

Mississippi Pirate



Official Newsletter of
the USS Mississippi
EAG-128

Special points of interest:

- > Your most memorable liberty ports stories serve as the cover stories
- > Albert Micena shares his memories of the Mississippi in Mail Call on page two.
- > Ray Ammeraal needs your help in finding a shipmate. See his letter on page three.
- > See why one of your Captains was called "Old Anchor Chain." The story is on page three.
- > Read more about Wilmington, NC and see why you should attend the October 21-24, 2010 reunion there. Pages three and four give you the facts.

Most Memorable Liberty Ports



Editor's Note:

I sent out an e-mail asking for stories about a place you visited on liberty that you remember the most because of its beauty, cultural differences or a memorable happening there. Thank you for your stories and I gladly share the following:

Jim Terborg:

I remember the week we went to Philadelphia to get the twin 6 inch 50 on the #1 barrette. A bunch of us were drafted to make up a work party to move the Battle Cruiser *Hawaii* from one side of the river to the other for some reason. That ship was one of three battle cruisers: the *Hawaii*, *Alaska* and the *Virgin Islands* that had been planned during WW2. The keel was laid for *Alaska*, and *Hawaii* was about 75% complete when the war ended, so they were scrapped.

I recall one evening I was riding a streetcar back to the ship. As I sat on the seat I noticed the structure was swaying as though the screws holding it together were all loose. I thought maybe the damn thing was going to fall

apart, but it held together. I would assume that the streetcars were all retired in favor of buses shortly after that. But it was an interesting ride.

A funny incident occurred on the ship. I was in sick bay for some reason, and I saw a sailor on the table while the doctor or corpsman was removing crabs from his genital area and dropping them in a stainless steel bucket. When he had finished, he dropped the gauze and whatever else he had been using in the bucket, as well and then poured some ether in there to kill the crabs. Without thinking, someone else dropped a lit cigarette in the bucket and whoosh, the fire erupted. I never saw sick bay personnel move so fast to put out that fire.

This is a couple of incidents that I can remember from 1948 when I was on the old barge.

Frederick Rosse Hemeon, FT3/HTML:

I believe it was early in 1954 when we went up to New York and anchored in the Hudson River for some R & R. I was recently married to Shirley and was not very interested in going ashore for recreation. (Our marriage lasted 45 years and we had five children. She died of cancer 12 years ago. I have many grandchildren and great-

(Continued on page 2)



Most Memorable Liberty Port (continued)

"It was the last time I saw my grandmother."



(Continued from page 1) grandchildren.) Back to the liberty in New York. I was pretty familiar with the city, having grown up in Trenton, New Jersey. I spent most of the New York visit troubleshooting the MK 56 gun fire control unit (GE). I also did shore patrol duty.

But I did find time to go out to Pelham to see my dear old grandmother. I think I took a subway or train out to Pelham where she resided in a Senior Home. She had a small room and we had a delightful visit. At one point, she invited her friends to

her room and declared that her grandson had come off a Navy ship to visit her. She was quite excited over my surprise visit. I entertained those dear old ladies for a couple of hours. It was a wonderful visit and the last time I saw my grandmother.

President Paul Shepley's Message

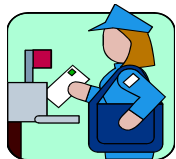
We have had a very hot summer, as did most of the country. Pam and I are both well. We will celebrate our 60th wedding anniversary on 2 September 2010. We are pleased that my ship-

mates chose Wilmington, NC for our ship reunion. We look forward to everyone having a good time in our hometown. Please remember to bring an item from your hometown for our an-

nual auction. Look forward to seeing you all October 21 -24.

Paul Shepley
President, USS Mississippi Reunion Group

Mail Call



Dear Editor,

My name is Albert Micena and I enlisted in the Navy on Nov. 20, 1951. I was sent to Bainbridge, Maryland for boot camp. Upon completion, I was sent to the USS Mississippi on February 20, 1952 and served until 1954 when I was transferred to the USS Juneau in April. I have always remembered my stay on the USS Mississippi.

When I arrived on the Mississippi, I was assigned to the Fire Division and had to go down to the very bottom of the ship where the burners were. In training, the Captain told us to close the burners as we were hit by a torpedo and we were all killed. This went on for a

couple of days—we were always killed every time. I said to myself, "If this was real combat, I would have been killed every time." Then I requested that I was suffering and that I couldn't go down in that hole again, so they put me in the mess hall. They asked me if I wanted to cook, and I said yes. They sent me to commissary school in Bayonne, New Jersey for six months, and after graduation I went back to the Mississippi.

I was sent to the bake shop and after one day I was baking. I opened a bag of flour and saw a thousand bugs all over the flour. I called 1st Class Petty Officer Boushard and he called for Chief Harris, who was in charge. He came over to the bake shop and I showed him. He asked what bread was on the menu and I replied, "White bread is on the menu this

dinner." I will never forget his answer. "NO, NOT WHITE BREAD. TONIGHT IT IS RYE BREAD." So I added more rye to the mix and baked rye bread. Over the loud speaker was announced, "Tonight we have rye bread, not white bread." To this day I have never had rye bread.

Now let me say a word about Chief Harris. I loved him. He was always kind, understanding, etc. He walked like the actor Wallace Beery. Chief looked just like him—walked like him, talked like him—he was Wallace Beery. I don't know how long the Chief was in the Navy. He had gold stripes from his wrist to his elbow. He must have had fifty years in the service and he had twelve kids. This is my story.

Albert Micena



"No, not white bread. Tonight it is rye bread."

Mail Call (continued)

Karen,

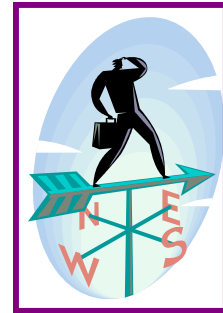
In 1975, I met an American Indian that was aboard the Mississippi and worked on the missiles. He was employed by Honeywell in Clearwater, Florida. I met him at an Order of the Arrow conclave at Camp Soule in Clearwater, FL. In April of 1976 I

met him again in DeFuniak Springs at an O.A Convention in the panhandle of Florida. We had quite a discussion at that time and he told me his name, but I don't remember it.

He was on the Mississippi, I believe in 1954-56. Perhaps someone would remember his

name and let me know what it is. I would appreciate it very much if you can find out for me. Thank you.

Ray Ammeraal
8 East Lane
Palmetto, FL 34221
MemePoppy0754@aol.com



“He was on the Mississippi in 1954-56.”

Mail Call

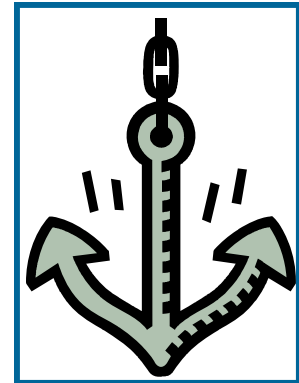
Military Locator,

One morning coming in, the USS Mississippi lost an anchor on port side. We were too large to tie up to the dock so we anchored out in the bay and took the motor whale boat in. As the anchor was being lowered it would shake the

whole ship. This time the ship suddenly got quiet. From the transmitter room level I saw a large orange cloud covering the old anchor chain. After that, our Captain was known as “Old Anchor Chain.” The transmitter room was a favorite place for me during

hurricanes. I would love watching the front of the ship go under as gigantic swells rolled over the deck.

Carl Farrell, ET1



“After that our Captain was known as “Old Anchor Chain.”

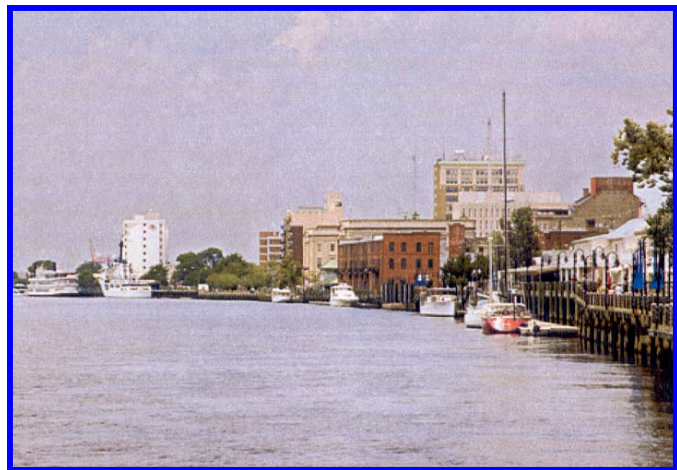
Wilmington, NC

Wilmington was settled on the Cape Fear River. It offers an historic downtown with a one-mile-long Riverwalk as a main tourist attraction. It is minutes away from nearby beaches. The National Trust for Historic Preservation named Wilmington, North Carolina one of its 2008 Dozen Distinctive Destinations. City residents have the advantage of living between the river and the

ocean, with Wrightsville Beach a short 20-minute drive from downtown.

In 2003 the city was designated by the US Congress, as "A Coast Guard City". The city is home port for the USCGC Diligence, a United States Coast Guard medium endurance cutter.

It is the site of the World War II battleship USS North Carolina (BB-55). Now a war memorial, the ship is open to



**RIVER WALK ALONG CAPE FEAR RIVER,
WILMINGTON, NC**

Wilmington, NC continued

public tours and is on display across from the downtown port area. Other attractions include the Cape Fear Museum, the Wilmington Hammerheads USL soccer team, and the training camp site for the Charlotte Bobcats. The University of North Carolina Wilmington provides a wide variety of programs for undergraduates, graduate students and adult learners, in addition to cultural and sports events open to the community.

Located here is EUE Screen Gems Studios, the largest television and movie production facility outside of California. "Dream Stage 10," the facility's newest sound stage, is the third-largest in the US. It houses the largest special-effects water tank in North America. Since the studio's opening in 1984, Wilmington has become a major center of American film and television production. Movies such as A Walk To Remember, Blue Velvet, Weekend at Bernie's, Teenage Mutant Ninja Turtles, Em-

pire Records, Cape Fear, Black Knight, 28 Days, The Crow, Nights in Rodanthe and Hounddog; as well as television shows such as Matlock, Surface, The WB's Dawson's Creek and One Tree Hill have been produced there. Hundreds of films, documentaries, and television series have been filmed here.



Cast of Matlock, filmed in Wilmington

USS MISSISSIPPI REUNION

OCT. 21-24, 2010

WILMINGTON,
NC

**RAMADA CONFERENCE
CENTER**

Financial Statement



Balance remaining after 03/10

\$793.29

Funds collected since 06/10

\$25.00

Funds available for 09/10

\$818.29

Funds expended 09/10

\$133.65

Balance for 12/10

\$684.64

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Military Locator & Reunion Service, Inc

P.O. Drawer 11399, Hickory, NC 28603

Phone: 828-256-6008 or Fax: 828-256-6559

E-mail: dina@mlrsinc.com or Karen@mlrsinc.com

On the web: www.mlrsinc.com/eag128

Our reunions work so you don't have to.

STATEMENT OF PUBLICATION

The *PIRATE* is the official publication of the USS MISSISSIPPI Association. From now on it will be 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 MISSISSIPPI. 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.

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

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

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