



## The President's Corner

### Reunion 2010

Ahoy Shipmates:

We had another great reunion, with special thanks to Honorary Boyle member and reunion coordinator Audrey Woodard.

Our trip to Boston, Charlestown Navy Yards, and the USS Constitution was great. Especially fulfilling was our luncheon stop at the Maggiano Restaurant where we were served a family style eight course dinner, which was excellent.

Our trip to the Newport Naval Base and the Memorial Service for the Champlin and Boyle deceased was very nice. It seems that each year the number of recently departed members is catching up to the number of shipmates attending the reunion. A special thanks to Bob & Pat Maitre, Bill Gustin and son Gary and Hal & Becky Medvedeff our survivor pilot, their numbers helped increase our attendance.

Our trip to the Foxwood Casino, was profitable for some, while others were "scalped" by the Native American Casino Owners!

Next fall we hope you all plan to attend the Champlin-Boyle-Ordronaux Reunion in Virginia Beach. The date and location to be advised when secured.

### Joe Tricarico

I've talked with Joe several times and he has said how much he and Marie have missed attending the reunions. He had attended every reunion until he was incapacitated and unable to get around. I'm sure he would love to hear from his shipmates (1-732-240-2416), you could give him a call.

### USS Hambleton DD455

Just as a passing thought -- would you be interested in having the USS Hambleton DD455 join our reunions? The Hambleton had been torpedoed by the U-130, and was in dry dock in Casablanca when the Champlin arrived there.

### Coming Attractions:

Coming up in the new year, the Mini-reunion in May. Lou Gilbert is in charge.

*Larry Suter – USS Champlin Reunion Group President*

## Past Due Dues

USS Champlin Reunion Group Dues, and Seaweed Subscriptions became due on October 1, 2010.

**USS Champlin Reunion Group** dues, include membership in the reunion group, as well as a subscription to the "Seaweed Newsletter". Dues are \$15.00 per year and due in October at the time of the Reunion Group's Annual Business Meeting. Champlin Reunion Group Members who have not yet paid their 2011 dues, should send them off to Norm Prewitt at the address below.

**Newsletter Only Subscriptions** are also available to all interested parties, including: USS Boyle, USS Ordronaux crew and officers, other destroyer squadron crew, family, and friends at an annual cost of only \$5.00.

To subscribe to the "Seaweed" send your annual subscription fee of \$5.00 to Norm.

**Norman Prewitt**  
2049 Eastridge Drive  
Excelsior Springs, Missouri  
64024-2869

# Remembering Art Linkletter

Arthur Gordon "Art" Linkletter passed away on May 26, 2010 at the age of 97. I'm sure all of you remember him fondly, and who can forget his show segments with the kids? – "Kids Say the Darndest Things"...

Art would have loved these answers to the following questions:

## HOW DO YOU DECIDE WHOM TO MARRY?

You got to find somebody who likes the same stuff. Like, if you like sports, she should like it that you like sports, and she should keep the chips and dip coming.  
-- Alan, age 10

No person really decides before they grow up who they're going to marry. God decides it all way before, and you get to find out later who you're stuck with.  
-- Kristen, age 10

## WHAT IS THE RIGHT AGE TO GET MARRIED?

Twenty-three is the best age because you know the person FOREVER by then.  
-- Camille, age 10

## HOW CAN A STRANGER TELL IF TWO PEOPLE ARE MARRIED?

You might have to guess, based on whether they seem to be yelling at the same kids.  
-- Derrick, age 8

## WHAT DO YOU THINK YOUR MOM AND DAD HAVE IN COMMON?

Both don't want any more kids.  
-- Lori, age 8

## WHAT DO MOST PEOPLE DO ON A DATE?

Dates are for having fun, and people should use them to get to know each other. Even boys have something to say if you listen long enough.  
-- Lynnette, age 8

On the first date, they just tell each other lies and that usually gets them interested enough to go for a second date.

-- Martin, age 10

## WHEN IS IT OKAY TO KISS SOMEONE?

When they're rich.  
-- Pam, age 7

The law says you have to be eighteen, so I wouldn't want to mess with that.  
-- Curt, age 7

The rule goes like this: If you kiss someone, then you should marry them and have kids with them. It's the right thing to do.  
-- Howard, age 8



*Art Linkletter on the Jack Benny Show*

## IS IT BETTER TO BE SINGLE OR MARRIED?

It's better for girls to be single but not for boys. Boys need someone to clean up after them.  
-- Anita, age 9

## HOW WOULD THE WORLD BE DIFFERENT IF PEOPLE DIDN'T GET MARRIED?

There sure would be a lot of kids to explain, wouldn't there?  
-- Kelvin, age 8

## HOW WOULD YOU MAKE A MARRIAGE WORK?

Tell your wife that she looks pretty, even if she looks like a dump truck.  
-- Ricky, age 10

# War Diary: USS Boyle

*Original written & edited by C. T. Hershey SI/c(RM) and C. A. Zielinski RM1c Retyped, text added and re-edited by Ralph J. Thomas, Dayton, OH on 00-06-02 (Goldenrod)*

To the folks at home:

What you are about to read is an authentic account of the adventures of your son, husband, brother, sweetheart, relative or friend who is serving (or has served) aboard this ship. This is a true story of the Destroyer, the USS Boyle and its crew. We don't claim to be the "Fightin'est Tincan" of the fleet, but we feel that we've done our share in World War II.

Here is how it all started. The place was Boston Harbor where we were in full view of the USS Destroyer Buck as she was towed by tugs to a nearby berth. She was a battered hulk from her forward stack aft, the victim of a collision with a Navy tanker in the fog covered waters of the Atlantic. Although quite secret at the time, the Buck was scheduled for the proposed landing on North Africa. Little did we realize at the time that we would be assigned to assume the duties which the Buck had been deprived of.

*Photo: 2014, 1199 - Destroyers at Norfolk Naval Base 1943*



*Destroyers at Norfolk Naval Base 1943*

We were underway by morning for Norfolk, VA, and as "scuttlebutt" put it, eventually on a "Sugar Cruise" to South America. After three weeks of training around the Chesapeake Bay, during which time we were fortunate to visit Annapolis on two occasions, we were again underway. Our hopes were high for the relaxation of an enjoyable, sun tanning sugar cruise. We were stymied when such battlewagons as the Texas, New York and Massachusetts, the famed cruisers, Brooklyn, Savannah, and Philadelphia moved out in the waters we had patrolled. Before we could say "Sugar Cruise" again, we found ourselves on the port hand of the greatest armada of warships and merchantmen ever assembled at that

phase of the war.

After two weeks of prepared, zigzagging, and battle maneuvers, one hand remarked, "Gosh, South America is a long way off". Another day or so went by, and we received the detailed instructions for our part in the invasion of enemy held North Africa. Not only were we scheduled to hit the beach at Fedalla, but we were chosen to be the guide ship for the entire Task Force which would strike at Fedalla. Our orders had us leave the mass approximately eight hours before D-Day. We laid off our objective which was in visual sight, and we really sweated it out until the superstructures of the heavily armed battlewagons and cruisers appeared over the horizon.

At 4 a.m. The first salvo was fired by the USS Augusta, and that started the ball rolling. Red tracers were plainly visible in the early hours of the morning as each ship went about destroying the gun emplacements and pill boxes assigned to them. When dawn came, our first wave was already ashore and establishing positions. The amphibious groups were now rushing supplies and equipment ashore. This task completed, the Boyle escorted the Augusta to Casablanca which was now surrounded by the rapid advance of the Army. Casablanca fell leaving elements of the French fleet to contend with. We were called upon to escort the "Auggy" in towards the Jean Bart whose engines were idle making her stationary. We soon found out however, that there was nothing wrong with her firing power when we narrowly escaped two salvos, one off our port bow and the other off our port quarter. It was rather a beautiful sight as the projectiles were of the dye colored variety, but who likes beauty at a time like that?

All French Naval Units were now either sunk or heavily damaged, but the Nazi U-boats lurked off the entrance of Casablanca. Three heavy transports were torpedoed and our Captain swore he'd ram the next tin fish he saw. (hold on to your hats fellows) We dropped depth charge patterns without success. We were given a fuel assignment in the port of Casablanca and we had our first close look at the destruction caused by the terrific bombardment from the sea and air. Ships were scuttled, and sunk all over the harbor. The enemy knew that our backbone was far from broken at Pearl Harbor. This fuel was our first food for a return trip back to the ever so lovely U.S.A.

Returning to the States around the 1st of December, it wasn't long after every one received a 72 hour pass that we were out on the high seas again. This time we were headed South America way on a so-called "Sugar Run", which took us to the ports of Guantanamo Bay Cuba, Port of Spain, - Trinidad, the Virgin Islands

and San Juan, Puerto Rico. We spent Christmas Day at Guantanamo Bay and New Year's Day at Port of Spain, Trinidad.

We saw the States again about the middle of January 1943, arriving in Norfolk, VA and later proceeding to the Navy yard at Brooklyn, NY for two weeks of much needed availability.

Our next cruise turned out to be the "corker" of them all, for the simple reason that we were at sea continuously without seeing land for a period of approximately 20 days. We spent a week at Safi, Morocco, the quaint little Arabian village that is simply "out of this world" when it comes to being clean and modern. Sanitation must have been unheard of to those Arabs who were at least 50 years behind time in comparison with the United States.

Off we went again to Casablanca, site of the first conference overseas between the late President Franklin D. Roosevelt and (England's) Prime Minister Winston Churchill. Everyone had the opportunity to go ashore this time and practically all of us did - at least once.

Upon leaving Casablanca, there seemed to remain aboard ship, an Arabic sort of scent, which was very much unlike "Evening of Paris." Should we say more?!

April 1943 found us back in the States at the Boston Navy yard. The entire crew was granted five days leave and, those who were lucky, managed to squeeze out five and a half or even six days.

Up until this time, every man on the ship was authorized to wear two campaign ribbons, the American Theater and the European Middle Eastern-African, with one bronze clasp for the invasion of North Africa.

The next two cruises took us into the Mediterranean Sea, passing the famed Rock of Gibraltar as we entered, and up to Mers El Kebhir, at the time, a common harbor for U.S. and British combatant ships, about four miles from Oran, Algeria.



Oran, Algeria – North Africa

Upon returning to the States from the first of these two cruises, June 8th we stayed but two days at Pier 35, Brooklyn, NY - just time enough to load provisions and prepare for our next trip. Some of us only got one liberty, so you can imagine how we felt, but there was a feeling of pride in knowing that we had just finished escorting, what we believed to have been, the largest non-combatant convoy ever to cross the Atlantic Ocean - almost 100 various types of merchant ships all loaded with important war materials.

Back at Mers El Kebhir, on the morning of July 5, 1943 we departed along with the remainder of the squadron and three light cruisers - the Boise, Philadelphia and Savannah.

Our job was to sweep the mine infested enemy controlled waters all the way up to Malta and back to Sicily where, later, we rejoined our Task Group to participate in the invasion to follow. Having successfully completed our mission, we received orders to return to the States, where once again, we were granted availability in the Brooklyn Navy yard.

The ensuing cruises consisted of the following: Three successive troop convoys to Northern Ireland, where we put in at the US Navy controlled port of Londonderry.

Undoubtedly you are wondering what our impression was of the female species in Northern Ireland. Fair – if they had all their molars. Get the drift? Our favorite hangouts in Londonderry were the American Red Cross Club and the beautiful, luxurious "rat race halls" (ballrooms), namely: Guild Hall Criterion and Corinthian.

We were fortunate enough to be in the States on Christmas Day 1943 and were back again the latter part of January 1944. We were ordered up to Casco Bay, Portland Maine after our third North Atlantic cruise for a period of training which consisted of gunnery exercises, anti-submarine operations, etc.

During the beginning of April 1944, we were operating in a "hunter-killer" group, designated to track down and destroy Nazi U-boats off the East Coast of the US.

On the morning of April 7, 1944, we made contact with a submarine, and dropped various patterns of depth charges, but without any luck. Our group continued to patrol this area despite intensely rough seas, and later that same day, contact was made again by our destroyer sister ship the USS Champlin (DD601), who eventually forced the u-boat to the surface. A brief surface battle

ensued. While we were standing by, and before the Champlin's guns knocked off the conning tower, the U-boat was rammed by the Champlin – leaving a deep hole sliced in the Champlin's side.

Meanwhile, a 20mm gun on the "Champs" bridge opened up, only to have rounds ricochet off the open lid of the ready box – the shell fragments killed their commanding officer, who was on the port wing of the bridged directing the ship's maneuvering to take down the sub, and injured a few enlisted men as well. The ship's captain was later buried at sea on Easter Sunday 1944 at the request of his wife.

We were given credit for an assist in sinking the sub and this being considered as a "Class A" action, we were authorized to wear a bronze clasp in our American Theater Ribbon.

We escorted the Champlin back to New York for repairs without incident. April 21, 1944, we departed from the states in company with six other destroyers, and without refueling, arrived in Oran, North Africa on the 1<sup>st</sup> of May. A brief rest and we were bound for Naples, Italy where we were greeted by an air raid. Those damned "Heinies" woke us up too darn early that morning, dropping aerial torpedoes, but without success – there was no damage reported.



*Naples, Italy – Harbor area, war ships*

Liberty was granted regularly in Naples and we were always in view of the one and only Mt. Vesuvius. Days passed when finally the Boyle and one other "tin can" were ordered to escort the light cruiser, Philadelphia, up to Gaeta, Italy, which, despite the Anzio beachhead further up the coast, was still enemy territory.

The "Philly" really gave them hell that day, bombarding enemy positions for almost eight hours continuously.

We were operating as a fire support group for the 2<sup>nd</sup> Corps, and element of the US 5<sup>th</sup> Army.

Back to Naples, where we remained until the Boyle was assigned to act as SOPA (Senior Officer Present Afloat) in parts the 5<sup>th</sup> Army was rapidly liberating. We rotated this command with the USS Parker (DD604), the flagship of our squadron.



*Naples, Italy – Mount Vesuvius*

During the periods when we were relieved by the Parker, we would go to the Isle of Capri, for liberty and recreation and sometimes back to Palermo, Sicily for modified availability. At the time, the Isle of Capri was mainly used as a rest camp for personnel of the Army Air Forces. During the latter operation, the Boyle acted as SOPA in the parts of Anzio, Civitavecchia, Piombino, and Leghorn. Our mission completed at Leghorn, we proceeded back to Palermo, Sicily where, later we were part of a combatant force destined to play a major role in the invasion of Southern France. While in Palermo, Liberty was given to all men and many went into the city to visit the catacombs.

The Boyle was selected to repeat its performance in North Africa and Sicily, by acting as "guide ship", and, once again, going in hours before the actual invasion began. The Invasion of Southern France took place on August 15, 1944.

On August 18<sup>th</sup>, we got our first chance to really "open up" on the Germans. The Boyle provided gunfire support on many occasions up until the 30<sup>th</sup> of August. Our rounds destroyed many enemy shore batteries,

ammunition dumps, observation posts, a radar station, and enemy factory, and numerous other targets.

On many of the missions, we were “straddled” by the enemy counter fire and on one occasion a near miss sent shrapnel flying over the ship, putting a dent in a bridge 20 mm gun shield and many dents in #4 five inch gun mount. Our only casualty was a hand full of shrapnel received by one of the radiomen whose battle station was in gun mount #4. This exciting and adventurous cruise lasted almost five months in all, and by September 14<sup>th</sup> we were back in the good old USA.

We were granted four days recreation at Pier 88 in New York City (just 5 minutes from Times Square), then proceeded to Boston, MA for Navy Yard availability. This time the entire crew was granted 8 days leave (even the restricted men).

After or availability expired in Boston, we were sent to Norfolk, VA to await further orders. Thirty days later we were still waiting! During our stay at Norfolk, we were all granted 48 hour passes, and the majority of us went to visit the nation’s capitol – Washington, DC.



*Aerial view Norfolk Naval Base – 1940's*

*Editors Note:*

*With the USS Boyle safely berthed in Norfolk – we'll pause the story here and continue it in the next issue of the "Seaweed" – make sure your dues are paid – so you get the next issue!*

*Hopefully this has brought back memories for the USS Boyle crew – so, while you're thinking – write down your memories and send them to me for publication...*

## This Month in Naval History

11/27/1941 - Chief of Naval Operations sends "war warning" to commanders of Pacific and Asiatic Fleets.

11/6/1942 - First officer and enlisted women from training schools report for shore duty around the USA.

11/8/1942 - Operation Torch (Allied landings in French Northwest Africa). American forces land at Casablanca. French naval forces attack U.S. Navy ships and 13 French ships are sunk without a loss to the U.S.

11/3/1943 - Battleship *Oklahoma*, sunk at Pearl Harbor on 7 December 1941, is refloated.

11/25/1943 - In Battle of Cape St. George, 5 destroyers of Destroyer Squadron 23 (Captain Arleigh Burke) intercept 5 Japanese destroyers and sink 3 and damage one without suffering any damage.

11/5/1945 - Ensign Jake C. West (VF-41) makes first jet landing on board a carrier, USS *Wake Island* (CVE-65) .

11/11/1954 - November 11 designated as Veterans Day to honor veterans of all U.S. wars

11/16/ 1963 - President John F. Kennedy on USS *Observation Island* witnesses launch of Polaris A-2 missile by USS *Andrew Jackson* (SSBN-619).

## Quotable Quotes

***"Praise the Lord and pass the ammunition!"***

Lieutenant Howell Maurice Forgy, USN (ChC), serving on the heavy cruiser USS *New Orleans* (CA-32) during the Japanese attack on Pearl Harbor on 7 December 1941, is credited with coining the phrase.

Lieutenant Forgy saw the men of an ammunition party tiring as they labored to bring shells to the anti-aircraft guns. Barred by his non-combatant status from actively participating in keeping the guns firing, Lieutenant Forgy decided that he could add his moral support to the ammunition bearers through words of encouragement, and so patted the men on the back and said, "Praise the Lord and pass the ammunition!"

## USS Champlin Reunion Group 2010 Annual Meeting

The 2010 Annual meeting of the Champlin Reunion Group took place on October 1, 2010 at the Crown Plaza Hotel in Warwick, Rhode Island.

The meeting was opened with the Pledge of Allegiance to the Flag, and prayer in memory of all deceased shipmates.

Minutes of the 2009 Annual meeting were accepted as published.

Following an audit of the Treasurers report by Dick Valentine, and Bill Gustin – the report was accepted. The Reunion Group has a current cash balance of \$3443.09.

Old Business: None

New Business:

\* A letter from Norm and Phyllis Prewitt was read advising they were unable to attend.

\* President Suter reported the passing of 'Lefty' Staller, 'Chuck' Meehan, Taisto Ranta, Tom Morton, Joe Black, and Richard Roseman USAF Retired.

\*A brief discussion of the 2011 reunion destination of Virginia Beach was tabled until the combined Reunion Group Meeting.

Motion to Adjourn was made, seconded, and passed.

## HELP WANTED

This is your newsletter, and I need your help to make it meaningful to all of you. The best stories (and series of stories) have always been written by the officers and crew aboard ship. So please take a bit of time and write down you memories and stories (you've told them to others – so share them with us), and mail them or email them to me at:

**Gary S Gustin – Seaweed Editor**  
11751 Tradewinds Blvd  
Largo, Florida 33773  
Email: [photos@usschamplin.com](mailto:photos@usschamplin.com)

## USS Champlin Merchandise

Norm Prewitt has a small quantity of the following USS Champlin items available for sale. He can also arrange for ordering more where needed. To purchase any of the following, or for more information on the items – contact Norm Prewitt by phone at: 816-630-7272

Embroidered Hats - \$10.00 plus shipping  
Colors: Navy, Light Blue, White

Polo Shirts - \$25.00 plus Shipping  
Colors: Navy, Light Blue, White  
Sizes: S-M-L-XL

Sweatshirts: \$20.00 plus shipping (XXL \$25.00)  
Colors: Navy, White  
Sizes: S-M-L-XL-XXL

## USS Champlin Mini-Reunion Plans

Lou Gilbert writes that he is finalizing plans for the 2011 USS Champlin Mini-Reunion which is planned for May 9, 2011 – May 13, 2011.

This year's mini-reunion will once again be held at the Ocean Holiday Motor Inn – 6501 Ocean Avenue, Wildwood Crest, NJ 08260 (1-800-321-6232)

Accommodations include Hospitality Room, 4 Breakfasts, 4 Dinners, and some dinner time entertainment.

Planned daily activities will include a trip to Atlantic City (with some comps) followed by a trip and dinner at a Winery. Other activities include shopping and sightseeing in Cape May. There is a chance that some of the Wildwood Amusement Park may be open as well.

Double Occupancy rate is: \$245.00 per person  
Single Occupancy rate is: \$295.00 per person

For more information contact:

Lou Gilbert  
276 Farmers Avenue  
Lindenhurst, New York 11757  
(631) 957-1132



## A SAILOR'S PRAYER

NOW LET ME DOWN TO SLEEP  
PRAY THE LORD MY SOUL TO KEEP,  
GRANT NO OTHER SAILOR TAKE  
MY SHOES AND SOCKS BEFORE I WAKE;  
LORD, GUARD ME IN MY SLUMBER  
AND KEEP MY HAMMOCK ON ITS NUMBER,  
MAY NO CLUES NOR LASHINGS BREAK  
AND LET ME DOWN BEFORE I WAKE.  
KEEP ME SAFELY IN THY SIGHT  
AND GRANT NO FIRE DRILL TONIGHT,  
AND IN THE MORNING LET ME WAKE  
BREATHING SCENTS OF SIRLOIN STEAK  
TO PROTECT ME IN MY DREAMS  
AND MAKE THIS BETTER THAN IT SEEMS.

GRANT THE TIME MAY SWIFTLY FLY  
WHEN MYSELF SHALL REST ON HIGH  
IN A SNOWY FEATHER BED  
WHERE I LONG TO REST MY HEAD  
FAR AWAY FROM ALL THESE SCENES  
AND THE SMELL OF HALF DONE BEANS.  
TAKE ME BACK INTO THE LAND  
WHERE THEY DON'T SCRUB DOWN WITH SAND;  
WHERE NO DEMON TYPHOON BLOWS  
WHERE THE WOMEN WASH THE CLOTHES;  
GOD THOU KNOWEST ALL MY WOES —  
FEED ME IN MY DYING THROES;  
TAKE ME BACK I'LL PROMISE THEN  
NEVER TO LEAVE HOME AGAIN.

## ★ FOUR YEARS LATER ★

OUR FATHER WHO ART IN WASHINGTON  
PLEASE, DEAR FATHER, LET ME STAY  
DO NOT DRIVE ME NOW AWAY  
WIPE AWAY MY SCALDING TEARS  
AND LET ME STAY FOR THIRTY YEARS  
PLEASE FORGIVE ME ALL MY PAST  
AND THINGS THAT HAPPENED  
AT THE MAST  
DO NOT MY REQUEST REFUSE  
AND LET ME STAY ANOTHER CRUISE.

William D Gustin – Editor  
USS Champlin Reunion Group  
6207 East Bluff Drive  
Penn Yan, NY 14527

**FIRST CLASS MAIL**