook the flabbergasted pigeon out, only to have the same thing repeated with the other equally nonplussed pigeon in the other boot. Ingenious, eh?

But I maintain that Pixler's greatest exhibition of ingenuity came one evening in Mount 52 when he single-handedly harassed the fiery power of methane gas. Admittedly it was a primitive first effort, but had the authorities the foresight that we others in Mount 52 had, there would never have been a need to smash the atom for energy.

For some unfathomable reason the subject of sex was exhausted on watch that night, and idle speculation

turned to other things. I recalled a tale concerning the fact that my father's boss once had some teeth blown out when he leaned over a sewer manhole with a lighted pipe clenched in his mouth. That met with enough skepticism from others in the mount to mandate an experiment. Pix volunteered. "Let me turn over a few beans first," he said, and grappled and squeezed semi-seriously with his belly.

I was designated ignition-man and was handed a cigarette lighter. Pixler turned and bent over, but straightened and said, "You're going to be careful with that flame, aren't you, Ewing?" I assured him that scorching that particular portion of his anatomy was the farthest notion from my mind.

Pix resumed his bent position and said, "When I count to three."

I waited, my thumb on the wheel of the Ronsen.

"One- - - two- - - three!" Pix said, and I flicked my thumb. Blue flames in perfect synchronization with a muffled rumble shot out from Pixler's rump a good six inches, and if the personnel on watch on the bridge had been more alert they would have heard the huzzahs that reverberated in Mount 52.

No, Naval hierarchy missed a good thing by not nationalizing Pixler and turning him into a special Energy Department.

EXPERIENCE JACKSONVILLE IN 2009

Jacksonville has so much to offer for your 2009 reunion that we will need your help in deciding what to include on your reunion agenda. Please read through the following attractions in the Jacksonville area and then let us know what you want to do by filling out the survey at the

end. We look forward to seeing you in Jacksonville.

Anheuser-Busch Brewery Tour

The tour offers a close-up look at the Budweiser brewing process from ingredient selection to packaging. Visitors are invited to relax in the hospitality room over complimentary samples of Anheuser Busch beer products and Eagle snacks.

Mayport Naval Station

Group tours are not available

weekends, so this would be a Friday tour. "Windshield" tours are available on weekdays. Visits on active duty ships are sometimes allowed. (This policy may change between now and reunion time.) Lunches are available in the Officer's club. The alert and deployment status will determine how many and what types of ships are in port. The Commanding Officer Mayport Naval Station controls access to the base.

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Museum of Science and History

The museum takes visitors on a journey that begins with the history of Jacksonville and Northeast Florida and ends with a ride through the solar system. The museum offers interactive exhibits and the Alexander Brest Planetarium provides multi-media shows.

Riverwalk Cruise Lines

Cruise the St Johns River aboard the "FIRST LADY OF JACKSONVILLE", a replica of a 19th century stern wheeler. Enjoy the 15 mile luncheon cruise with dancing and a full service bar.

Day Trip to St Augustine

St Augustine is the oldest continuously occupied city in the United States. Magnolia St appeared on the pages of National Geographic as one of the most beautiful streets in America. The recommended way to enjoy the "oldest city" is to have a short narrated driving tour of the city, then be dropped off near St Georges St to do some exploring on your own.

Dinner at Alhambra

The Alhambra always presents an unbeatable combination of a sumptuous buffet and the professional production of a favorite comedy or musical. This is one of the best evenings of theatrical enjoyment you'll ever have.

Alligator Farm

The world's original alligator attraction was established in 1893. See all 23 species of crocodiles from Africa, Asia and the Americas, including the Gomek, the largest reptile in the western hemisphere.

Timucuan Ecological & Historic Preserve

The Preserve operated by the US Park Service, is 46,000 acres of natural northeast Florida beauty between the St. Johns and Nassau Rivers. Within the preserve are the Fort Caroline National Memorial, Kingsley Plantation and the Theodore Roosevelt Area. See woodstorks, great blue herons and marsh crabs in the vast savannas of spartina grass and needle rush or possibly an alligator in the brackish water.

Fort Clinch State Park

A restored Civil War era fort on the ocean displaying period furnishings and tools. Ft. Clinch features more than 1,000 acres of beach, a nature trail and fishing pier.

Fort Caroline National Memorial

The fort named after the French King Charles IX was a wooden and earthen fort built in 1564 by French Huguenots on the River of May (now the St. Johns). Managed by the National Park Service, Fort Caroline memorializes the 1564 French Huguenot colony "la Caroline." Facilities include a visitor center with exhibits, films, a bookstore, reconstructed fort exhibit, nature trail and a picnic area. The Ribault Monument, commemorating the first landing of Protestants on American soil is a few miles east.

Jacksonville Zoological Gardens

See over 500 animals in naturalized habitats including the original Jacksonville Jaguar, Maya. North America's largest thatched structure forms the new entrance. Inside two new trains, a gift shop and baby animal nursery await visitors.

Now that you have read about some of the attractions in Jacksonville, take a few minutes to complete and return the survey to the right. Hope to see you in Jacksonville.

2009 HALSEY POWELL REUNION SURVEY

Please take time to fill out and return this survey of the attractions listed in the preview of Jacksonville. We will use your surveys to custom design your reunion to your wishes. Mail surveys to:

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

OR:
Fax: 828-256-6559

OR:
www.mlrsinc.com/hpowell

Reunion format:

Do you prefer breakfast all three mornings as a group? _____
 or just a farewell breakfast on Sunday? _____

Do you want entertainment after the Saturday night banquet?
 yes no

Please indicate which activities you would like to see on your reunion agenda:

- Anheuser-Busch Brewery Tour
- Mayport Naval Station
- Museum of Science and History
- Riverwalk Cruise Lines
- Day Trip to St. Augustine
- Dinner at Alhambra
- Alligator Farm
- Timucuan Ecological & Historic Preserve
- Fort Clinch State Park
- Fort Caroline National Memorial
- Jacksonville Zoological Gardens

Registration packets will be mailed out approximately 90 days prior to the reunion.