



Issue # 84     **(November Juliet Tango Alpha) April/May. 2018 (Page 1)**

Official Newsletter for the USS Haynsworth Committee, President, Harvey N. Bailey RD3 1960 to 1962

**SHIPMATES, FAMILY, AND FRIENDS OF THE USS HAYNSWORTH DD-700 COMMITTEE,
WELCOME TO THE 2018 ISSUE OF THE HAYNSWORTH NEWSLETTER.**

Chris and I are pleased to announce that we are working with Williamsburg, Virginia venues to host the 29th USS Haynsworth . Williamsburg was a day tour at our 2005 reunion at Norfolk, VA. A short day tour is not a sufficient time to fully take in and enjoy the history of Williamsburg and participate in the on-site events that depict life in the ‘Colonies’ of that period. If it is possible for anyone attending this reunion and you have younger relatives, especially school age children, this reunion would be the one you would want to bring them to. Some activities you can attend are in the photo’s below.



A ride in a real stage coach



A court drama about real trials of the 1700’s !



A ‘witch’ trial from court documents.



Evening show of Benjamin Franklin’s ‘Glass Harmonica’.

SO, BRING THE CHILDREN. THERE’S ALSO ‘BUSHGARDEN’S AMUSEMENT PARK!’
(Many School’s will give excused absences for educational trips.)



1959 'INLAND SEA's CRUISE. LEAVING CHICAGO's NAVY PIER

USS HAYNSWORTH DD-700 NEWSLETTER

April/, 2018 issue #85

April/May, 2018

(page 2)

James F. Horn (Editor)

2 Surrey Court

Chambersburg, PA 17201-8756

ADDRESS CORRECTION REQUESTED

If your name or address is not correct or any of the information within is not correct or if you have any news or stories you wish to share with your ship-mates, please contact the Editor.

If you wish to discontinue receiving this newsletter, please return this copy or notify Editor

If you would like to receive the E-newsletter

Exclusively, call or e-mail me.

It's Great in color!

SHIP'S STORE

The following items are available in our Ship's Store. All orders include shipping.

- Ceramic Cup w/ DD-700 photo & DD-700 Patch-----\$21.00* **NEW ITEM**
- Framed Glossy USS Haynsworth pictures(see note below)-----\$16.00*
- USS Haynsworth, DD-700 Ball Cap's (specify with/without "eggs")-----\$15.00* W/eggs, \$20.00
- USS Haynsworth Patch (embroidered 5" Dia.)-----\$ 7.00*
- USS Haynsworth Golf Shirt,(Navy Blue or Gray [state color]) with:
Gold embroidered ship, name, and hull number).S/M/L/XL XXL-----\$32.00*
- USS Haynsworth DD-700 License Plate Frame (Metal)-----\$20.00*
- Light Tan Twill Jacket w/ DD-700 patch. (see insert)-----\$195.00*
- USS Haynsworth T-Shirts; (select from many DD700 pictures, all sizes.---\$19.50*

Note;(Contact me at: haynsworth@comcast.net or 717-263-8090 for available pictures or, send me your own!)

(Note: All prices have increased due to increased mailing costs. See *)

Make all checks payable to: "USS HAYNSWORTH REUNION COMMITTEE"

Send check to: James F. Horn (Treasurer)

2 Surrey Court

Chambersburg, PA 17201-8756

Rec'd f/ RMSn Marvin Timm, '48-'49, CambridgeMN

Hi Jim,-----Sorry to hear of the health problems. I think that this is a bad year. My wife,(Lois) had the 'bug' for about six weeks.-----I read about the reunion issues. We understand the work involved. Lois and I hosted the reunion in 1998. We had about 54/55 shipmates at that reunion, about 116 people in total. Thought you might like to see what happened 20 years ago. Please find inclosed, my dues.-----//s// Marv Timm

Rec'd 3/5/18 f/ MM2 (Stretch) Eovaldi,'58-62, CascoMI

Hi Jim,-----I'm late with dues, but better late than never, I talked with Billy Barnett, (webmaster for ships Web page www.usshaynsworth.org), he was having a problem with a picture of Wally Lueck, MM3 ('59-'62). We had a terrible snow storm here yesterday, (3/1), but that's Michigan.----- //s// 'Stretch'

Rec'd 2/10/18 f/ MM2 John Brockman '63-'66, ClevelandTX

Dear Jim,----I hope this finds you and Chris well and happy. It was a real pleasure talking to you. This is to catch up on my dues. I forgot to tell you to make my Tee-Shirt a large w/ #5 picture. Please enter me in the drawing for the '(Navy) Jacket raffle. I added \$50 for that. Also, give me five chances for the 2018 Clock too. Thanks Jim.-----Fair Winds and FollowingSeas, -----//s// John Brockman
P.S. Say Hi to Chris. (Consider it done john, she appreciates that!)

Rec'd 3/17/18 f/ BT2 Timothy, (Tim) Fohs '58-'61, Odenton, MD

Jim, Enclosed are two photo's of BT's station aboard DD-700. The top photo was taken at our ship's party in July 1960. (Editors note: I was at that ship's party and it was in BarcelonaSpain). The other photo, location unknown, but possibly in a local bar when we were on the Great Lakes, (In-Land Sea's Cruise) cruise. Ask Pappy Schreffler if he remembers going ashore in BeirutLebanon in September 1958, with myself and Louie Lowman, (BT2 '56-'61 [D: 2/6/2008]). (Editors Note: I also was aboard and remember liberty in Beirut. that's a story I will tell later.) Tim's letter continues: Also, enclosed is a check for two Tee-shirts, 1-large; 1-medium and 1-ship's cup and patch. I appreciate the work you guy's put into the newsletter and keeping memories of serving aboard the Haynsworth, alive. I spent two years and nine months aboard the DD-700---
Some great times and some not so great.-----Thanks, //s// Tim Fohs BT2 (photo's on page 4)

Rec'd 24 Feb. 2018 f/ LT Malcolm Kenyon, '69-'70, Bellingham, WA

Dear Jim,----Thank you for staying faithfully at the helm through the thickening fog of old age! Please find enclosed my check for dues and for 1 of the irresistible ceramic mug with our ships patch on it, (I still have the one I used in the wardroom in 1969, enshrined on a shelf in my library). Also enclosed is an essay / memoire compiled from vignettes written between January 2007 and February 2018. I send it for your amusement, because some of the character sketches are possibly to frank and, caution! It contains 'Sailor' language. The VA Center in Bellingham has a weekly writers group for vets from all services who have PTSD, (we even have a woman!). We write this stuff for amusement and catharsis and read it out-loud to other.
May you prosper,----//s// Malcolm (Ed. Note: Thanks Malcolm, I am going to break down your 'essay' titled THE HAYNSWORTH into three or four parts spread out into as many issues of the Haynsworth newsletter.)

THE HAYNSWORTH by LT MALCOLM KENYON, 1969-1970

The pinnacle of my Naval career was to be Chief Engineer of the USS *Haynsworth* (DD-700), a 2250-ton destroyer, veteran of the Okinawa campaign, home ported during her last years on Pelican Island at Galveston, Texas. did not exist in 1900, but accreted later from dredge spoils dumped around the old quarantine moorage at the mouth of the HoustonShip Canal. The island was a flat featureless wasteland of crushed dusty white oyster shell, never fully recognized as a part of Texas. TODD Shipyards Corporation had a yard there. were water moccasins ans rattlesnakes just beyond the parking lot, making walking after dark totally insane and daylight strolls circumspect. No one wanted to walk there anyway since there was nothing to see.

(C0ntinued on page 6)

① FRANK CAVALLARO ③ Tim Fohs
② MENDEZ ④ Jim Powers
BARCELONE SPAIN - Ships Part July 1960



Left to right: ? ; Frank Cavallaro; Louie Lowman; ? ; ? .

If any shipmate can identify these, 'unknowns', please contact me, and I will print correction later.

(Editors comment on the following contribution from USS Haynsworth Committee President-Harvey N. Bailey RD3/c '60 – '62. The following article was penned by; James A. Lyons, ADM, USN (Ret.) Article was posted on Wednesday, September 6, 2017., [I agree with the following analysis/opinion.]) I am sharing this with the shipmates who have not had access to this article that was distributed to all shipmates that do have e-mail. Any received comments will be included in the next newsletter providing that the contributing shipmate(s) give permission to post their replies.)

ANALYSIS/OPINION: (by James A. Lyons, (ADM RET. Cmdr. CINC Pacific)

The U.S. Navy's loss of two sophisticated, key anti-ballistic-missile-capable destroyers within a matter of several weeks is symptomatic of a much larger issue. The fact that these highly maneuverable ships were 'steaming' independently and collided with two civilian merchant ships, which was clearly avoidable, demands drastic corrective action. A recent directive by the Chief of Naval Operations, Adm. John Richardson, calling for a top-to-bottom review by all levels of the Navy's command structure is a step in the right direction.

Areas most likely to be reviewed include the current size of the Navy and an assessment of its impact on force deployments, operational tempo as well as lack of time for required maintenance. Certainly, current training procedures and how personnel are qualified to perform critical bridge watch-standing duties, as well as in combat information center, must be examined. While these are key areas to review, the Navy has always had long deployments and overworked crews, neither of which affected fundamental seamanship on operating our ships. However, I am sure that eliminating of the Surface Warfare Officer School will be highlighted as a contributing factor.

In that sense, I never understood why a newly commissioned ensign from the Naval Academy or from a four-year NROTC program had to be sent to six months of additional training to learn to be a division officer before reporting to his first ship. What was he doing for four years of intended training at the Naval Academy?

One area that I have not heard that would be examined is a "third rail" for the Navy as it deals with personnel-manning policies for its ships and aircraft squadrons: What impact has "diversity" policies had on a ship's manning criteria? Implicit within this is examining what has been the impact of President Obama's social-engineering mandates that were forced on our military and their negative impact on our readiness and capabilities. His Executive Order 13583 declaring that "diversity" is a strategic imperative critical to mission readiness and accomplishment simply does not compute. This is faculty lounge logic. What the EO did, in effect, was to provide cover for the forced implementation of his social engineering programs. Many of these programs were a distraction with valuable time devoted to "sensitivity training" instead of, for example, learning the meaning of "code of conduct" Due to political correctness, our military leaders failed to challenge the EO just as they failed to challenge the Restricted Rules of Engagement that cost so many lives,

Another distraction that needs to be reviewed is the opening of all combat roles to women. There are so many viable roles for women in the military-----combat is not one of them.

When I used to visit ship wardrooms, it was not unusual for me to find that the Chief Engineer was a MIT graduate, the antisubmarine officer was a graduate of Brown, the weapons officer was a Naval Academy graduate, the first Lieutenant was from Princeton, and so on. You won't find a wardroom today with such talent. This is due primarily to current shipboard manning policies that preclude this type of talent from getting shipboard billets.

President Trump's recent decision to ban transgender personnel from military service was clearly the right decision. No further expert than Dr. Paul McHugh, former head Psychologist at Johns Hopkins University Hospital, has stated that trans-endemism is not a physical issue, it is a mental disorder that needs -----

(CONTINUED on PAGE 6)

understanding and treatment. It is not a civil rights issue and should never be forced on the military. However, with the hijacking of the American Psychological Association (APA) by the left, there are now enough votes to classify a mental disorder (trans-endemism) as perfectly “normal.” Clearly, the APA should be decertified and no longer used by the Department of Defense as the key reference.

Over the years I have found that there are three elements aboard ship that are unacceptable for good order and discipline. One, you cannot have a thief; two, you cannot tolerate a drug user or drug pusher; three, you cannot have a homosexual aboard. In fact, the entire LGBT agenda is clearly a distraction and impacts negatively on unit integrity, cohesiveness and the “will to win.” It should be pointed out that in the late 1800s, homosexuality was so rampant on Navy ships that mothers would not let their sons enlist until the Navy cleaned up its act.

The bottom line is that the military is an institution whose mission is to protect and defend the country against all enemies foreign and domestic. Anything that distracts from this mission must be rejected. It is the institution that sets the standards for enlistment. No one has the right to serve in the military unless they meet those standards. In that sense, Navy Leadership can take the lead in rejecting social engineering mandates that were forced on our military forces by the Obama Administration.

I believe the current problems our ships are experiencing can be traced to these mandates. With the hundreds of millions of dollars that are expended to build today’s sophisticated warships, we must have the ‘best and brightest’ to man those ships. Now is the time to take the lead by breaking the shackles of political correctness and put the Navy back on an even keel.

JAMES A. LYONS, A RETIRED U.S. NAVY ADMIRAL, WAS COMMANDER IN CHIEF OF THE PACIFIC FLEET AND SENIOR U.S. MILITARY REPRESENTATIVE TO THE UNITED NATIONS.

‘The HAYNSWORTH’

(continued from page 3)

(Editor’s Note: This article has been edited for content)

From where we docked, we had a panoramic view of the dilapidated backside of the city of Galveston’s weathered, rectilinear, featureless wood and masonry boxes built on pilings across perhaps one hundred yards of unclean water.

The *Haynsworth* had been hit by a kamikaze during the battle for and was bent. That is, her keel had a longitudinal ‘WOW’ in it. Ordinarily she would have been scrapped, but shipyard surveys indicated that the ship was nevertheless still serviceable and she remained in service for 25 years by the time I went aboard her. In 1969 she was the last ‘twenty-two-fifty’ (as her entire class of destroyers was called, named for their tonnage) in the U>S> Navy to have forty-millimeter gun tubs on the 02 deck level. She was too bent to receive the ‘Fleet Remodernization (FRAM) package. Nevertheless’ she steamed-on as a living monument to World War II and ‘Rosie the Riveter’. Movies were sometimes filmed aboard the *Haynsworth*, due to her unique, historical configuration.

The crew was a bit peculiar, most Navy crews are utterly eclectic, gathered from the four corners of the universe----farm boys from Iowa, cow hands from Montana, ivy-leaguers from New England, but not the *Haynsworth*. A goodly portion of the crew was assigned for hardship reasons from among the Cajun population of East Texas and Louisiana, and the vessel was idiosyncratic. One idiosyncrasy which came to my Attention was the bold consumption of alcoholic beverages afloat as well as ashore, with no attempt being made to conceal empty liquor containers. On one of my inspection rounds of B (Boiler) Divisions berthing

(Continued on page 7)

compartment, I discovered several whiskey bottles neatly placed in the compartment waste can (AKA s--- can), awaiting recycling I suppose. I stormed indignantly up to the Chief's Quarters in the very forward part of the ship to bring this atrocity to the attention of the cognizant CPO. He wasn't there, but the Chief Electrician---Chief Reid, typical of his rating, was a suave brainy fellow much used to dealing diplomatically with the evident deficiencies of junior officers. Abruptly he asked, "Do you drink Mr. Kenyon?"----Well, yes," I replied.----"What do you drink?"----"Canadian Rye usually," I replied, failing as yet to grasp the relevance of his questions. Without responding, Chief Reid turned to the forward bulkhead where a large mirror and a planter, I think, backed up the upholstered seating for the CPO mess table. He slid the mirror sideways, revealing a full built-in bar of which many small commercial establishments would have been very proud, and pulled down a bottle of Canadian Club. Pouring me a generous glass, he motioned me toward a seat. "We need to talk" he said.

The Guantanamo trip was particularly awful. We went down there for Refresher Training (REFTRA) in a vessel so old that our hourly feed-water consumption alone disqualified us from passing any of the engineering drills. On the way down, the Squadron Commander aka The Commodore---a reserve officer who had his flag in USS *Hyman* (DD-732), home-ported in New Orleans, at other times a regional bra-and-pantie salesman----thought it would be jolly good fun to have a Full-Power Trial. I told the Captain that: a) we could not pass a Full-Power Trial under any circumstances, and b) it was dangerous, that there was a very high likelihood of burst steam pipes or fuel lines, and the safety of my men outweighed the Commodore's ego. Meanwhile, we ran making full speed toward Cuba and the fuel burn-down on my plant, which had stood cold-iron for weeks before this sortie, was alarming. The Oil King kept sounding the fuel tanks day and night and finally awakened me to announce that we had six-percent burnable (fuel) remaining, and God alone knew what lay beneath the accumulated sludge of twenty-five years service at the bottom of our fuel tanks. I went to the Captain, "We've got to slow down," I told him. "The Commodore will be pissed. We'll lose face," said the Captain. "Picture your face on the cover of *Newsweek*," I suggested: "USS NAVY DESTROYER RUNS AGROUND ON ISLE OF PALMS." The Captain ordered immediate reduction in speed and radioed the Commodore, who belittled us as cowardly chicken-shi--. We limped into Gitmo on fumes.

In the 1960s civilian do-gooders of the same ilk as those who presently find the U.S. Armed Forces a dandy publically-funded laboratory foe social experiment, hit upon a pious scheme whereby the minimum acceptance standards for Navy service would be end-run, and a number of mildly-retarded individuals would be slipped into the enlisted ranks to determine if they might possibly thrive there. These subjects were called "Group-Fours". (Editor's note: for your personal verification, 'Google' "Group of Fours" and "Project One Hundred Thousand".)(This 'project was the brainchild of Sec. Def. McNamara and approved by Pres Johnson).

The plan was kept pretty hush-hush. Few Division Officers or even department heads were apprised of the project. Nor were these men's enlisted peers clued-in for that matter, in order to avoid biasing the experiment. The new men were usually assigned to the deck force, where at least their muscle might come in handy for taking in mooring lines and chipping paint. For personnel at the E-2 level, the deck force was the least-discriminating and least-technical of a ship's departments. These new guys sort of survived aboard languidly in a dull haze and mostly stayed out of trouble, their ambitions maxed-out by IQ levels of (I would guess) about seventy to seventy-five---in the parlance of psychology, "dull-normal's"---not petty officer material.

Since the *Haynsworth* carried ordinarily fifty-percent of her rated complement of 256 men, we had to augment as best we could with reservists who were often very out-of-date in their technical skills. Thus, I was always eager to receive new regular crewmen, most of whom, during the Vietnam War, were being sent out to real fleet billets instead, and we gladly took what the miserly hand of BUPERS handed to us. One of our personnel

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---acquisitions was a 'Group-Four' E-2 Fireman fresh out of boot camp or indoctrination or whatever short-circuited preparation the 'do-gooders' had devised for 'Groure-Fours'. He was a very small shy fellow, contrite and gnome-like and nearly invisible, non-confrntational and earnest. I figured he could manage the duties of Messenger of the Watch, a billet most reservists thought belittling and unworthy of their lengthy service, much of which sadly had been performed in National Guard Armories via correspondence courses and hypothetical exposures to was, such as watching old black- and-white *Victory at Sea* episodes. As Messenger of the Watch, 'Wyler' (fictitious name) habitually stayed out of everybody's way, always tried to be helpful, seemed always eager to please. (TO BE CONTINUED IN NEXT ISSUE OF THE HAYNSWORTH NEWSLETTER).

(Ed. Note: From my wife Chris to all the crew and family members).

To all of my friends, of the USS Haynsworth family. I want to thank all of you for your thoughts and prayers and your cards. I am doing somewhat better after all my hospitalizations and hope to continue to do so.

You are all wonderful and I hope to see you in Williamsburg. I love you all, Chris

Rec'd from Margaret E. Messecar, (TM3 Donald R. Messecar '44-'45, [D: 5/2006].

Thank you for the Newsletter. I really enjoy reading it, especially the July, 2017 issue, as my husband was a Torpedo Man at that time and was a friend of Gus's. (Scurati, FC1 '44-'45).

//s// Margaret E. Messecar [AmherstNY]

(Ed. Note: Thanks Margaret. I am pleased you enjoy reading the Haynsworth Newsletter. God Bless!)

Rec'd f/ BT2 Tim Fohs; '58 -'61 [OdentonMD]

Jim-----Sorry about the shortages. [dues numbers], Just to let you know why I have not made any reunions. My wife, [Mary] has a very difficult disease. You guy's keep up the good work. Enclosed is the \$5 shortage and \$17.00 for another 'Med.' T-shirt f rom the InlandSeas Cruise (1959).---Ed. Note; Thanks Tim.

//s// Tim Fohs, BT2----- (Ed. Comment; We will add Mary to our prayers)

Rec'd from LT(jg) David J. Oberholzer, '57 to '59 (BethlehemPA)

A TIGER IN THE TANK

While on a 'Med' Cruise in 1958, the *Haynsworth* was steaming in company with the *USS Randolph*, CVA-15, An class aircraft carrier, for whom we frequently 'plane guarded' and from whom we would refuel underway.

On one such refueling occasion, as we were in a waiting station astern of the *Randolph* with *ROMEO* (refueling) flag at the dip, *Randolph* signaled us by flashing light that they had a personnel transfer for us and so we rigged the Boatswain's chair on our port (left) side.

Captain Weed ordered *ROMEO* two-blocked and the engines cranked up as we began our approach to the starboard (right) side of the *Randolph*. As we slipped into refueling station alongside, it was pleasant to see the *Randolph* band assembled on the starboard side of the hanger deck and serenading us as we refueled. WOW, what a nice touch! The 'boatswain's chair' was sent over to the *Randolph* but the transferee who was being strapped in looked like anything but a sailor. He was dressed in what looked like a pair of light blue coveralls with a light blue engineer's type cap.

He came aboard and, as soon as he was released from the chair, he scampered up one outboard ladder then another until he was at our bridge level but 'outboard' of the open bridge bulwark hanging onto the outboard Handrail. Seeing him up close, it was obvious that he was adorned in a complete 'Esso' serviceman's outfit with blue and white pinstripes and the oval red. white and blue Esso logo on his cap. He pulled a squirt bottle and rag from his pocket and preceded to wipe the ships windshields even as the band played! It turned out that Cdr. Archie Lupia, who had been our Executive Officer and who was now Gunnery Officer on *Randolph*, had arranged this splendid display of gas station customer super service for the *Haynsworth!* (I was there! Jim H.)

Rec'd f/ RD3 Harvey N. Bailey, '60-'62 (President; USS Haynsworth Reunion Committee (LuthersburgPA).

Dear Christie,

On behalf of all the members of the *USS Haynsworth Reunion Association*, we offer our sincere condolences to you on the loss of your Father, Archy (Lupia). We extend condolences also to Carol, David and Jonathan and the rest of Archie's family.

Archy was a vital member of the officers wardroom and Executive Officer of the *Haynsworth* from 1957 to 1958. Although he served on many ships and stations throughout his long distinguished career, we feel he belongs especially to our beloved ship.

Archy was a revered member of the *USS Haynsworth Reunion Association* and we cherish the memories we have of him as we salute Archy for his service to the *Haynsworth* and to our Nation.

Please accept this expression of our sadness at your loss.

Sincerely yours,

Harvey N. Bailey, President

Rec'd 2/8/2018 f/ MM2 Raymond C. Kullnat, '50-'54. (MullinsSC)

James,----So much has happened since October 2017. First, we were caught in a flood that took the first floor of my home, my car, my GMC pick-up. Much damage to the home, that took until January 2018 to be able to move back in. But , thanks to above, we are back in and partly sane, Ha ha. Really, during this one year, I have lost most of my memory. (dementia During the year before this we went to Iowa to see Marvin Plank who was ill. While there, his wife passed away and such a sad thing to see because he had been sick and also his wife. We had to leave and go home due to many problems at home.

Result of the above was not at all good. I've heard only twice since then but still, Marvin was not himself. Please receive this \$40.00 for my last two years and let me know where I stand money wise.

James, I am not the man I used to be but my love for the four years onboard the Haynsworth and all the sailors and when I could come to a reunion, I did. Probably, in another year or two I will not be able to drive my car although, I am good for now, As soon as you return this letter, I send more money for our newsletter, if needed. I appreciate all you have done for our group and done so well. Keep up the good work.

//s// Always, Ray K. (Ed. Note: Ray, thank you for your letter It was good to hear from you especially after all you have been through the past year. On behalf of the crew, we hope and pray that you are having a better 2018 than last year. Please keep in touch, and Thank You for the dues. Jim Horn

(Editors Note: As I begin writing this Newsletter at 4:30AM, I am just aware that FOX news is reporting that we have launched multiple asset strikes against Syria. With our Destroyer, Aircraft Carrier assets in the Mediterranean Sea along with B-1B and other assets, including France and Brittan.(Pray for our troops.)

Rec'd f/ RD1 John Shanahan, Jr. '67-'70 (Drogheda, County LouthIreland) (Letter sent to web-master Billy)

Billy,-----I want to thank you for posting the item on the passing of Dean Hill. He and I were both members of the same Naval Reserve Group in Houston, (NRSD 8-91) and later, both crew members on the Haynsworth. Coincidentally, we were both architects and worked in the same office in Houston at CRS Architects. I remember Dean fondly as a fine gentleman and very capable Naval Officer. I always enjoyed getting underway with him and have fond memories of training cruises on the Haynsworth with him.

Like the ship, we're all getting older now and death notices of old friends are common readings. It's hard to believe that our time on the Haynsworth was nearly 50 years ago. Thank you very much for what you do to keep our Association and our wonderful memories alive, //s// John Shanahan, Jr. (ED. Note: see photo's on page 10)

Rec'd f/ MM3 Wallace (Wally) Lueck '59-'62, FargoND (Ed. Note, Wally went on to attain rank of LT(LDO)

Jim and Christina,

Yes, we are still alive in Fargo, but circumstances have really changed. Wally had a stroke a year and a half ago that paralyzed but did suffer mentally. Wally rarely goes on the computer so he doesn't stay in touch with anyone. His drive has diminished greatly. His rheumatoid arthritis is really bad too, pluss the fact that he is 77 years old. My hope is to stay healthy so I can take care of him. We moved from a house with 27 steps to a very small house with 2 back steps which are still a problem. I don't want to go on and on, but as a good Navy friend, I thought you should know why we disappeared.

We have always enjoyed seeing you and Jim, we know the enormous amount of time and talent and money you have given to the organization and we appreciate the efforts of you both. I must admit, I write this with a very heavy heart. I am just sick that Wentz, (#11 Quarterback/ Philadelphia Eagles) was injured. He played football here in Fargo and is such an incredible young Christian man. Pennsylvania, (Eagles) is lucky to have him. Hope you have a wonderful Christmas. //s// Wally and Diane Lueck

Captain Dean Hill photo's courtesy RD1/c John Shannahan Jr. 67-70 :

Captain Cal Dean Hill 68-70 (D: May, 11 2017)



Haynsworth returning to dock, GalvestonTX



Photo's courtesy of Howard Hill (Howards letter on page 11

Haynsworth Association Officers and Members

April/May, 2018 (page 11)

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Name	Rate/Rank	Time Aboard	City/State	Date of Passing	
BYERS, RICHARD L.	RD3/c	1959 -1962	Inwood, WV	August 24	2017
HAND, CLOYCE E.	GM2/c	1947-1948	Atwood, KS	September 17	2017
BLACKBURN, WINSTON M.	BT2/c	1962-1965	Greenville, AL	January 21	2017
HALL, FRED W.	SN	1957-1959	Phenix City, AL	October 17	2015
HILL Jr., CAL DEAN	CAPT.	1968-1970	Houston, TX	May, 11	2017
THALER, JAMES R.	SO2/c	1956-1957	Elyria, OH	July 1	2015
SHEDWILL, CHARLES M.	MM3/c	1956-1960	Saulk Village, IL	July 13	2017
VAESSEN, JOHN B. (Jack)	EM1/c	1945-1946	San Mateo, CA	February 22	2018
MANDELL, ALVIN	LTCdr	1944-1945	Reading, MA	January 24	2004
LUPIA, ARCHY LOUIS	LTCdr	1957-1958	Reno, NV	November 13	2017

NEWSLETTER EDITOR AND TREASURER NOTES

On behalf of all the shipmates who receive this newsletter (350+) and those who receive the E-Newsletter exclusively, I would like to thank all shipmates and family members of deceased shipmates, who continue to send me correspondence for inclusion in this and all our newsletters. Without these notes and letters there would be no newsletters to share with all of you so, keep them coming in please. If you have an e-address and have never received any e-mail from me, then you need to send me your e-address. Please and Thank You!

IMPORTANT MESSAGE: Many e-mails have been coming in that state that their e-mail address in the **NEW** web site, <http://www.usshaynsworth.org> have their address incorrectly posted. Please review the new site for current Haynsworth information and report errors in that site. Thank You. Editor Jim Horn and web master Anthony Barnett. usshaynsworthdd700@aol.com

Treasurer Note. Below is a comparison of number of dues payers, total income, and average for 4 years.

Year	# of payers	Total Dues Income	Average per payer.	
2014	72	\$ 2,998.00	\$ 41.64	
2015	63	\$ 2,471.00	\$ 39.22	Loss of \$527.00 from 2014
2016	67	\$2,628.00	\$ 39.22	Gain of \$157.00 from 2015
2017	48	\$1,798.50	\$ 37.50	Loss of \$829.50.00 from 2016
2018 (1st Q)	21	\$ 765.00	\$36.43	Average continues to decline.

Mail Bag

April/May, 2018 (page13)

Rec'd from Howard Hill Feb. 25, 2018. Attn: James Horn, re: Capt. Cal Dean Hill, Jr.

My name is Howard Hill and my father, Cal Dean Hill Jr., received your newsletter from the USS Haynsworth organization for many years. Sadly, my father passed away in May (11) 2017 and so can be removed from your mailing list.

For a number of years in the mid-1960's the USS Haynsworth was assigned to the Naval Reserve Fleet and was based in Galveston, Texas along with DE-252, USS Howard D. Crow. My dad was both the Executive Officer, and then took command of the ship in July 1968. Though he never said, I'm sure it was one of the proudest moments in his life. Dad served as Captain for 2 years, until July 1970 when the Haynsworth was decommissioned and the USS Ault, DD-698 took it's place in Galveston. Dad also commanded the Ault for some time.

As a kid I have very fond memories of going to Galveston to 'meet the ship' whenever Dad was off on the annual training cruise, or just a reserve weekend. It was also a real treat for a kid to go on the annual dependent's Cruise. I'm attaching a few photo's from the July 20, 1968 Dependents Cruise, which was also the day of the change-of-command ceremony when Dad became the ship's captain.

Dad took great pride in his Navy service and always appreciated connection to the various organizations of the ships he served on. These included the USS Rodman, DMS 21, USS Hass, DE-424, USS Wren, DD-568 and of course, the Haynsworth and Ault. //s// Thanks! Howard

Additional Information for the 2018 Reunion in WilliamsburgVA

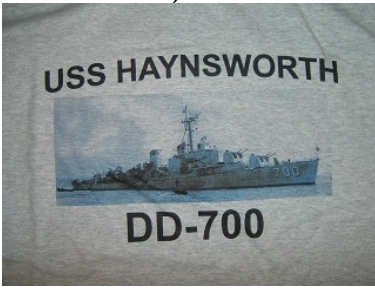
1. For shipmates who prefer to make Room reservations on-line, the 'Woodlands' has a link to make your Reservations; <https://book.passkey.com/go/1072952>
2. The 3-Day passes you will receive will get you entry into many venues at Colonial Williamsburg. Highly recommended: Attend a 'real trial' re-enacted from the 1700's at the 'Court House'. If you wish, you can volunteer to be a participant! Other must see places are the Governor's Palace, Parliament Building.
3. is very near to Williamsburg. For those interested in using one of the three 'free days' and going to BushGardens can drive the short distance or ask me to take you. I would suggest Thursday or Friday to go there. Saturday would be a short day as time is needed to prepare for the Banquet.
4. This year's Banquet Opening will be a unique event in that we will have a ' and Drum Corps and a 'Colonial Color Guard' to open the festivity.
5. Please note the hour(s) of operation of the Complimentary Breakfast: 07:10 AM to 10:00 AM
6. If you are asked to provide the 'Block Code' or 'Group Code' it is: 18010USSM
7. Just a reminder in case you missed it on the Registration Form and page 1:

Consider bringing the children or Grand Children to the Reunion

Most schools will consider this an Educational Trip with Excused Absence.

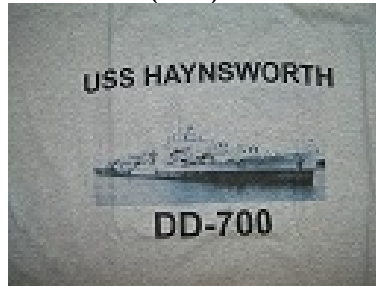
These are five samples of T-Shirts that are available for \$17.00

1)



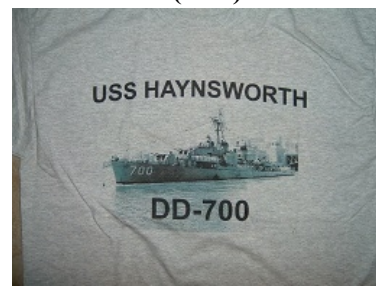
I think this is from the 'round the World Cruise, It has the BIG

(# 2)



This is from WWII in . Cruise 1959 leaving Haynsworth banner on the hull. 1953 Chicago.

(# 3)



(# 4)



Circa 1945 / 1948+

(# 5)



Circa 1960 / 1961

They come in all sizes from kids to XXL and are made on 50% cotton, 50% polyester. machine wash with like colors. Use only non-chlorine bleach if needed. Tumble dry-Low. Do not Iron or dry clean. As stated, these are just a few of the ships pictures available or your own picture(s) as you might wish. State if you wish the picture(s) on front or back. I cannot completely guarantee it but I might be able to include your 'Rating patch' i.e. MM, RD/ SO/TM/BM/FT etc.

CIRCLE or send own picture along with check. Use my address on page 16 .

NEW ITEM!

CERAMIC 12oz. mug. Baked on 'Patch' and photo # 5 above.

Purchase, includes shipping, is \$19.95



Left hand view



Right hand view

DD-700 Patch sewn on right breast



US NAVY TWILL JACKET RAFFLE- Stone color.

Cost of raffle ticket is \$3.00 ea.

You need not be present at reunion to win. Mail-in-winner will be contacted.

Please fill in:

NAME: _____

If purchase cost is not achieved, all chances will carry over to the next year.

Number of chances _____ X \$5.00 = \$ _____

ADDRESS: _____

The previous 'Foul Weather Jacket' is no longer available.

CITY: _____ ZIP: _____

STATE SIZE: M; L; XL; XXL; _____

(M-38-40; L-42-44; XL-46-48; XXL 50-52)

These frames are, Chromed Metal.



DD-700 BALL CAP: 1 Chance: \$0.50
Number of Chances: _____ X \$0.50= _____

TOTAL for CAP: \$ _____

Purchase Price: w/o eggs, \$12.00 (with 'eggs' \$20.00)



LICENCE FRAME: \$0.50 ea.

Number of Chances: _____

TOTAL for FRAME: \$ _____

Purchase Price: \$16.50 (includes shipping)

SEND ALL REQUESTS FOR THESE RAFFLES TO ADDRESS BELOW;

2018 Clock / Thermometer



USS HAYNSWORTH DD-700

Ceramic American and Navy Flags. Eagles and anchors are Gold/Brass plated. Shield is silver plated. Banner at wood base is inscribed 'USS HAYNSWORTH'.

(Mail requests for entry to:

James F. Horn, Treasurer
2 Surrey Court
Chambersburg PA 17201-8756

Chances are \$3.00 ea. Attendance at reunion is not required but, please consider. We would love to see all shipmates, especially those who have never attended.

BRING THE FAMILY!

29th ANNUAL October 3 to 7, 2018

**Colonial Williamsburg, Woodlands Hotel
105 Visitors Center Dr.
Williamsburg VA 23185**

Reservation #: (800) 261-9530 **Inform hotel of your Booking I.D.:** 1072952 (USS Haynsworth)

Hotel Reservations MUST be made separately in advance of Monday, September 3, 2018.

After September 4, 2017, reservations will be accepted on a space/date availability basis.

(Hotel will do their best to accommodate early arrivals on space available basis)

Check-In 4:00 PM---Check-Out 12:00 Noon (0n-line, go to: <https://book.passkey.com/go/1072952>

Room .---(Includes breakfast)-\$129.00 --Taxes (\$22.19)-----= \$ 145.19 (rate good 3 days before and after,

Any special room accommodations should be addressed when making reservation ie. Handicap needs etc.

For those driving: Parking is complimentary (AMTRAK, Airlines, and Bus, service Williamsburg.

Cancellations MUST be received by Hotel 72 hours prior to arrival.

Name:-----

Rank/Rate aboard DD-700:, _____ (If not correct on NL mailing label) _____ Years aboard: 19 _____ to 19 _____

Street Address:-----

City, State, ZIP (5 or 9)----- ZIP: _____

Phone, also Cell if applicable: _____ Cell: _____

E-Mail Address:-----

Names and Relationship(s) of persons attending with you: _____

2018 ANNUAL DUES (if not already paid). (Suggested at \$20.00)----- \$ _____

This Reunion in Williamsburg will mark a significant departure from past reunions. Each guest will receive a 3 day pass to ‘Colonial Williamsburg’ that will provide all-inclusive 3 full days to explore. It grants you access to 20+ historic sites, interpreter-led tours of our family homes and government buildings, more than 100 English gardens and our Art Museums. Complimentary shuttle service, and seasonal discounts on carriage rides. Each pass will cost \$30 with the Haynsworth Association adding \$5 to cover the \$35 full cost.

THURSDAY,: Number of guests. ()---- X \$30= Total: \$ _____

FRIDAY,: _____ (Covers all three days)

(Highly recommended sites: Courthouse, GovernorsMansion,

SATURDAY,: _____ Continue exploring colonial Williamsburg until 3PM. (need time to prepare for;

SATURDAY EVEVING BANQUET

Cash Bar: 6:00 PM to 7:00 PM. Banquet opening. 7:00 PM to 10:00 PM.(and Drum Corps)

Entrée’s served with: Salad, warm rolls and butter, Coffee, Harney&Sons Fine Teas.(Desert-Pumpkin Pie)

(1) Grilled Breast of Chicken –Includes taxes and 20% service--(\$55.00)-----X _____ (How Many) _____

(2) Chili grilled Gaucho Steak---See #1 above-----(\$55.00)-----X _____ (How Many) _____

(3) Herb Crusted Cod Loin-----See #1 above-----(\$55.00)-----X _____ (How Many) _____

(4) Herb Crusted Pork Loin Scallopini-----See #1 above-----(\$55.00)-----X _____ (How Many) _____

SUNDAY FAREWELL BREAKFAST: Oct. 07, 2018: 8:00 to 11:00 AM

TRADITIONAL FAREWELL BREAKFAST BUFFET:----- (INCLUDED IN ROOM)---- # Attending (_____)

GRAND TOTAL: (Please, only one check, TOTAL for: Dues, (if applicable), Tours and Banquet. --\$ _____

Send completed form to: James F. Horn (For any shipmate that cannot print this form, call me or send me

2 Surrey Court Info (and check) for the ‘blanks’ and I will fill out for you).

Chambersburg PA 17201-8756

Tele: No. (717) 263-8090 E-mail: haynsworth@comcast.net Cell: (717)372-0855)

Make checks payable to: USS Haynsworth Committee

Additional Information for Reunion. See page 2 of 2 on page 15 of the News letter.

BRING THE CHILDREN/GRAND-KIDS IF YOU CAN. Many schools will treat n educational experience/trip!

EYE TEST

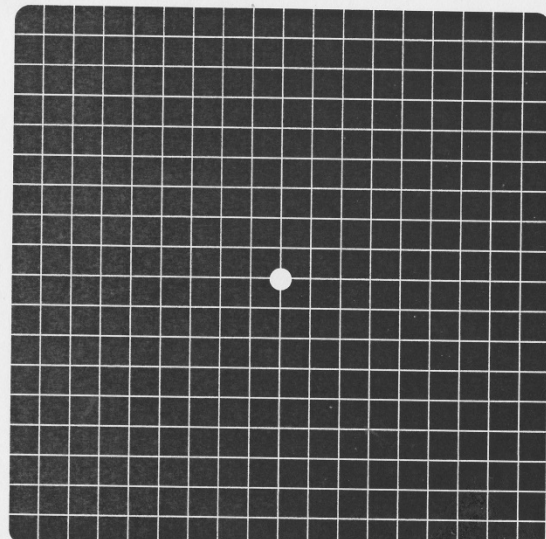
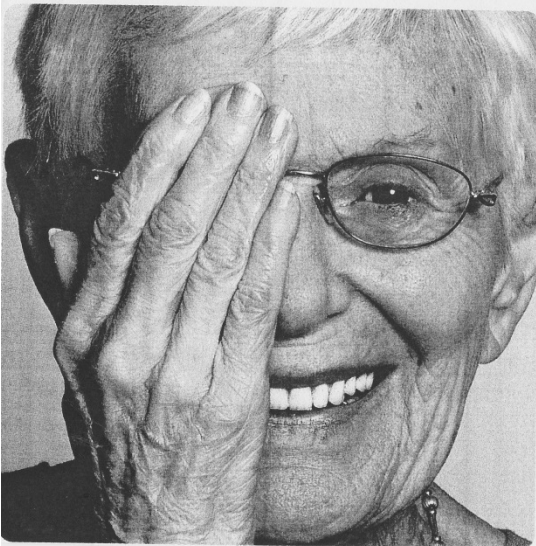
INSERT Page 17

Dear Shipmates and Family,

Not many of you are aware that I have developed Glaucoma in my right-eye. Fortunately, I detected it in it's early stages. The chart below is the reason I detected the early stages and sought an examination which confirmed the beginning of Glaucoma. I am presently under a eye drop regimen and have been told by my doctor that although Glaucoma presently has no cure, it can be controlled/delayed for years, ten or more, with the drops regimen. So, it occurred to me that possibly, there are many out there that may not be aware of this easy, daily, check that will show a problem in it's early stages, before it is too late for the treatment. .

Test your eyes daily

1. Place this chart at eye level in a well-lit area.
2. Stand about 12 inches away.
3. Wear your reading glasses and fully cover one eye.
4. Focus on the center dot for one full minute. First do one eye, then the other.
5. Call your doctor if any lines or squares are wavy, blurred, or missing.



POST THIS ON A DOOR OR REFRIDGERATOR AND CHECK DAILY

You can find better versions on-line or from your eye Doctor but this will work