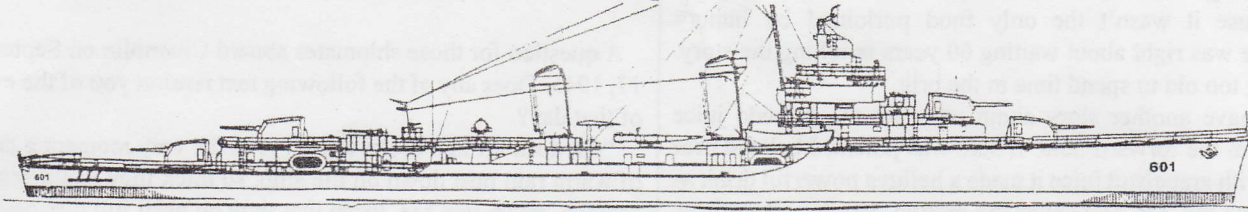


USS Champlin DD-601



Page 1

skivywaver@myrealbox.com

THE SEAWEED

3480 State Route 5 & 20, Canandaigua, NY 14424-9778

Spring 2003

www.usschamplin.com

JIM ROBERTSON REMEMBERS

"The ship was the USS Champlin, DD 601. I peeled potatoes. I wish I could say that I had a more prestigious job where the very life of the ship and all its crew depended on me, but I can't. When asked what I did in the Great War, I have to report that I peeled potatoes. All these years I have had to face the hidden smiles and the irreverent tittering. It has truly been said that life is not fair. Oh, I had a machine, a little mechanical bowl with a rough interior that took the skins off. I had only to cut out the eyes. At a time of high technology requiring a crew with highly developed skills in navigation engineering, gunnery and leadership, I peeled potatoes. Well, what do you expect? I hadn't even seen the ocean. I mentioned that one day to one of the crew. He said, "There it is," in a tone that suggested that he didn't understand how I could have missed it given its size.

"Holliman, (Ed. - James Kalep Holliman S1c) who was the jack-of-the-dust, always carried a bucket with him. (The jack-of-the-dust's task was to collect the stores from the various holds for the day's meal preparation.) Nearly everyone got seasick one time or another. We never knew when it would attack, and nobody paid much attention to it. But if you're jack-of-the-dust, you can get a long way from the rails - hence the bucket. It just shows how common seasickness was. For some, however, it was no joke. When they got seasick it would have to be described as acute. During the typhoon of September, 1946, a fellow named Yoder curled up in the fetal position on top of his footlocker and could not be moved. After the storm, he was transferred to a hospital ship. Our boss, the Chief Commissary Steward, also suffered from acute seasickness. The sea could be cruel and send its waves crashing over the bow, or the ship could skim over a sea of glass. It didn't matter. The chief got sick. If they announced, 'Aweigh the motor whaleboat', he got sick. He came up to the galley one day - eyes sunken into dark sockets. He must have lost thirty pounds. Lawson (Ed. - Warren William SC3c) was sitting on one of the counters reading an old Saturday Evening Post. (Lawson was a frugal fellow, If a chop fell off the grill onto the deck, he always returned it to the grill. 'Lucky it fell on a clean piece of paper', he would say.) The chief peered into one of the steam kettles. 'Lawson, there's a cockroach in the soup', he groaned. 'That's OK', Lawson said without looking up from his magazine, 'He won't eat much.' The chief carefully made his way back to his bed.

"The ship had four five-inch guns - two forward and two aft. My battle station was the forward five-inch magazine. When the gun crew called for them, we would send up projectiles in an elevator designed for that purpose. There were three of us down there. One of them had been there when the ship sounded a German submarine the year before off the east coast. After the guns had failed to sink the sub, and the Captain was mortally wounded, the Executive Officer ordered the ship to "Stand by to ram." This fellow got up, unscrewed the hatch and bolted. For leaving his station during battle, he got a court-martial. His defense was, "I thought you said, "Stand by to scam' and I got out of there." He won. Nobody could ever understand what they said over those speakers, except 'Chow down for all hands.'

"Soon after the war ended the ship was sent to Tokyo Bay, thence down the Inland Sea to Hiro Wan. The crew was notified of a tour to be organized of a select few to visit Hiroshima. I was one of the lucky few from the Champlin. Our orders stated that we were to visit the damaged areas of the city and to avoid the parts that were inhabited. We soon discovered that damage is uninteresting - even if done by an atomic bomb. The group drifted to the inhabited areas. Considering what had happened so recently to the city, we were startled to find the people smiling and bowing as we walked by. 'You would have thought we had just liberated them', I told a Korean student at the University of Oregon during the summer, 1956. 'You just thought they liked you. They hated you. Asians don't show their feelings like Americans do,' he said."

JOE SZALAY RECALLS (PART TWO)

Joseph Szalay writes, "I agree with Bill Gustin, the editor of our newsletter The Seaweed. Already far too many of our older shipmates, and the ones who came on board at the Champlin's commissioning are gone. We need the early stories about our ship. The sons and daughters of the crew are seeking out stories of their loved ones who served on the Champlin. So, come on your guys, let it be put down on paper, so our kids will have it for the future. Already we have too many people in our country who have forgotten WWII and the terrible losses suffered by our fighting men. They lie forgotten in foreign lands, and under the sea. We should stand proud of our country, and our fighting men and women. We don't ever want a ruthless, mass-murdering dictator engulf the world with WWII.

"Bill, on the lighter side (recollections), I like the story told by Joe Black, because it wasn't the only food purloined by hungry crewmen. He was right about waiting 60 years in telling the story. Were getting too old to spend time in the brig.

"We have another story about who got the torpedo juice (alcohol) from the forward hold. It sure was potent, I believe near 200 proof, with grapefruit juice it made a helluva powerful drink as we soon found out. Or, remember the mutton, lentils and sardines we got from the Brits. We couldn't hack the mutton, but the Portugese sardines were wonderful. I filled my pockets since they were in a box at the end of the chow line.

"Who remembers the wonderful R & R in the Portugese Azores while our ship refueled out in the harbor. The mistake made by our Officers in putting on duty the last members coming in from the jaunt into town. They forgot we were rough and ready Tin Can Sailors, who enjoyed the beer and cognac we didn't get in the Mediterranean. Soon things started to foul up as we made ready to get underway. They then put the 1st group of guys to return on duty. They were in pretty good shape by then.

"In rough seas the old salts wanted their pork chops and soup. They were happy because there was always some new guys sick, and it left plenty to eat. Soup was carried down the steps to the mess hall from the galley above. In heavy seas, one guy would hang onto the carrier by his belt from above, and another guy in front of him. At times there was a lot of soup rolling around in the mess hall with a lot of other liquids undetermined. Some times the benches to the tables would collapse, throwing mess trays, knives and forks over the place, since the men couldn't hang on to them.

"On my first trip across the Atlantic they decided to break us in by standing watch in the barrette, just above the bridge. That's pretty high, and me and my fellow shipmates shared a bucket between us. Later they decided we would stand watch in one of the 5" turrets. Then later they decided to hold exercises by swinging the turret back and forth. Again my buddy and I shared the bucket.

"There were good times and bad times on the Champlin, but I would not exchange them for all the money in the world. May God bless our country and our armed forces."

GEORGE TO JOE

George Styles writes, "In regards to the letter sent in by Joe Szalay (Ed.: Winter 2003 Issue), I am sure that the baker who he asked about was Charlie Gehman. Charlie was from Lancaster, PA, but I don't think he was Polish. I thought he was PA Dutch. Joe was right in saying, 'Charlie was a hell of a baker.' I might add that I, being the ship's first baker until Bob LaVorgna came aboard, heard no complaints about the bread that we made. In fact, every night or morning when the first loaves of bread came out of the oven, I had to send both ends of a loaf of bread up to the bridge for the Captain. I never heard any complaints about our bread from him.

"Charlie was a baker before he entered the Navy. Bob LaVorgna went to the Navy Baking School, and I worked in a machine shop before the Navy made me a baker. I am sure the crew enjoyed my bread. Ask Joe Black how it went with his canned ham?"

DOES THIS SOUND FAMILIAR TO ANYONE?

A question for those shipmates aboard Champlin on September 17, 1945. Does any of the following text remind you of the events of that day?

"On deck all hell broke loose . . . at the very moment a deluge of warm rain beat down on the ship, so thick they could scarcely breathe, much less see. From that time on until full darkness and beyond it was an incessant battle with mad blasts of wind from every direction, thunder and lightning right overhead, unbelievably steep seas that made no sense at all, bursting with such force that they threatened to engulf the ship - bursting as though they were over a reef, although there was no bottom to be found with any line the ship possessed. All this and such freaks as a waterspout that collapsed on their astonished heads, bringing the maindeck level with the surface for several minutes; and without a pause thunder bellowed about them, while St. Elmo's fire flickered and blazed . . . It was a time or rather - since ordinary time was gone by the board - a series of instant shifts and expedients of surviving from one stunning thunderclap and invasion of water to the next and between them making fast such things as . . . often choked with flying spray or still more rain, immeasurable quantities of rain. . . a perpetually renewed state of emergency in which anything might happen - unheard of, shockingly dangerous accidents. . . checking her as though she had run on to a reef and laying her so far over that many thought she was gone at last.

"It was not until sunset that the weather began to have a direction and some sort of a meaning. The whirling turning formless blasts passed north and westwards and they were succeeded by the pent-up north and westwards and they were succeeded by the pent-up south-east wind, which, though full of flaws and slanting squalls, blew with enormous force, eventually bringing up a swell which rivaled that they had known in (the past)"

Excerpted from "*The Far Side of the World*" by Patrick O'Brian, pages 310, 311 & 312 in which O'Brian describes a typhoon.

CHAMPLIN PLANKHOLDERS

The subject of who was really a plankholder of the USS Champlin comes up from time to time, especially during or after sessions of splicing the mainbrace. In order to reduce the chance of arguments, bets, duels, "did toos" and "did nots", Seaweed researched the issue and announces the following officers and crew are listed on the roster at the commissioning of the USS Champlin on 12 September 1942:

Anastasion, Steven N. ENS; **Anderson**, James R. MM2c; **Babb**, Robert S. S2c; **Baker**, Hugh D. MM1c; **Barker**, Marshall A. F2c; **Barner**, Edward (n) Matt2c; **Barr**, Kenneth R. FC3c; **Baughan**, Robert L. LTJG; **Bean**, Minas T. OC3c; **Bentley**, Clifford (n) CWT; **Black**, J. W. SoM3c; **Blackburn**, E. F. SoM3c; **Blake**, Carlos F. WT 1c; **Bohman**, Henry L. SK2c; **Brady**, Robert O. S2c; **Brolin**, Carl W. PhM2c; **Brown**, Lawrence D. S2c; **Burnison**, Harley A., TM2c; **Carroll**, William E. RM3c; **Cerra**, Arthur J. MM2c; **Choman**, John (n) TM1c; **Cocchiaro**,

Alexandro N. Bmkr1c; **Collins**, Arlyn H. MoMM2c; **Cook**, Dorwin (n) F1c; **Cover**, Martin L. Jr., F1c; **Crush**, Perry G. Jr., MM2c; **Darnell**, Donald D., S2c; **Denny**, John L. EM1c; **Detro**, Glenn W. CM2c; **Dolan**, Leo Alexander S2c; **Dolese**, George J. MM1c; **Dolinar**, William S. S2c; **Donaldson**, Cyril (n), TM3c; **Duckert**, Clifton T. S2c; **Dunn**, Raymond R. GM3c; **Eberhard**, Charles K. S2c; **Ferrell**, Benjamin F. Jr. S2c; **Foreman**, T. P. SM3c; **Frass**, John F. S2c; **Garrett**, Benjamin O. S2c; **Gassler**, Paul F. SC2c; **Gaughan**, Warren F. MM2c; **Gauldin**, William H. ENS.; **Gillette**, William C. S2c; **Goldberg**, Louis (n) F2c; **Grabowski**, Chester (n) MM2c; **Guillett**, Russell J. S2c; **Hammond**, John R. QM2c; **Hawkins**, Lawrence B. Jr. MM1c; **Hayes**, Charles J. RM3c; **Hayward**, E. F. LTJG; **Henke**, William J. MoMM2c; **Hockenberger**, George C. Jr., MM2c; **Holcomb**, Mark C. CMM; **Hollingsworth**, R. P. SM1c; **Hotard**, Sidney J. Jr. S2c; **Hudson**, Mack Millian Jr. F1c; **Huthnance**, E. D. SoM3c; **Jenkins**, Harold R. AS; **Johnson**, Frank A. MoMM2c; **Johnson** Robert C., EM3c; **Jones**, Dee (n) F1c; **Keller**, Edward (n) MM1c; **Kidd**, W. Z. ENS.; **Kleinfelder**, John (n) CCStd; **Kness**, Walker S2c; **Knowlton**, Arch O. ENS; **Kratorville**, Joseph P. WT1c; **Lacquement**, Victor F. Cox; **Lawrence**, Francis J. Jr. AS; **Leary**, Gerald C. LT; **Louhier**, Robert H. MM1c; **Lubbock**, Jim L. Jr. SF3c; **Lucas**, Joseph AS; **Lulloff**, Cyril M. F1c; **Lumberg**, Lawrence J. AS; **Mac Donald**, Angus A. AS; **Macaluso**, Joseph E. AS; **Mackes**, Robert E. AS; **Madine**, Leo F. AS; **Mahoney**, Edward D. AS; **Maitre**, Robert J. AS; **Malan**, Henry H. CMM; **Mandeville**, Roland O. AS; **Mansfield**, R. C. WT2c; **Marchese**, Anthony (n) Jr. AS; **Marsland**, Arthur (n) AS; **Mastelarini**, Flavian AS; **Mathies**, Paul J. AS; **Mayo**, Gerald B. Msth2c; **Maziarz**, Teddy T. AS; **Mazza**, John J. AS; **McAfee**, Robert E. S2c; **McConnell**, William A. SM3c; **McCorey**, James H. AS; **McCoun**, William S. AS; **McDonnell**, Richard J. AS; **McFarland**, Arthur E. AS; **McGee**, John J. AS; **McGovern**, Edward J. AS; **McGovern**, William D. AS; **McKimm**, David M. AS; **McKinney**, James D. AS; **McLaughlin**, Thomas W. MM2c; **McMahon**, Joseph B. AS; **McNamara**, William H. Jr. AS; **Melewski**, Frank A. AS; **Melson**, Charles Leroy LTCDR; **Mendiola**, Ignacio C. OS3c; **Menter**, Martin (n) AS; **Meyerson**, Seymour AS; **Michaud**, Lionel H. AS; **Michelson**, Irving (n) AS; **Miller**, Edward (n) AS; **Miller**, Edward M. AS; **Miller**, Frank H. EM2c; **Miller**, Jasper Lee S2c; **Miller**, Richard E. AS; **Miller**, Thomas J. AS; **Milliard**, Leoned O. AS; **Minassian**, (n) Samuel AS; **Misdorn**, George H. AS; **Misiorski**, Johns S. AS; **Mitchell**, Eugene E. AS; **Mnich**, Henry L. AS; **Mondot**, Lawrence J. CEM; **Monroe**, Harold F. WT2c; **Montalvo**, Ismael (n) AS; **Moore**, Herbert E. AS; **Moore**, James T. AS; **Moore**, Ted P F2c; **Moore**, William R. AS; **Morenzi**, Joseph F. AS; **Moriarty**, Martin F. Jr. AS; **Morrison**, W. F. LT; **Morrow**, Harvey H. AS; **Morton**, Thomas W. AS; **Moscone**, Joseph R. AS; **Mothershed**, Carlton (n) CQM; **Mottram**, Frank R. AS; **Mugford**, Harvey R. AS; **Mulqueen**, George J. AS; **Norrod**, Joyce N. F1c; **Odean**, William C. EM2c; **Oeldemann**, Alfred C. F1c; **Oliver**, W. E. SoM3c; **Parkin**, Robert S. F2c; **Parrish**, John F. AS; **Partridge**, Ainsley A. S2c; **Peabody**, Fred L. S2c; **Peltz**, Joseph J. MM2c; **Perry**, R. B. RM2c; **Powell**, Thomas R. BM2c; **Prescott**, P. H. LTJG; **Price**, Douglas S. Y3c; **Quinlan**, John R. EM2c; **Ranta**, Taisto E. GM1c;

Rathke, John E. MM2c; **Rodgers**, Clarence F. CMM; **Rodkey**, Fred I. MM2c; **Roscoe**, Frank P. F1c; **Ross**, William A. MM1c; **Sales**, Robert E. CM2c; **Sams**, Eugene A. S2c; **Scuncio**, Joseph J. WT2c; **Simmons**, Emmett E. LTJG; **Simmons**, Willie B. CPhM; **Smith**, Charles H. LTCDR; **Smith** Wayne A. CTM; **Sovich**, Nicholas J. MM2c; **Sprouse**, John W. CWT; **Starr**, Albert L. Cox; **Stauffer**, Joseph F. Y1c; **Steuwer**, Harold (n) S2c; **Stoshak**, Andrew F. F2c; **Stover**, Randolph K. TM3c; **Strickland** R. H. F2c; **Stringham**, Mark W. S2c; **Sutton**, Oscar B. RM1c; **Thornton**, Everett M. FC3c; **Underwood**, O. W. F1c; **Ussery**, James E. Matt2c; **Wahle**, Francis E. EM3c; **Watts**, Charles H. ENS; **Weiner**, Phillip (n) F2c; **Williamson**, Lyle W. F2c; **Worman**, John L. S1c; **Yankovich**, Joseph (n) AS and **Young**, R. W. F2c. These men are plankholders.

From the US Navy's official "MUSTER ROLL OF THE CREW" dated September 30, 1942, we learn that on 14 September, 1942, two days later, **Bellus**, Milton M. S2c; **Blankenship**, Manford W. FC3c; **Chadd**, Arthur B. SC1c; **Hansel**, Vernon W. GM2c; **Hooker**, Howard A. FC2c; **Johnson**, Herbert J. TMM3c. **Loyd**, Joseph E. S1c; **Mamaty**, Andres J. Jr. AS; **Margiotta**, Michael (n) AS; **McBratney**, Samuel J. AS; **McLean**, Edward J. AS; **Mellon**, Robert H. Jr. S2c; **Mineault**, Wilford R. AS; **Murphy**, Harold E. F1c; **Purple**, George A. II GM3c; **Rakowski**, Bornislaus (n) F1c; **Rasmussen**, Robert E. S2c; **Rochon**, James F. S2c and **Shetzer**, John L. S2c reported aboard. The status of **Maguire**, Vincent J. AS is cloudy. He is not listed on the Plankholders Roster of 12 September 1942 but his name appears on the 30 September 1942 Muster Roll Of The Crew as having reported aboard 12 September 1942.

On 15 September 1942 **Borman**, John F. S2c; **Brown**, Gerald N. MM1c; **Budberg**, Ernest T. Jr. AS; **Pott**, Leonard E. S1c and **Worsley**, George D. Jr. S2c reported aboard.

On 16 September, 1942, **Parnell**, Carey I. TMM2c; and **Williams**, William H. BM1c reported aboard.

On 17 September, 1942 **Funk**, James E. S1c reported aboard.

On 18 September, 1942 **Marshall**, David C. Matt3c and **Martin**, James W. Matt3c reported aboard.

On 22 September, 1942 **McKie**, Preston L. CGM and **Trojanski**, Edwin (n) MM1c reported aboard.

On 23 September **Childers**, Albert L. S2c; **Delucia**, Dominick P. FC1c; **Head**, Robert M. SC3c and **Matheson**, Floyd W. FC2c reported aboard.

On 24 September, 1942, **Bedgets**, Edward R. F3c; **Langdon**, Miles S. S2c and **McKenna**, Walter J. F2c reported aboard.

On 25 September, 1942, **Dugger**, Paul (n) GM3c reported aboard

HOW MANY MEN ON THAT BOAT OF YOURS?

That's the usual question I receive when someone notices the "USS Champlin" inscribed on my baseball cap. You probably have had the same experience. After the obligatory "ship not boat" comment, I usually say "about 275". Actually, I didn't really know, but "about 275" seemed reasonable. So here are the official US Navy figures for enlisted men aboard the USS Champlin taken

from the Quarterly Reports: (Hey, how more official can you get?)

09/12/1942	189
09/30/1942	214
12/31/1942	263
03/31/1943	283
06/30/1943	254
09/30/1943	269
12/31/1943	265
03/31/1944	263
06/30/1944	262
09/30/1944	294
12/31/1944	254
03/31/1945	260
07/01/1945	273
10/01/1945	218
12/31/1945	154
04/01/1946	68
09/30/1946	54

USS CHAMPLIN COLOR PRINT AVAILABLE

The Tin Can Sailor organization has 24" X 12" full color profiles of the USS Champlin available, framed and delivered for \$75.00. In the last issue of Tin Can Sailor newsletter they announced the Benson class destroyers as they appeared between 1942 and 1945. were now ready in two configurations (1) two-toned camouflage and (2) splotch pattern camouflage. Pictures of both configurations can be found on the Tin Can Sailors web site: www.destroyers.org. Just click on the menu item "Ships Stores" and that will take you to examples of both configurations. Each ship profile is individually prepared by artist John Robert Barrett in response to your order. Please allow six weeks for delivery since this is not a mass produced product. It should be noted that the frame is blue, although that may not be obvious when the image is displayed on the web site. To order by phone, call toll free 1-800-223-5535, Monday-Friday, 10 am - 4 pm Eastern or send a check in the amount of \$75.00 to Tin Can Sailors, PO Box 100 Somerset, MA 02726. "Every item is fully guaranteed. If you buy something and don't like it, send it back. We'll refund your money."

Order Form

Ship: USS Champlin_Hull #: 601_Configuration:

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone #: _____

Credit Card #: _____

Expiration Date: _____ / _____

GLEANINGS FROM THE CHAMPLIN WEB SITE

Joe McFeron: "My father was serving on the Champlin when I was born (November 1, 1944). He told me many stories of his sea duty and the crew he served with. He died just recently, 1999, and would have loved to have seen this web page. I just wanted to say a "thank you" for the privilege of sharing it in his stead."

George Liolios: "Hello my name is George Liolios. My grandfather George Garnett served on the Champlin from 1942 to 1947. Now he is looking for the pictures of two U-boat encounters which involved U-130 which you guys rammed that one and the other was U-856. Maybe you could help me locate these photos they are file #dd601/a16-3 enclosure (c) four rolls of negatives two of them are burial at sea or Commander Shaffer and two of them are U-130 and the Champlin in a fire fight and the ramming of U-130. My grandfather wants these photos I have his service number but I can't get anywhere. Maybe you have info where I can locate these photos. Anything will be helpful. Thank you, George. Note: George Garnett's address is 2163 A, CR740 Webster FL, 33597

Jackie Greuling Winthrop, MA. (JGluvsportz@aol.com) Hello. My grandfather is Holger Greuling. I was searching for information on him, and found this site. I never got to know him. I wish I had. I know that he has passed on. If anyone has stories or pictures of him. Please email me. I would love to hear from you. Thank you!!

Brian Day, Huntsville, AL (bdlay@knology.net) Excellent web site. My father, Paul Day, served aboard the Champlin and proudly recalled his service and thoroughly enjoyed the reunions with his shipmates. God bless you all. -- Brian Day, NASA Marshall Space Flight Center, Huntsville, AL

MINI REUNION 2003

The 2003 Mini-reunion at Wildwood Crest, NJ was held from May 12 - May 16, 2003 and attended by shipmates Robert **McAfee**, Harold **Medvedeff**, Thomas **Morton**, Joseph **Ragusa**, Larry **Suter** Joseph **Tricarico**, Richard **Valentine**, Joseph **Vecchione**, the entire staff of The Seaweed and many other spouses, friends and guests. It was great to talk with Joseph Ragusa after fifty-seven years and listen to his recollections. We were also fortunate to be able to have dinner with Joe Vecchione and his wife Helen. Joe tells me he no longer drives, but Helen got him there with a minimum of fuss and feathers. Other highlights include gasoline at \$1.279/gal., magnificent displays of dogwood and wisteria throughout southern NJ, a short, but fascinating trip to Cape May, NJ and a longer, but equally interesting trip to Salem NJ for genealogy research. The Mini-Reunion is over until next year, but coming up in October is the 2003 version of the Annual USS Champlin Reunion, under the leadership of Norman and Phyllis Prewitt and Becky Medvedeff to be held in Nashville, TN. The details and registration form are found on the next page. So, get busy and reserve your room at the Embassy Suites and return your registration form as soon as possible.

REUNION GROUP NEWS

CHAMPLIN REFERENCES

Books:

Hitler's U-boat War, The Hunted 1942-1945, Clay Blair, Random House, Pg. 56.

Janes Fighting Ships of World War II, published 2001 by Random House Group, Ltd., Pg. 282

Operation Dragoon, William B. Breuer, Jove Books, Pg. 214.

The Battle of the Atlantic 1939-1943, Volume I, Samuel E.

Morison, Little, Brown & Co., Pages 357 and 358.

The Two Ocean War, Adm. Samuel E. Morison, Little, Brown & Co., Page 362.

U-Boats Destroyed, Paul Kemp, Arms & Armor, pgs. 107, 181.

United States Destroyer Operations in World War II, Theodore Roscoe, (1953) Naval Institute Press, pages 282, 302, 320, 321, 335, 375 and 545.

World War II Encyclopedia.

Magazines:

Sea Classics, Challenge Publications, Vol. 32 #9, March 1999, "Red Anzio" by Irwin J. Kappes.

Newspapers/Newsletters:

The Tin Can Sailor: Vol. 25, No. 1, page 3.

The Tin Can Sailor: Vol. 25, No. 4, page 32.

Internet:

<http://uboa.net/boats/u130.htm>

<http://uboa.net/boats/u856.htm>

www.usschamplin.com

www.destroyers.org (Tin Can Sailors Web Site)

www.ibiblio.org/hyperwar/USN/ships/DD/DD-601_Champlin.html

CHAMPLIN SHIP'S STORES

Baseball style cap, specify either navy blue with white lettering or white with navy blue lettering, "USS Champlin DD-601": \$10.00 including shipping. Also, 3" diameter cloth emblems (patches), navy blue and gold (can be sewn on ties, jackets, caps, etc.): \$3.00 including shipping. In stock. Order from Norman Prewitt, 2049 East Ridge Drive, Excelsior Springs, MO 64024-2869, (816) 630-7272.

Sweatshirt, T-shirt and light weight jacket with large action picture of the USS Champlin DD-601 at sea, imprinted in navy blue. Sweatshirt: \$15.00, T-shirt \$7.50 and Jacket \$19.00. In stock. Order from Robert E. McAfee, 817 Winters Street, West Palm Beach, FL 33405-4545 (561) 586-8389

2003 REUNION: NASHVILLE, TN 10/8-10/12/2003

Norm and Phyllis Prewitt, assisted by Becky Medvedef, have made the following plans for the USS Champlin Reunion Group 2003 Reunion to be held in Nashville, TN from October 8 - 12, 2003:

"We all know that October is a long time from now - but we also know that we must plan ahead. So please take a look at the

following plans for the Reunion, make plans NOW - PLEASE!

"Hotel: Make your reservations at the hotel now, if you haven't already. Embassy Suites Airport/Opryland, 10 Central Blvd., Nashville, TN. Phone (615) 871-0033. Cost of rooms \$89.00. Specify Champlin Reunion (Refer to the Seaweed, Winter 2003, page 2 for complete rundown on hotel)

"Activities: Wednesday, October 8th, 2003, - Arrival at the Embassy Suites - Airport - free shuttle, free parking. Registration - Hospitality Room will be open all afternoon/evening for an all around get-together.

"Thursday, October 9th, 2003 - 9:00a.m. Professional guided tour of Nashville to include all major points of interest: Historic Second Avenue, State Capital, Music Row, Millionaire's Row, Bicentennial Mall, Vanderbilt University, Parthenon, etc. also included is admission into the Ryman Auditorium and the Country Music Hall of Fame.

"Friday, October 10th, 2003 - 11:00 a.m. - 4:00 p.m. Tour of Southern Plantations, Presidential Estates, Nashville and Civil War History. Queen of the Tennessee Plantations, Belle Meade: renowned as a thoroughbred stud farm and nursery in the 19th century. Next the Stately manor of our 7th President, Andrew Jackson, favorite son of Tennessee. "The Hermitage", the formal gardens, slave quarters, 1804. Final resting place of the President and his wife. (No food on this shorter tour- so make a sandwich at breakfast or take some fruit) We return in time for you to have dinner and rest to prepare for tonight. **Friday night:** pickup at 8:30 p.m., return 11:30 p.m. We have tickets for the second show at the Grand Ole Opry, their Birthday Bash Weekend promises to be an outstanding show. We have reserved 40 tickets - all that are available! So place your order early please. (Quoted prices on the Order Form are contingent upon a minimum of 30 passengers)

"Saturday, October 11th, Morning, 9:30 a.m., Annual Meeting of the USS Champlin Reunion Group. Rest of the day is on your own until the banquet. **Saturday Evening:** Annual Banquet. Banquet choices: Strip Loin, \$34.00; Chicken Marsala, \$33.00; Salmon, \$38.00

"Reservations for tours and Opryland must be received by September 1st. We must return unsold tickets to the Grand Ole Opry by September 5th, or pay for the tickets. Questions? Call Norman or Phyllis Prewitt at (816) 630-7272 or e-mail LILBITPBP@aol.com Reservation form is on the cover page of this issue of The Seaweed. Complete it now and return to Norman Prewitt, 2049 Eastridge Drive, Excelsior Springs, MO 64024.

USS CHAMPLIN PHOTOS AVAILABLE

8" X 10" black and white glossy photos of the USS Champlin are available through the Champlin Ship's Stores at the cost of \$5.00 per photo including shipping and handling. Send your money or check to Norman Prewitt at the address above, with your selection from the two photos on the cover of this issue. There are also a third and fourth view, not shown - the third being an aerial shot of the Champlin underway - the fourth a picture of the Champlin at anchor in Charleston, SC with her bow to the left of the photo.

Keep those stories coming. We want to hear your recollections.

2003 USS CHAMPLIN REUNION REGISTRATION FORM

October 8 - 12, 2003

Make checks payable to: Champlin Reunion Group

Mail check and Registration Form to: Norman Prewitt, 2049 Eastridge Drive, Excelsior Springs, MO 64024

Hotel Reservations: make your own directly with the Embassy Suites Airport/Opryland (615) 871-0033

Oct. 9th Trip - City of Nashville. All points of Interest # _____ Cost \$40.00 = _____Oct. 10th Tour: Plantations - Estates - Civil War History # _____ Cost \$39.00 = _____Oct. 10th Grand Ole Opry Birthday Bash Show # _____ Cost \$37.00 = _____Oct. 11th Banquet: _____ Strip Loin \$34.00/ _____ Chicken \$33.00/ _____ Salmon \$38.00 = _____Write check and mail as soon as possible - absolutely before September. Please **print** names and address. **Total Check** = _____

Name: _____ Spouse or guest _____

Address: _____ Phone _____