



# THE SEAWEEED

## Publication of the CHAMPLIN REUNION GROUP

### SUMMER 2008

USS CHAMPLIN — DD601

REUNION IN PORTSMOUTH, N.H. - SEPTEMBER 24-28

#### OFFERS MUCH TO VISITORS

*The USS Champlin Reunion group will meet September 24, 2008 (arrival) through September 28, 2008 (departure) in Portsmouth NH. The local residents are proud of their area and what it has to offer aging sailors. Here are a few things they have to say.*

Portsmouth has been a focal point for the Seacoast since the 1600s when settlers used sailing barges, called gundalows, to ferry goods from the inland waters of Great Bay and trading ships came from around the world.

Today the city is a vital economic center for the region with a densely-built modern center that retains many of the classic brick buildings from the early 1800s. The downtown offers exceptional opportunities for shopping, dining, and entertainment.

There are hundreds of shops in downtown Portsmouth, many tucked away in 19th-century brick buildings away from Market Square.

Portsmouth is a leading contender for the title of U.S. city with the most restaurants per capita. The downtown offers great variety and some of the finest dining in New England.

Portsmouth was settled in 1623, and the city center contains many historic sites, buildings and museums.

Seacoast Science Center Located on Odiorne Point where New Hampshire's first settler landed, the Science Center offers extensive programs and exhibits in marine education.

The Nubble (Cape Neddick Lighthouse) Picturesque and accessible Cape Neddick Lighthouse (The Nubble) in York Beach, Maine, draws thousands of visitors each year.

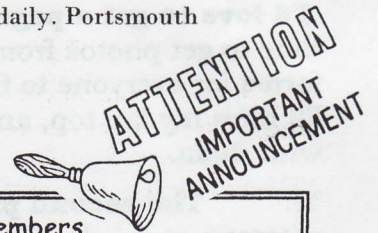
Albacore Museum and Park The prototype for modern submarines, built in Portsmouth, has been converted to a museum. Portsmouth.

Isles of Shoals The picturesque and history-filled Isles of Shoals, six miles off the New Hampshire coast, are a popular day trip.

Hampton Beach The most popular beach in the region, Hampton Beach has been drawing visitors by the hundreds of thousands since the turn of the century. The beach is extremely wide and the water warm. Bath house and lifeguards in season. Located on Route 1A, Hampton.

Prescott Park Portsmouth's waterfront park with flower gardens and an arts festival.

Redhook Brewery The largest brewery in the Seacoast offers tours daily. Portsmouth



Dick Berman, President of the USS Champlin Reunion Group, has this message for all members.

**Everyone who attended last year's reunion in Charleston should have received this year's packet of information and registration material in early May. Packets are available for any Champlin crew man or family member.**

**I will be happy to send the information to anyone who is interested. If you want the packet telephone me, Dick Berman, at 845-758-1014.**

If you prefer to use the U.S. mail you can reach us at:

Dick & Shirley Berman 221 Route 199 Red Hook, NY 12571

**Register EARLY for the CHAMPLIN REUNION - September 2008**

## THE CHAMPLIN'S WEBSITE

### **Our web page needs your input!**

One of the ventures that sets the USS Champlin Reunion group apart from other WWII organizations is our **spectacular website: [www.usschamplin.com](http://www.usschamplin.com)**. The site was created and is maintained by Bill Gustin's son, Gary. But good as it is he has plans to improve it. Gary and Bill will be at our September reunion with some of Gary's high tech equipment and they are asking for our help. Gary explains:

"Basically, I'm currently working on **two projects** for the reunion group and the Champlin site.

**"1. First one is creating biography pages for as many of the crew as possible.** Each page will contain a photo (preferably a photo in uniform; if not then any photo of the crew member). Each page also contains brief biographical information, including:

- a. Date of birth
- b. Date deceased if passed
- c. Wife
- d. Children
- e. Grandchildren
- f. Great grandchildren
- g. High school and college information
- h. Interests
- i. And a post WWII narrative of the crew members life experiences

"I have already completed pages for the following crew - (in most instances family members have provided the photos and information) - these all can be accessed from the crew members name on the crew list of the Champlin Website.

Goddard Beck

Gerald Cruthers

Glenn Detro

William Gustin

Kenneth Kooken

David Pysch (information in transit I'm told)

**"I'd love to get a page up for every Champlin crewman.** Obviously, the reunion will be a great time to get photos from the guys attending, as well as the biographical information. I'll have forms for everyone to fill out with the information. Then when I return home, I'll create the pages. I'll have my lap top, and scanner with me to process any photos that the attendees can bring with them.

**"2. The second project is more historical in nature.** Unfortunately, we are losing WWII veterans at an alarming daily rate. When the veterans pass, a lot of their photos and documents get misplaced, stored, etc. I'd like to try and preserve as many of the photo's and ships documents as possible, before they become lost or misplaced.

"My idea is to attend the reunion, meet as many of you all as possible, and scan any documents and photo's the attendees can provide. Technically, I'll be able to do all the work on site with my laptop and scanner, and return all the valuable photos and documents, so the crew may return home with them. This will avoid having to have memorabilia sent to me by mail, and possibly being lost, either to me or on return. I have been getting some photos and documents from the Seaweed articles. These are being processed and placed on the website.

"I'm going to create a new page on the site for "Champlin documents" - I've come into possession of some of the official documents of the U-856 incident, including the official report, and the interrogation of the rescued U-boat Crew. I also, have a hand written daily diary written by Goddard Beck that I'm going

figure out a way to get on that page as well.

"That's about it in a nutshell....

"Other interesting angles for upcoming Seaweeds: **I've researched U-130**, she was a very successful U-boat (One of Germany's top 20 boats), but, most interestingly she was one of five U-boats involved in Germany's "Operation Drumbeat" launched just a few days after Germany declared war on the US following Japan's attack on Pearl Harbor.

"I have a book on the Operation told mostly from the officers and crew of sister boat U-123. I'm sending the book to my dad to read. His assignment is to write a 'book report' for a Seaweed issue on Operation Drumbeat, and U-130.

"Also, I've challenged my Dad to 'step up' and write his story regarding his time aboard ship but he fears he has nothing interesting to add to previous stories as he boarded after much of the action worth writing about. He tells me he was from a very small town, dumped onto this ship at a very young age, and was pretty much overwhelmed by the experience. Of course, I pointed out that that was a great angle for a story... what were his challenges, who helped the young kids, did he develop any great paint scraping techniques, etc....

**"So, anything that will persuade the reunion attendees to bring documents and photos would be appreciated, and will go a long way in helping to preserve the history of the USS Champlin.**

"Regards, Gary"

### **Seaweed Issues**

In the last issue of the Seaweed – I put out a call for past issues of the Seaweed Newsletter, so that I could update the Champlin Website with all the issues of the Seaweed. I heard from Goddard Beck who had two or three of the missing issues – Thanks Goddard!

I received no further contact regarding any other Seaweed issues – at this point I figured we were "Sunk" with regards to locating and preserving any of the other missing issues...

### **FLASHBACK – March 1943**

US Air Force 2nd Lt Richard Roseman was in transit to the African Gold Coast aboard the SS Wyoming. Richard was passing time with other aviators in the ship's main salon, playing Blackjack. The Aviators heard a loud explosion, and felt a severe impact – it didn't take long before Richard realized that he was "Sunk". The vessel had been torpedoed and was quickly going down. All aboard the Wyoming quickly abandoned ship, and were soon rescued by the USS Champlin.

### **PRESENT DAY – March 2008**

I returned home from work one day recently, and found a large, heavy brown paper envelope in the mail with a return address of:

USAF Major (Retired) Richard Roseman Ft. Lauderdale, Florida

What a surprise! There in the envelope were more than 20 of the past Seaweed issues! Sixty Five years after being rescued by the USS Champlin, Major Roseman returned the favor and **RESCUED all the lost Seaweed issues!**  
**HURRAH! !**

### **For all of you shipmates & families—be sure to check out these web sites.**

**Commander Schaffer – USS Champlin Burial at Sea** <http://www.uboatarchive.net/U-856FuneralService.htm>

**U-856 Documents:** <http://www.uboatarchive.net/U-856Analysis.htm>

**U-856 Photos – From Champlin and Huse** <http://www.uboatarchive.net/U-856AttackPhotos.htm>

**U-856 Survivor Interrogations** <http://www.uboatarchive.net/U-856INT.htm>

**VC-42 (from Carrier USS Croatian) – Medal presentation for U-856 Action**  
<http://www.uboatarchive.net/U-856Award.htm>

**Eastern Sea War Diaries** <http://www.uboatarchive.net/ESF.htm>

**Admiralty – OIC Monthly Serial Messages 1942-45** <http://www.uboatarchive.net/AdmiraltyMessage.htm>

**Anti-Submarine Command** <http://www.uboatarchive.net/AA>

# SIDNEY HOTARD'S STORY

By Sidney Himself

December 7, 1941

Japan attacks Pearl Harbor inflicting terrible damage to our fleet and installation and many casualties.

Hearing many radio broadcasts about the bombing, the many casualties, the suffering, I decided I had to enlist and give a hand to defeat this enemy. I was living in Pointe Coupee parish at the time, a place called "Parooks, La.," now known as Pointe Coupee road, along the banks of the Mississippi River. I worked on a sugar cane farm doing whatever needed to be done—I drove tractors, blacksmith, carpenter work, painted the roofs of all the buildings. I was clerk and butcher in the plantation store.

I left the store one day in January to drive to Baton Rouge to enlist. I was told to stand by—I would be called in two or three weeks. The next evening we boarded a train for San Diego, California. Arriving in San Diego Naval Base we were treated to our first Navy meal—cole slaw. It was late in the afternoon and the evening meal had already been served.

As I'll always remember, we brought along all things we might need—tooth brush, tooth paste, soap, towels, clothes—anything one might need on a trip. The first order we received was to leave your suitcases and bags on the grinder. We were told we were not going to see them again. They would ship that back home.

We were marched through a barracks where we were examined and given shots in both arms. I'll always remember the "Runner." As we went through the line, the needles would come off the syringe and the Runner's job was to retrieve and return needles to the tray.

We were now about three long blocks from the barracks that would be our home for a while. The next morning we marched to ship store to purchase all the things that we had brought with us that were shipped back home.

Starting basic training – "Basic" – that it was. We had one hundred old World War I rifles to learn the manual of arms. We had the guns all of two days, 2 hours a day.

Soon we were moved to Balboa Park. That was near the zoo. Balboa Park was known to have the largest "head" in the world. It was large. The reason for this was the buildings didn't have rest rooms in them.

Being only a short distance from the zoo, we made many trips to just walk around and feed peanuts to the monkeys.

After a few weeks, we were taken back to the base for evaluation. We took several exams.

After the exams, they asked me my preference for a school. As I had experience with carpentry, that is the school I applied for. The Navy decided that I should go to Machinist School. So, I went to Machinist Mate School. Soon after this school was finished, they wanted to send me to a Steam school. I turned down that offer. I told the person in charge that I had joined the Navy to fight the enemy. He answered: "we can take care of that."

We left San Diego Naval Base by train for Fargo Hotel in Boston, Mass. Arriving there three days later, we checked in and were served a huge meal. Rested that night and transferred to Charleston Ship yard to await the arrival of the USS Champlin just being completed at the ship building yard up river.

Soon she arrived. We were all taken aboard and assigned duty stations. I was sent to the after fire room. A sick boy I was. I must have had fever of 104°. This extreme heat and noise did not agree with my condition. It wasn't but a few minutes there that I had to leave the fire room.

After leaving the fire room, I was made "Chamber Maid" for forward Engineers Quarters. Some luck for me. It gave me a chance to heal and get well.

After doing a good job as maid, I went to the engineer officer and explained to him my situation. I told him I could be a lot more help in the engineering force. He agreed and transferred me to the Auxiliary Gang. Standing watch in the forward engine room and working in the machine ship and boat engineer, now at last I felt like a sailor. I enjoyed being aboard ship.

Made many good friends on board. We had great fellows as officers. We even had a Captain from the state of Louisiana.

Getting the "Champlin" ready for combat was another ordeal. All things not necessary on a fighting ship had to be stripped and deep sixed. Beautiful red vinyl covering on all inside decks had to be scraped down to bare metal. Sand strips were glued to the steel deck for traction.

Our first trip overseas was to Casablanca, North Africa. Our trip there was something else for a lot of green sailors. The weather was terrible. The ships in the convoy were old tramp steamers. Running at full throttle they managed eight knots in good weather. Bad weather -- 5 knots. It took this convoy twenty some days to cross the Atlantic. The crew could not sit down to eat because of the bad weather. Arriving near our destination, the weather broke and we were able to sit and have Christmas dinner. What a relief. Next was our sea legs. Everyone was staggering like drunks. This lasted for 2 or 3 days.

We were assigned to escort the ship that took President Franklin Roosevelt and Prime Minister Churchill to Malta for their meeting with Stalin.

We made many, many crossings of the Atlantic back and forth.

(Sidney cont.)

We then began escorting convoys back and forth getting ready for the invasions of Sicily; then up the coast of Italy and then Anzio. The Anzio beachhead was tough. It was small and the Germans were in place in a sheer steep wall of rock. They killed many on the beach. The destroyers were called in and kept them entertained with our 5" shells. The Germans cursed those shrapnel shells. But, it did secure the beachhead.

We again started back on convoy duty. We were now getting ready for the "Big One." We could figure big things were in the making. We escorted the largest "tanker" convoy ever assembled. A sight to see. The tankers were loaded with fuel and all carried guns, planes and whatever else they could carry on top of the piping

Along the way we had a change of command. Our skipper was made Commander of our division. We then were waiting to see our new skipper. While in port, we had all the repair work to get done. Then we had to take a shake down cruise to Casco Bay, Portland, Maine. Being very busy, I didn't have much time for conversation. A sailor came in the machine shop wearing old khakis and old cap with no markings. To me he looked like a Chief Petty Officer that had stayed up too long. He asked a few questions and general conversation. I don't know if I gave him the right answers but he soon left. I don't know of anyone else that he had spoken to. At that time, I thought he was just someone with nothing to do.

"The next day!" A limousine, or a cab, pulls up to our gang plank. Out steps this officer from the vehicle. Beneath all the scrambled eggs on his cap and the stripes and the dress uniform, I recognized him as the sailor that sat on my workbench the day before.

Yes, it was our new skipper: Captain Shaffer. A Louisiana man. A real people person. Although he wasn't with us very long, he was liked and loved by all the crew.

After leaving the shipyard, we went on convoy to Cisco Bay for shake down cruise. While there, we received a call for help. A U-boat would surface and shoot at the ships charging it. We left immediately heading towards the area where the sub was. The seas were a bit rough at the time. We were going as fast as we could in this rough water. Suddenly we got a stop bell. Then full astern bell. We dropped depth charges and again a full speed ahead bell. We must have dropped the depth charges very close to the sub because he had to surface.

After we had put many holes in the submarine, the sub crew abandoned ship, but it was not sinking, so the skipper decided to ram the sub. We had to turn around and come back to it. That didn't do well. The waves separated us and then brought us back together and the bow of the sub cut a slice in our hull at the water line. All water and fuel had to be pumped to one side of the ship to give enough list so as to raise the damaged part out of the water. We came into port leaning to one side.

During all this, we had an accident. The seas being rough, a 20 mm shell hit the top of a ready box. It exploded just outside of the bridge sending shrapnel into the wheel house. Our beloved skipper's leg was cut off just above the ankle and shrapnel in the abdomen. We set up an operating table in the officer wardroom. The doc began the operation to remove shrapnel and patch the holes in his intestines. The skipper went into a coma and the doc decided he could not be saved. The skipper died. He was wrapped in canvas and buried at sea. A very emotional and sad time for the crew. A great man had come and left us so soon.

We were blessed with another great man, Captain Fleck. He was old enough and young enough.

We went in to Oran. Just hanging out, waiting for the call. While tending bar at the officer's club, I knew when Captain Fleck was there because he always ordered a "Tom Collins - made by Hotard." Maybe my Tom Collins's were that good. Or maybe it was his way to let us know that he was there.

While waiting, we staffed the Officer's Club at M.E.K. The club was someone's summer home on the beach. I was asked to be a bartender and because of my knowledge of the French language, I became the interpreter. With that position, I soon knew everyone's business. Sometimes not good.

One day the call came to return to the ship. We would be getting under way.

We led the way to the coast of Southern France-- always on the darkest night possible. The troops landed and we gave support by shooting gun emplacements along the shore.

At the same time, our troops landed on Normandy. We were now on our way to a free Europe; free from Hitler's army.

When the beach was secure we got the call to return to the States. The Brooklyn shipyard was waiting for us to repair and make some changes with our fire power. Things were added to defend against the dive bombers of the Japanese.

Leaving the shipyard, we headed for the Panama Canal and on to San Diego to a shipyard to repair a boiler. Rest of our group went on to Hawaii for gunnery practice. After a few days, we were on our way to Hawaii. Arriving there, we went right to gunnery practice. After knocking out all their targets they told us to move on. They needed us to shoot Japanese planes.

We were sailing with a group of ships, including the old Battleship Pennsylvania. As we went along our way, we stopped by Midway Island and entertained the Japanese with the 16" guns of the Battleship Penn.

We moved on to Okinawa. As soon as we saw them safely in port we were on our way to the other side of the island. As soon as we were out of sight a Japanese dive bomber put a torpedo or a bomb on the Pennsylvania.

Next excitement was a typhoon. We lost a lot of small craft and larger craft that storm. The Champlin rode out the storm at sea. We didn't find

the water—the waves—too bad, coming from the Atlantic, especially north, where the wind blows in gusts and finally creates mountains and huge valleys in the water, making for a bad ride.

Soon we got our call that the Japanese had surrendered. We got under way heading for Tokyo for the signing of the peace treaty. All of this was very quiet and we departed for a little port south of Tokyo called Wakayama.

The engineering officer called me in and explained to me how quickly I could become a chief petty officer. I asked him what my choices were. He said that I would have enough points to get out. I told him that would be my choice because I had signed up for the duration. I then asked him when this would take place. He said I would leave the next morning at 8:00. "Sir," I said, "I will be there bag and baggage at 8:00."

At 8:00 o'clock I was on my way home, bidding farewell to the crew and the ship that I served on for so long. The sadness was over come by the joy of going home. Of course that didn't just happen! The ship that I boarded took us as far as Okinawa; from there we would be shipped out as ships became available.

But first we again had another typhoon. All the old tents were getting ripped by that time. The 150-mile-an-hour wind played havoc with most of them. Like the natives, we had to scrape up material to make a shelter. We actually lived quite well because we were right next to the officers' store of K rations.

We soon learned that the ship we were waiting for had been blown on the rocks on the other side of the island, the Howell B. Lykes. Now we had to wait a while longer. Finally we got the call: a DE was heading for the States. We loaded the next morning and were on our way to Hawaii and then to San Diego, Calif.

Again by train to New Orleans for discharge. Arriving in New Orleans a bus met us at the train station: We're almost there! Not so quick. The bus breaks down. Another one had to be sent to pick us up. Getting to the place too late to be processed that day, I had to wait till the next morning.

Oh! Yes, I finally got that piece of paper saying I was a civilian. That was great. The flip side? There wasn't a job to be had. Again that was a struggle. I thank God that after all this—the miles and the battles—I came through without scratch.

Many short stories could be added to this outline....

Sidney J. Hotard Jr. Service # 644 2402 11/17/21

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## Summer Seaweed 2008

I'm glad Sidney Hotard shared his "outline" with us. Be on the look out for a sly, slightly twisted Southern humor in Sidney's story. Southern writers have a distinctive style: Think Tennessee Williams (another Louisiana boy) or William Faulkner. Sidney wouldn't put himself in their atmosphere, but I find his style delightful.

Sidney considers his contribution to this issue of *The Seaweed* an "outline." And I'm sure he could expand it to a book-length publication. I'm sure every crewman who spent those years on the USS Champlin has a book in him. **You need to share your memories with Seaweed readers. If you don't, who will? They don't need to be book length.**

There are a couple of stories about our September reunion—be sure and look them over carefully. And, I think you'll find Gary Gustin's story about our website fascinating.

Ted

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## Does Anyone Recall—PHILLIP VOLPER?

From the Champlin internet website.

Tuesday 03/11/2008

Name: David Volper

E-Mail: volperd@gmail.com

Location: Orlando, Florida

**Comments:** Hello, I believe my father, Phillip Volper, served on the Champlin. On the USS Champlin website there is listed: "Volper, Phillip (n) RM3c (RM2c). I am almost certain that this is my father.

If anyone out there remembers him, please let me know. I know nearly nothing about his military days. Thank you for your efforts regarding this matter and I hope to hear from you soon and learn more of my father's Navy experience.

David Volper

Orlando, Florida

## DESTROYERS DISAPPEAR Whatever happened to the destroyer?

They seem to be disappearing. Part of the reason is cost, but there's also the political angle. Warships called destroyers appeared a century ago and by the end of World War I they were ships of about 1,000 tons armed with a few guns, some torpedoes and anti-submarine weapons. By World War II, destroyers had grown to about 3,000 tons. There were also "Destroyer Escorts," which were half to two thirds the size of destroyers. The larger types of surface warfare ships were cruisers, weighing in at between 6,000 and 12,000 tons and battleships, which were 30-40,000 tons. Half a century later, all that's left for surface warfare are destroyers and frigates, plus the usual assortment of smaller coastal patrol boats that have always been around. For whatever reason, the modern frigates perform the same mission (and are about the same size) as the World War II destroyers. However, most Western navies don't even like to use the term, "destroyer" any more. Warships displacing 3-5,000 tons are increasingly called frigates. Sounds less warlike, or whatever.

Meanwhile, the modern destroyers have grown to the size of World War II cruisers. Actually, some of the larger destroyers are called cruisers, even though they are only 10-20 percent bigger than the largest destroyers. The latest ships in the U.S. Navy's Burke class destroyers weigh 9,200 tons, cost \$1.5 billion dollars to build, have a crew of about 330 sailors, carry 96 (a combination of anti-aircraft and cruise) missiles. There's only one 5 inch gun, but two helicopters. These modern destroyers could take on any World War II cruiser and win, mainly because the cruise missiles have a range of 1,500 kilometers. A Burke class ship could probably defeat a World War II battleship, although we'll never know for sure since one of those heavily armored ships never got hit by a modern cruise missile. In effect, the U.S. Navy has settled on just three major combat ship types; aircraft carriers, destroyers and nuclear submarines.

The original cruisers of a century ago displaced less than 10,000 tons, but by World War II, that had increased by 50%. Two decades ago, the U.S. Navy reclassified its Ticonderoga class destroyers, which eventually displaced 10,000 tons, as cruisers. Now the U.S. wants to build a new class of destroyers, the DDG-1000, that displace 14,000 tons. These ships will be 600 feet long and 79 feet wide. A crew of 150 sailors will operate a variety of weapons, including two 155mm guns, two 40mm automatic cannons for close in defense, 80 Vertical Launch Tubes (containing either anti-air, cruise or anti-aircraft missiles,) six torpedo tubes, a helicopter and three helicopter UAVs.

The problem is that these new "destroyers" will be very large ships, and will cost over \$2 billion each. At the same time, the new LCS (Littoral Combat Ship) is sort of replacing the Oliver Hazard Perry-class frigates. The Perrys are 4,100 ton ships that would cost about \$200 million to build today. The big difference between the frigates and LCS is the greater use of automation in the LCS (reducing crew size to 75, versus 170 in the frigates) and larger engines (giving the LCS a speed of about 90 kilometers an hour, versus 50 for the frigates.) The LCS also has a large "cargo hold" designed to hold different "mission packages" of equipment and weapons. The Littoral Combat Ship is, simultaneously, revolutionary, and a throwback. The final LCS design is to displace about 3,000 tons, with a full load draft of under ten feet, permitting access to very shallow coastal waters, as well as rivers. This is where most naval operations have taken place in the past generation.

Max range is 2,700 kilometers. Built using commercial "smartship" technologies, which greatly reduce personnel requirements, the LCS is expected to require a crew of about 50 in basic configuration, but will have accommodations for about 75 personnel. The ship is designed for a variety of interchangeable modules, which will allow the ships to be quickly reconfigured for various specialized missions. Crews will also be modularized, so that specialized teams can be swapped in to operate specific modules.

All this is happening at a time when the U.S. Navy is increasingly unhappy with the performance of American ship builders. Costs are rising sharply, quality is down and the admirals can't get satisfactory answers from the manufacturers. For example, the new class of destroyers, the DDG-1000 class destroyers have also faced ballooning costs, up to as much as \$3 billion per ship, as opposed to original planned costs of \$800 million each. The current Arleigh Burke-class destroyers only cost \$1 billion each. The LCS was planned (a few years ago) to cost \$200 million each. That price has now doubled.

The LCS is, what the original destroyer was. A small, inexpensive vessel that could do a lot of dangerous jobs the more expensive ships could now avoid. But unless the navy gets its shipbuilding costs, and quality, under control, it won't be able to afford a new class of destroyers. Unless, of course. It has an attack of common sense, and calls the LCS destroyers, and the DDG-1000 ships cruisers. William D.Gustin

## Sharp Shorts and Shirts for Sailors

March 30, 2008: The U.S. Navy has joined the other services and issued an official PT (physical training) uniform. The black shorts and gold t-shirt are both made of synthetic materials that are moisture wicking (more rapidly disperses perspiration) and odor resistant (self-explanatory). The piping on the shorts and the "Navy" lettering on shorts and t-shirt are reflective (to make the wearer more visible to motorists at night.) These uniforms are for organized PT, although sailors can also wear them when off-duty. Each sailor will be issued two sets. There are also optional items, like long-sleeved shirt, compression shorts, head gear and running shoes that all use the same color scheme. A track suit is in the works as well. Sailors have long complained of the lack of official exercise gear, mainly because the other services have it and that stuff looks cool.

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## BITS AND PIECES

Did you know that Gal and George Styles celebrated their 65th Wedding Anniversary on April 18th? Sixty five years ago Georgie had flown home from Boston where he was stationed, to be married, spent a couple of days with Gal and flew back to Boston and the navy. Navy through and through they are going on a cruise with their son and daughter-in-law in October to celebrate those 65 years. Hope they enjoy smooth sailing! !

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A note from Jim and Lena Robertson, their oldest grandson is a PFC First class in Weapons Company in the Marines. In May the Company was sent out to Oman, Kuwait to operate in that part of the world. They are not told exactly, so of course we do not know exactly where he is spending time. We just know that he is in our prayers, and would gladly have you include him in yours. His name is Ian T. Robertson. Thanks and God Bless.

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"The Bugle" Newspaper out of Branson, Missouri advised that May 19-25, 2008, they celebrated Women Veterans Week. Vice Admiral Pat Tracey, the highest ranking woman in the US Navy as guest of honor. She served as the first director of the Navy staff, a 1,400 person headquarters, with nine flag-level directorates and a \$90 million budget. Following the 9/11 attack on the Pentagon, which destroyed 89% of the Navy staff spaces, she led the emergency reconstitution effort, taking the staff to wartime footing by midnight after the attack. She directed the design and re-construction of workspaces, completing with 10 weeks.

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107 Year-old Veteran Served in Two Wars. Fred Eliot Robb was born in 1896. One hundred and seven years later, the Veterans History Project recorded his experiences in WWI and WWII. Born in Missouri, Fred joined the Marine Corps in 1914 and trained to fight in France. He was sick with the flu when his unit shipped out and they wouldn't let him board the ship. He spent his war years at Quantico. With pride, Fred, recalled his marksmanship while at Parris Island, SC. Out of 400 Marines, he ranked fifth. He attributes his skill to learning to shoot on the farm during his childhood. After the war, he became a Presbyterian minister. He served three-and-a-half years in combat. After the war, he re-assumed his duties as a minister. During the interview, his wife proudly told the interviewers that Fred was easy to live with and still loved to garden. Fred was 18 when he enlisted in the Marines in 1914. He was 46 when he joined the Navy in 1942. His interview is an irreplaceable piece of American History.

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In 2000, the Library of Congress initiated the Veterans History Project. The goal of the project is to record the stories of our veterans lest the history held in their minds and hearts be lost. The support is outstanding, that's why it's such a successful project. Veterans from WW I through Iraq and Afghanistan, they've interviewed a Pearl Harbor survivor and seventeen Medal of Honor recipients and are waiting for your story.

\*\*\*\*\*

### B. FRANK FERRELL JR.

04/12/2008 Name: Steve Santomango E-Mail: [mangoman925@yahoo.com](mailto:mangoman925@yahoo.com)

Comments: My Grandfather Benjamin Franklin Ferrell Jr. served on the Champlin as a Desalinator, (I believe). He said he used to hide his liquor in the equipment. He is still alive, he is 85 and lives at 6710 S. Foresthill, Littleton, CO 80120 after spending most of his years in the Boston area. (We sent him the last three issues of the Seaweed) PBP.



## President Roosevelt to Emperor Hirohito of Japan , 6 December 1941

[WASHINGTON,] December 6, 1941

Almost a century ago the President of the United States addressed to the Emperor of Japan a message extending an offer of friendship of the people of the United States to the people of Japan. That offer was accepted, and in the long period of unbroken peace and friendship which has followed, our respective nations, through the virtues of their peoples and the wisdom of their rulers have prospered and have substantially helped humanity.

Only in situations of extraordinary importance to our two countries need I address to Your Majesty messages on matters of state. I feel I should now so address you because of the deep and far reaching emergency which appears to be in formation.

Developments are occurring in the Pacific area which threaten to deprive each of our nations and all humanity of the beneficial influence of the long peace between our two countries. These developments contain tragic possibilities.

The people of the United States, believing in peace and in the right of nations to live and let lives have eagerly watched the conversations between our two Governments during these past months. We have hoped for a termination of the present conflict between Japan and China. We have hoped that a peace of the Pacific could be consummated in such a way that nationalities of many diverse peoples could exist side by side without fear of invasion; that unbearable burdens of armaments could be lifted for them all; and that all peoples would resume commerce without discrimination against or in favor of any nation.

I am certain that it will be clear to Your Majesty, as it is to me, that in seeking these great objectives both Japan and the United States should agree to eliminate any form of military threat. This seemed essential to the attainment of the high objectives.

More than a year ago Your Majesty's Government concluded an agreement with the Vichy Government by which five or six thousand Japanese troops were permitted to enter into Northern French Indochina for the protection of Japanese troops which were operating against China further north. And this Spring and Summer the Vichy Government permitted further Japanese military forces to enter into Southern French Indochina for the common defense of French Indochina. I think I am correct in saying that no attack has been made upon Indochina, nor that any has been contemplated.

During the past few weeks it has become clear to the world that Japanese military, naval and air forces have been sent to Southern Indo-China in such large numbers as to create a reasonable doubt on the part of other nations that this continuing concentration in Indochina is not defensive in its character.

Because these continuing concentrations in Indo-China have reached such large proportions and because they extend now to the southeast and the southwest corners of that Peninsula, it is

only reasonable that the people of the Philippines, of the hundreds of Islands of the East Indies, of Malaya and of Thailand itself are asking themselves whether these forces of Japan are preparing or intending to make attack in one or more of these many directions.

I am sure that Your Majesty will understand that the fear of all these peoples is a legitimate fear in as much as it involves their peace and their national existence. I am sure that Your Majesty will understand why the people of the United States in such large numbers look askance at the establishment of military, naval and air bases manned and equipped so greatly as to constitute armed forces capable of measures of offense.

It is clear that a continuance of such a situation is unthinkable. None of the peoples whom have spoken of above can sit either indefinitely or permanently on a keg of dynamite.

There is absolutely no thought on the part of the United States of invading Indo-China if every Japanese soldier or sailor were to be withdrawn there from.

I think that we can obtain the same assurance from the Governments of the East Indies, the Governments of Malaya and the Government of Thailand. I would even undertake to ask for the same assurance on the part of the Government of China. Thus a withdrawal of the Japanese forces from Indo-China would result in the assurance of peace throughout the whole of the South Pacific area.

I address myself to Your Majesty at this moment in the fervent hope that Your Majesty may, as I am doing, give thought in this definite emergency to ways of dispelling the dark clouds. I am confident that both of us, for the sake of the peoples not only of our own great countries but for the sake of humanity in neighboring territories, have a sacred duty to restore traditional amity and prevent further death and destruction in the world.

**FRANKLIN D. ROOSEVELT**

[94] This message was transmitted in telegram 818, Dec. 6, 1941, 9 p.m., to the Ambassador in Japan (Grew), under instructions to communicate the President's message to the Japanese Emperor in such manner as deemed most appropriate by the Ambassador and at the earliest possible moment, addressed to "His Imperial Majesty, the Emperor of Japan". The telegram added that the press was being informed that the President was dispatching a message to the Emperor. Source: U.S., Department of State, Publication 1983, Peace and War: United States Foreign Policy, 1931-1941 (Washington, D.C.: U.S., Government Printing Office, 1943), pp. 828-30



## The USS Champlin DD 601 Reunion September 24-28, 2008

With the USS Boyle and the USS Parker

Champlin veterans and friends and families plan to steam into Portsmouth, NH from September 24 to 28, 2008 for our annual DD601 reunion, at the Best Western Wynwood Hotel & Suites. You remember—if you read the last *Seaweed*—that Dick Berman has been in contact with crewmen from the Boyle and the Parker and invited them to join us for parts of our reunion. Each ship will have its own hospitality room and its own business meetings, but get together for some of the social events.

The reunion schedule which follows provides information on room rates and fees.

Reservations can be made at the Best Western Wynwood Hotel & Suites by calling 603.436.7600 and requesting a room for the Squadron DD 600 Reunion. We have reserved a block of rooms near the banquet hall and meeting room, to ensure that we are located in that block of rooms. Reservations must be made by August 24, 2008. After which time, reservations will be received on a first-come-first-served basis.

Room rates are \$112 per night plus an 8% State tax for a single/double occupancy and \$5.00 for each additional adult per room. Note: The Best Western Wynwood has a 24-hour cancellation policy. Reservations must be cancelled by 4:00 pm the day prior to arrival. A brochure in the Reunion packet has details.

Meals, activities and entertainment are \$ 200.00 per person which will be payable by September 10, 2008.

For more information please contact: Audrey Woodard (Munsey) at 603 630-0626 or by e-mail [audrey\\_woodard@yahoo.com](mailto:audrey_woodard@yahoo.com) or by mail

Audrey Woodard

PO Box 284

Gilman Iron Works, NH 03837

## PROGRAM IN PORTSMOUTH

DD 601 USS Champlin Reunion  
September 24-28, 2008

### Wednesday, September 24, 2008

3-5:00 pm Arrival & Registration

6:00 pm Reception in the Hospitality Suite

### • Thursday, September 25, 2008

7-8:30 am Breakfast  
Gathering of the Troops

11:30 am-2:30 pm

Harbor Cruise & Lunch

Open afternoon for shopping, sightseeing

6:00 P.M. D i n n e r  
Evening Entertainment

9:00 pm Hospitality Suites

### • Friday, September 26, 2008

7-8:30 am Breakfast

9-11:30 am Portsmouth Naval Shipyard Historic  
Tour & Museum

Lunch

Open Afternoon

6:00 pm Dinner

7:30-9:00 pm Entertainment

### • Saturday, September 27, 2008

7-8:30 am Breakfast

9:00 am Memorial Service

10:00am Business Meeting & Raffle

Lunch

Open Afternoon

5:30 pm Pictures

6:00 pm Banquet

7-10:00 pm Entertainment & Dancing

### • Sunday, September 28, 2008

8-10:00 am Breakfast

**Bon Voyage** Good Byes till Next Year

## DID YOU KNOW?

- The only man to hold the six-star rank of General of the Armies of the US was George Washington.
- It took ten years to build the Panama Canal.
- To qualify for the US Navy Ceremonial Drill Team men must be at least 6 feet tall and women 5'10".
- The B2 Stealth Bomber developed in the 1980's cost \$3,000 per pound to build.
- The Purple Heart was originally called the Badge of Military Merit.
- Tecumseh, a Shawnee Indian leader, fought against the US as a Brigadier General in the British Army in the War of 1812
- A guard at the Tomb of the Unknown Soldier takes 21 steps in his walk across the tomb, alluding to the 21 gun salute, the highest honor given any military or foreign dignitary.
- Six Presidents served in the Navy:  
J.F. Kennedy,  
L. Johnson,  
R. Nixon,  
G. Ford,  
J. Carter, and  
G. H. W. Bush:

✓✓✓✓✓✓✓✓✓✓✓✓✓✓✓✓

## SOMETHING TO THINK ABOUT

As we grow older there are Necessary Conversations that we should be having with our families or a close friend. No one likes to think about the possibilities of an emergency, illness or death, but these are realities that affect families and their finances. Too often, adult children fail to talk with their elderly parents about their parents' finances. The following tips, may be useful in helping bridge this gap.

1. Bring the subject up sooner rather than later.
2. Talk to your children in person
3. Begin a dialogue about money by having a financial account & contracts, location of personal & financial information.
4. Focus on the location, rather than the size of assets
5. Have a financial inventory worksheet & where it is kept.

Executrix is not an easy job even if it is discussed. You don't want an executor with no knowledge of the important papers. Do you have a WILL? Do you have a Living Will? Is it signed? Where is it?

Do you really want the State to determine where your life savings are to be dispersed? Serious Business, if you haven't got all your ducks in a row, now is the time.



USA FIRST-CLASS FOREVER

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# FIRST CLASS

"To Be Prepared for War is one of  
the most effective means of  
preserving peace"

George Washington Jan 8, 1790

## SUMMER 2008



### USSCHAMPLIN

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#### "A SAILOR'S LAST CALL"

George Styles

Since I was just a little lad,  
I've always loved the sea,  
From it's shimmering wavy surface,  
to its depths of mystery.

I played in the cool wet shallows,  
and watched the ships go by,  
I longed for the day my turn would come,  
and I'd be sailing by.

The years rolled by so slowly,  
Then came that day for me,  
I took that one step forward,  
and joined the U.S. Navy.

I was so proud and excited,  
to be assigned to my very own ship.  
At last we sailed far off to sea,  
my first adventurous trip.

The crew became my family;  
the ship became my home,  
The bonds we formed would never end,  
Wherever we would roam.

There comes a certain feeling,  
when sailing on the sea,  
Sort of like an inner peace,  
that always comforted me.

My years of service came to a close;  
all too soon I went ashore,  
A memorable experience I'll not forget,  
nor experience any more.

I believe the sea gets in one's blood,  
and keeps beckoning him to return,  
I pray some day to answer that call,  
a dream for which I yearn.

A sailor's Prayer is simple,  
one most Sailor's pray,  
To return to the call of the Oceans,  
upon his very last day.

"The tides come in, the tides go out,  
the waters rise and fall,  
Waves crashing on the shore resound,  
echoing a Sailor's last call."

For centuries past and those to come,  
a Sailor's place is on the sea,  
and when his life on earth is through,  
he heeds the call "Come back to me."

Some day when you're by the water,  
and looking far out to sea.  
Perhaps you'll see a small white cap,  
that will bring back a memory of me!