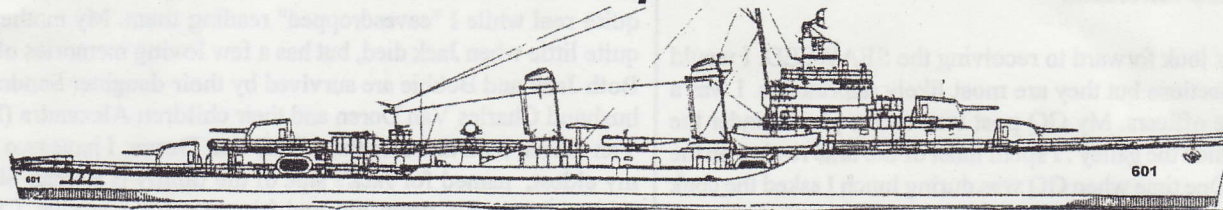


USS Champlin DD-601



Page 1

skivywaver@myrealbox.com

THE SEAWEED

626 East Bluff Drive, Penn Yan, NY 14527-8924

Spring 2005

www.usschamplin.com

DUES ARE DUE AGAIN, SO DO YOUR DUES AGAIN

Yup, it's that time of the year again. . . actually it's a **lot** later than usual, so send in your 2004-2005 dues to the USS Champlin Reunion Group. The annual dues, due each fall, is still a bargain at only \$15.00. Please send your payment to Norman Prewitt, Sec. /Treas., 2049 Eastridge Drive, Excelsior Springs, MO 64024-2869.

SEAWEED SUBSCRIPTIONS AVAILABLE

Again this year subscriptions are available to the Seaweed at a cost of \$5.00 per year to those who do not pay annual dues. Remember, subscriptions to the Seaweed are automatically included in your annual dues at no extra cost. Honorary members and widows of shipmates are considered full members without paying dues, so their subscription is considered paid. All others must be a subscriber to receive the Seaweed. To subscribe, just send five dollars to Norman Prewitt at the address above.

OLD SEAWEED ISSUES AVAILABLE

We are in the process of cleaning out some files and have located extra copies of the Seaweed. This would be an opportunity for the more recently located shipmates to catch up on events covered in the Seaweed since 1999. So far I have located extra copies of the following issues: Fall 1999, Fall 2000, Spring 2002, Summer 2002, Fall 2002, Spring 2003, Fall 2003, Winter 2003, Spring 2004, Summer 204, Winter 2004. They're yours for just the cost of postage.

2005 USS CHAMPLIN REUNION, WASHINGTON, DC

Becky and Harold Medvedef, co-chairs of the 2005 Reunion to be held in Washington, DC have already completed the arrangements and the details follow. The reservation form will be found on the cover page of this issue. Detach, complete the form and mail it to Becky Medvedeff, 498 Cathy Ct., Odenton, MD, 21113, (410) 674-2217. If you have any questions, just write or call Becky. She will have the answer you need - or will get the answer for you.

Date: 21 September - 25 September, 2005

Place: Washington, DC

Hotel: Ramada Inn Laurel, 3400 Fort Meade Road, Laurel, Maryland, 20724, located across the street from a shopping area. The hotel rate is \$89.00 per night plus tax, and includes breakfast.

Reservations: Cutoff date is September 16, 2005. To reserve call 1-301-498-0900, ask for "Reservations" and identify yourself as part of the USS Champlin DD 601 Reunion Group. We suggest that you reserve your room now; do not wait until June, July or August as this is a busy hotel and space may not be available.

Thursday 22 September 2005: 9:30 a.m. We will attend the USS Champlin's Memorial presentation at the U. S. Navy Memorial Naval Heritage Center scheduled for 10:30 a.m. We will have some time to look around the facility, then depart to visit the renovated and energetic Union Station, now a shopping and dining facility in the heart of Washington where we will have lunch and shopping on our own. Go where you want, see what you want, do what you want. We will depart Union Station and return to the Ramada with a short bus trip around Washington. The cost will be \$25.00 per person.

Friday, 23 September 2005. A visit to the world famous Smithsonian Institution to view the incredible collections housed in this magnificent facility at your leisure. Again, go where you want, see what you want, do what you want.. Then, we return to the Ramada, at a time to be determined.. Cost: \$25.00 per person.

All prices quoted above are based on an estimated 30 participants.

Saturday, 24 September, 2005 we will hold the **Annual Meeting** of the USS Champlin Reunion Group at 10:00 a.m. in the Hospitality Room. In the evening at 7:00 p.m, the annual **Banquet:** Choice of Chicken Jardiniere @ \$25.00, Prime Rib @ \$31.00 .All tax and gratuity included.

MINI-REUNION: WILDWOOD CREST, NJ

Dick Valentine advises that the Mini-Reunion will return to the Ocean Holiday Motor Inn, 6501 Ocean Avenue, Wildwood Crest, NJ 08260 starting at 2:00 p.m., Monday, May 16 until Friday, May 20, 2005. The cost is just \$195.00 per person regardless of single or double occupancy. Daily activities will be the same as previous years including the Italian dinner at the Renault Winery. **Make all arrangements, including lodging through Dick Valentine** who can be reached at 101 Guadalajara Drive, Toms River, NJ or by phone at (732) 557-9001. Get hopping on this right away!

JAMES CRAIG RECALLS

Bill, I always look forward to receiving the SEAWEED. I would send my recollections but they are most likely unprintable. I was a real pain to the officers. My GQ post was on the phone under the bridge just outside the galley. I spent most of the time resting on the laundry bags. One time when GQ was during lunch I asked the cook to give me a steak sandwich (he was cooking them when the call went out for GQ). He refused so I asked the bridge for permission to impose water tight integrity and shut down the fans and close all hatches. It got so smoky the cook came out with a steak sandwich so I asked that the galley be allowed to open the hatches and turn the fans back on.

I also had a key to the bakery and the aft engine room would have a pie once or twice a month. When we were at Kure I stayed on board to take the test for Machinists mate second class. I tied with another (I won't mention his name) and was passed over for him. He was later court-martialed for stealing from the crews lockers. When we were in Charleston I loaned a chief (I won't mention his name either) some money and was never refused weekend liberty. Also I was never paid back. I still think I got the best of the deal. Also, in Charleston, I had the engine room duty one morning when the crew was assembled on the foredeck to have their picture taken. Someone left a valve cracked in the forward engine room so we lost the vacuum and I had to divert the steam to the atmosphere. It condensed and the breeze carried it forward where it got the entire crew wet. I never saw so many chiefs come down the hatch so fast in my life. The reason for this letter is that I was cleaning out my desk and found some pictures of Bill Chopp, Swede Engquist, Pappy Welch as well as a few shots of some of the guys at Folley Beach. We used to go there for the weekend and this widow lady rented us rooms and fixed breakfast for us. If they would be of any use to you I will be happy to send them. Next letter I'll tell you how we bought a car with our discharge money and drove home from Charleston to San Diego. Jim Craig P.S. Thanks for all your hard work. I really appreciate it.

CAPTAIN SHAFFER'S GRANDDAUGHTER LOCATES US

In an e-mail, Shaffer's granddaughter writes, "Thank you for such an informative site! I am the granddaughter of Jack Shaffer, and since the WWII Memorial dedication is this weekend, I thought I had better do some research. Of course, what little I know about Jack comes from my grandmother, Bobbie, your site has helped me fill in some gaps. Thank you! Lexa." Seaweed responded to this e-mail and received in reply the following.

"Dear Mr. Gustin, Thank you for your very nice and informative reply. I absolutely will read the articles on your site at my next available moment. Your kind offer to write an article for responses regarding my grandfather is generous and I will take you up on it - as it would make a wonderful keepsake for my mother, Sandy Van Doren.

"Unfortunately, I do have an update for your files regarding the death of my grandmother Barbara (Bobbie) in January of 2002 in Falls Church, VA. She died very suddenly, and I was elected to distribute her belongings. Among them were the most wonderful

letters from Jack to her, and I felt as though he finally became quite real while I "eavesdropped" reading them. My mother was quite little when Jack died, but has a few loving memories of him. Both Jack and Bobbie are survived by their daughter Sandra, her husband Charles Van Doren and their children Alexandra (Lexa) Van Doren Kirk and Jonathan (Jon) Van Doren. I have two boys, my eldest, named for Jack's side of the family is Roman Shaffer Kirk, who is 3.5 years old and his new little brother Charles Reading Kirk, who is 6 months old. My husband Terry is a Gulf War Veteran (Desert Storm). My nephew Griffin Van Doren will be one year old in June.

"I hope that I haven't bored you with these details, and gives you some g.p. background on me. Both my husband and I shall be visiting the USS Champlin site frequently to learn more. We moved to WV last year from Chicago, and though are unable to attend the dedication of the memorial in DC (just 70 miles away), we will be visiting it this summer. Will there be a USS Champlin delegation there this weekend? I think it is wonderful that there is a reunion every year! What a important and special event. I certainly will keep in touch, if you don't mind. I need to do some more reading and then gathering.. Thank you for your lovely reply". (Write to Mrs. Kirk at: bubbz@earthlink.net)

PETE KAPPES

Hello Bill. Haven't heard from you in a while. I just looked up several Champlin guys on the World War II Memorial web site and very few are listed except for Styles, Anastasion, Meison and a few others. You're not listed, nor are Tricarico and others. Of course it takes a while to be listed once one is registered because they have to check it out to make sure the entry is legit. If you haven't already planned to do so, I suggest you let the guys know that it's available, it's free, and it's permanent. (And they apparently won't dun you for more money like the Navy Memorial does because they don't even ask for your address). I don't know if they accept mailed-in registrations, but it's very easy to do on a computer. I'm going to mention it in the next issue of the BOBA newsletter and urge everyone to get listed and will offer to list them if they don't have computer access. All I need to know is their full name, rank/rating, hometown, and the way they want their service record listed. They apparently even accept photos but I haven't figured out yet how to do that, but Anastasion has. Check it out:

FROM THE FLAG BAG

The motto of the USS George Washington CVN-73: "Over 90,000 Tons of Diplomacy, Wherever...Whenever..."

For women, conversation is a competitive event, with the first one to draw a breath deemed the listener. (Obviously Anonymous!)

How come I didn't know this? From the last issue of the Tin Can Sailor: "A guns caliber is a ratio between the inside diameter (bore) of a gun and the length of the barrel. Ergo, a 5"/38 caliber gun has an inside diameter of the barrel of 5 inches and a length

of 38 times that diameter, or 190 inches, or 15.83 feet in length.” Whew! Oh, man, I can sleep easier now!

WARREN J MURBACH OBITUARY

“Warren J. Murback passed away at his residence after a brief battle with cancer on March 20, 2005. Warren was born in Winona, MN, August 19, 1921. He attained a Bachelors of Science degree in Organic Chemistry before enlisting in the Navy in 1943. He served aboard the Navy Destroyer U.S.S. Champlin during World War II, participating in the sinking of an attacking enemy submarine in the Atlantic Ocean and the downing of an enemy fighter plane during the invasion of Southern France. After 3 years of military service, he met his future wife, Edna, when he returned to college in St. Louis to obtain his Masters of Science degree in Chemistry. Upon graduation, he took a job as a civilian chemist at the China Lake Naval Weapons Station in Ridgecrest, CA., where he worked for 28 years, retiring in 1977. Warren lived in Sun City for 28 years. He enjoyed coin shooting with his metal detector, big band music and dancing. Warren is survived by his daughter, Karen A. Miller; son-in-law, Steven; and 3 grandchildren, Kelly, Daniel and Travis, all of San Louis Obispo, CA. He was preceded in death by his wife, Edna, and daughter, Diana J. Lemon. Internment will be private. Donations can be made in his memory to the American Cancer Society.”

JOHN RUSSELL

Virginia Russell, wife of John Russell writes: “Dear Bill: Feel free to use any or all of this in the Seaweed. Pat, Dan and I appreciate your condolences; thank you. On July 3d, 2004, the world lost a World War II veteran, carpenter, fire chief, NASCAR driver, auto mechanic and landscaper. Patrick, Daniel and I lost a father, husband, best friend and hero. John Russell had been a Gunner's Mate 3/c aboard the USS Champlin, DD601, from 1943-1946. No one ever had a bad word to say about him and he never had a bad word to say about anyone. I watched him suffer these last three years and nursed him. I know he's breathing and eating and walking now. But I miss him beyond words to describe it, as do Patrick and his wife Arlene and Daniel. John is also survived by one grandson, Dan's boy, Devin Russell, who is 18 years old. The consolation of knowing that we'll see John again after this life, helps some. I am honored to have been by his side these past 30 years. Thanks, Virginia”

(Ed.: John Russell, #710 78 55, GM3c, was born 12/10/1925, enlisted in the Navy 2/16/1943 at New York City, NY. He came aboard Champlin 8/4/1943 and served 912 days until leaving Champlin on 2/01/1946. He left the Navy 2/6/1946 at Lido Beach, NY.)

GEORGE VANDER KAAV

In an e-mail sent to the Champlin web site, Rick Vander Kaay, nephew of George Vander Kaay wrote a brief note about shipmate George. We responded and received the following reply: “Bill, Thanks for the reply. I am checking with my uncle's son to see

where to send the newsletter. I am sorry to say that George recently moved into a nursing home, but he is supposed to be moving in with his son sometime before Christmas. My uncle is dealing with some physical problems, but mentally he is 100%. His home in Middlefield is on the market, but I think his son is still picking up mail for him there. I will get back to you with a firm mailing address as soon as possible.

You have my permission to place my letter in the next issue, and I am honored that you plan to do so. I think your efforts to publish the web-site and newsletter are truly wonderful, and I thank you and all those who served on DD-601 for protecting this country and helping to preserve this nation for the younger generations (including mine)! Please provide me with the address for the subscription. I would like to pay for an annual subscription and membership for my uncle and perhaps a subscription to the magazine for myself. Thanks again for all your help, Rick Vander Kaay (Ed.: Our records show that George Joseph Vander Kaay, # 286 10 61, F2c, was born 1/22/1927. He entered the Navy 12/4/1944 at Cleveland, OH. He came aboard Champlin 5/15/1945 and served 419 days before leaving Champlin 7/8/1946. He left the Navy 7/10/1946 at Charleston, SC)

FRED L. PEABODY, WT2C

Seaweed received the following e-mail from Fred L. Peabody: on the USS Champlin's web site: “I would like to hear from anyone who might remember me. Louis Goldberg unlocked the Engineers storeroom during an attack on a sub to get me out.” We called Fred and learned that he was living at 2121 Timberlake West Drive, Shelton, WA, 98584-7930. He can be reached at (360) 426-3626 and/or by e-mail at: fredp33@hotmail.com

It seems that Fred was assisting in cleaning up below decks, when they ran out of clean rags. He went aft to the Engineers Storeroom to pick up a supply, and while in the storeroom GQ sounded and someone dogged down the hatch to the storeroom with Fred inside. Then to make matters worse (for Fred), Champlin dropped depth charges over the fantail, which when they exploded, threw Fred around in that small storeroom. Finally, Lou Goldberg, wondering what the heck had happened to Fred, started checking around, and arrived at the storeroom. . . and found Fred. We advised Fred of Lou's name change and gave him Lou's address and phone number. Hopefully they have made contact.

WILLIAM CARL ODEAN, EM2C

In yet another e-mail, we heard from William C. Odean, Jr., 969 Gulf Course Road, Crystal Lake, IL 60014-8334, (815) 459-5232. E-Mail: tenorvoice2004-wsr@yahoo.com He writes, “Dad (William C. Odean, Sr.) was on the Champlin in '42, while she was in the Atlantic on escort duty. Was an EM2c. Don't have much information on him, except he lived in Texas, and died probably around 1990. Any updates would be appreciated.” We called Mr. Odean and learned that he knew very little about his father, who apparently moved to Texas following his discharge from the Navy and did not keep in touch with his son. William C. Odean, EM2c, served aboard Champlin 9/12/1942-12/12/1942.

USS CHAMPLIN MEMORIAL PLAQUE PROJECT

Dick Berman provides the following update on the Champlin's Fund Raising Campaign for the memorial plaque to be placed in the U. S. Navy Memorial Naval Heritage Center.

"The following donations to the Plaque Program were received but not included in the previous issue of the Seaweed: Jack **Brawdy**, Wanda Connors in memory of Charles **Connors**, Ethel Larkin in memory of Lawrence K. **Larkin**, Medwin **Nelkins**, George **Raley** and John P. **Verity**.

"The final report on the Plaque Program: All excess funds have been remitted to the U. S. Navy Memorial Foundation for the lighting as authorized at our Annual Meeting." The Foundation writes: "On behalf of the Board of Directors of the U. S. Navy Memorial Foundation, I want to thank you for your recent check of \$25.00 bringing your final excess funds total to \$995.00 on behalf of the shipmates from the USS Champlin DD-601 which will assist us in our continuing effort to honor, preserve and celebrate America's enduring naval heritage. Your contribution of \$955 is in excess of the \$2,500 donation required for a plaque and will be applied to our current lighting project for the U. S. Navy Memorial Naval Heritage Center. This lighting project will greatly enhance the presentation of our entire Commemorative Plaque Wall which currently consist of two panels."

The following is excerpted from a letter addressed to Dick Berman from Pierce J. Johnson, Rear Admiral, U. S. Naval Reserve (Ret.), President & CEO of the U. S. Navy Memorial Foundation. "Our new coordinator of the Plaque Program, Paul Haley, was pleased to inform me when your decision was reached to update the lighting in the entire Naval Heritage Center. What a wonderful use of the excess funds from your Plaque Fund Campaign. Funds continue to be raised but we are not yet close to our overall goal. **I also understand that you have chosen to await the opening of the third panel of our Commemorative Plaque Wall to have your plaque installed. Mr. Haley has assured me that your plaque will be placed in the center of the new panel at eye level. We would be more than pleased to comment on such a generous gift in one of our upcoming Lone Sailor Newsletters. Would you please be so kind as to share my comments with your shipmates.**" (Emphasis added)

The report continues: "For those of you who would like a replica of the plaque mounted on a handsome hardwood base, suitable for hanging or exhibiting on a desk, please let me (Dick Berman) know and I will forward an order form to you. Also, if you would like to be listed in the Navy Log, I have order forms for that as well. Join the crowd if your not already in the log.

Finally, I received a group of photos and negatives from Bill and Agnes Miadock of the ceremony aboard the Little Rock and group pictures at the Champlin grave site. Advise me if any of you want copies. There are twelve in all. I hope a good time was had by all in Buffalo, but Washington DC will be better. PlanPlan now to attend. See you all in September. Stay well."

SEA FIGHTER (IN THE NAVY'S FUTURE ?)

This from the Seattle Times via Norm Prewitt: "The future of the

Navy is sitting in a Whidbey Island shipyard, and Lt. Cmdr. Brandon Bryan can't wait to take her for a spin.

"It's the Navy's hottest sports car," said the Seattle native, gazing at the burnished aluminum catamaran that will be his next command. Dubbed "Sea Fighter," the 262-foot ship will be the fastest vessel in the fleet, except for a few small patrol boats. The conservative estimate is that its 66,000-horsepower engines will push it to 50 knots, or about 57 mph, but Bryan says top speed will probably be closer to 60 knots, or nearly 70 mph.

Looking like something out of an early James Bond movie, the Sea Fighter is actually a souped-up version of a high-speed passenger catamaran, said Matt Nichols, president of Nichols Brothers Boat Builders, winners of the \$46 million construction contract. But the design marks a revolutionary change for the Navy, which since World War II has been dominated by huge aircraft carriers, destroyers and cruisers. Sea Fighter, which was christened last week, was designed to test the technology needed for a new class of ships that will be lighter, faster and more suited to today's military and maritime realities. "Our fleet doesn't battle the Japanese fleet out on the deep, blue sea anymore," said Cmdr. Mark Thomas, leader of the project, which has totaled about \$73 million. Today's conflicts are more likely to involve nations without navies, or terrorist groups that turn a fishing boat into a suicide weapon. Small vessels that can operate close to shore could be used for a variety of missions, from detecting and defusing mines, to hunting submarines hiding in the shallows and intercepting enemy supply boats, Thomas explained. The Sea Fighter is able to enter waters as shallow as 11 feet. The catamaran shape gives it a capacious deck, which can carry two helicopters. A wide ramp in the stern can launch and retrieve small boats, underwater drones or remote sensors. Water-jet propulsion, coupled with an engine that can switch from gas to diesel power, makes the ship so maneuverable that it can turn on a dime at low speeds, said Steve Nordtvedt, program manager for San Diego-based Titan, the prime contractor. A T-shaped hydrofoil on the underside of the ship is designed to smooth out the ride, especially in rough seas. The goal is to be able to travel up to 40 knots even through 7-foot waves, Nordtvedt said. Not currently equipped with any weapons, the ship could be outfitted with torpedoes or anti-aircraft guns if needed. That flexibility will be a keystone of the new Navy, said Robert Work, a retired Marine colonel and navy analyst for the Center for Strategic and Budgetary Assessments, an independent, nonpartisan defense think tank in Washington, D.C. "The future of the Navy is to build modular payloads that fit into vessels that are essentially pickup trucks," he said. Sea Fighter fills that bill. It's roomy cargo bay can accommodate 12 shipping containers, each holding the gear needed for a specific mission: mine detection; humanitarian aid; anti-submarine warfare; reconnaissance. "It's simply a hull you can stuff different things in," Work said. "It's very smart." But many questions remain even within the Navy about the utility and durability of smaller ships, Work added. "Most officers grew up on the big-ship Navy and the Cold War, and I believe there is a healthy amount of skepticism that small craft will be able to stand up over time." Sea Fighter weighs in at about 1,000 tons - about a quarter the size of the next-largest ship in the fleet. Will a vessel

that light be able to stand up to the forces generated by cutting through pounding seas at high speed? What happens if it hits a mine? Would it be suitable for long deployments thousands of miles away? "It's a question of whether they will last and whether they be able to carry enough things to make them worthwhile," Work said. The ship's hull is outfitted with sensors to measure the stresses and strains it encounters. And Bryan and his crew will experiment with a full range of missions and tasks, to see what the ship does well and where it's lacking, Thomas said. The lessons learned from Sea Fighter will be applied as the Navy begins building two larger prototypes of a coastal combat ship, each with a different design. And if Sea Fighter performs well, it's also possible the Navy could opt to build more of the small, relatively cheap vessels, Work said.

REUNION GROUP NEWS

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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

MINUTES OF THE 2004 ANNUAL MEETING

The Annual Meeting of the Champlin Reunion Group was held at 10:00 a.m., October 2, 2004, at the Adams Mark Hotel in Buffalo, New York.

President Lou Gilbert called the meeting to order, with a welcome to all members present. Those in attendance: Berman, Carpenter, Estes, Gilbert, Gustin, Lerner, Maitre, Medvedeff, Meehan, Morton, Newman, Olson, Prewitt, Robertson, Suter, Tricarico and Valentine.

Chaplain pro tem Jerry Estes gave the invocation. We then gave the Pledge of Allegiance to the flag.

Secretary Norman Prewitt read the minutes of the 2003 Annual Meeting. Motion to accept the Minutes as read was made by Suter, seconded by Leaner. MSA.

Treasurer's report advising as of September 30th, 2004, we have a balance on hand of \$3,270.14, with one bill outstanding. The Treasurer's books were audited by Lerner and Tricarico and found to be in order. Report accepted.

Unfinished Business: (1) The plaque for the Navy Memorial. The vote to accept plaque 1-A was unanimous. (2) Motion to donate the \$900.00 in excess to provide better lighting over the plaques at the Navy Memorial. Motion by Berman, second MSA.

New business: (1) Election of Officer - final after election results: President, Dick Berman; Vice President, Bob Maitre; Secretary/Treasurer, Norman Prewitt; Historian, Lou Gilbert; Seaweed Editor, Bill Gustin.

(2) Voted to give Bill Gustin approval to discard, at his discretion, pictures, papers, etc. to reduce the historical material files.

(3) Motion to invite Captain Shaffer's relatives to Washington, DC for the plaque unveiling during the 2005 Reunion. MSA.

(4) Reunion 2005: Washington DC, hosted by Hal and Becky Medvedeff. Dates to be September 21st - September 25th.

(5) Discussion of location for 2006 Reunion. Phyllis Prewitt will check with Colorado Springs, CO. Second suggestion: Boston, MA. Motion made by Larry Suter to adjourn, second by Nat Lerner. MSA

Jerry Estes gave the closing prayer. Adjourned at 11:05 a.m.

Signed, Norman Prewitt, Secretary.

THANKS AND FAREWELL

Just a brief note of thanks to all who have helped with the Seaweed over the last six years. Your contributions of memories, stories and other Champlin news will long be remembered.. This is our final issue. It used to be fun, but is not now. Bev and I hope that someone will volunteer to take over the Seaweed. Please contact Dick Berman as soon as possible if you are interested. In semaphore and Morris code, this is our BT... AR (End of transmission)

Sarah Mon & Thursday

2005 USS CHAMPLIN REGISTRATION FORM

September 21 - September 25, 2005

Hotel Reservations: Make your own reservations directly with the Ramada Inn , 3400 Fort Meade Road, Laurel, MD 20724, (301) 498-0900 or fax (301) 498-3203.

Tour and Annual Banquet Reservations: Make check payable to Becky Medvedeff, 498 Cathy Court, Odenton, MD 21113

September 22 Tour: Memorial Plaque Presentation, Union Station # _____ @ \$25.00 = \$ _____

September 23 Tour: Smithsonian # _____ @ \$25.00 = \$ _____

September 24 Annual Banquet: # ___ Prime Rib @ \$31.00 or # ___ Chicken Jardiniere @ \$25.00 = \$ _____

Total check = \$ _____

Name _____ Spouse or Guest _____

Address _____ Phone # _____

Return this Registration Form and your check made payable to Becky Medvedeff to: Becky and Harold Medvedeff, 498 Cathy Court, Odenton, MD 21113

See you in Washington, DC September 21st - 25th