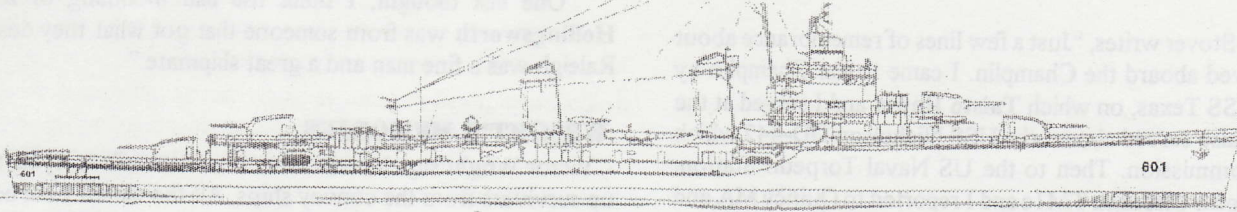


Goodard - Hope this finds you well. I just located your address and thought I would send you the Seaweed
USS Champlin DD-601



If you would prefer to not receive the Seaweed just let me

Page 1

THE SEAWEED

know Bill Gustin

Winter 2002

skivywaver@myrealbox.com

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

www.usschamplin.com

INVASION OF SOUTHERN FRANCE

In an e-mail, former Champlin Executive Office **Steve Anastasion** writes, "Regarding the material from Operation Dragoon as written by Breuer, here's my recollection of a brief portion of the Southern France invasion about which he writes, most of which is correct but perhaps not in the order in which things happened. The plane action occurred well before the invasion instead of during it as Breuer writes. Bob Baughan and Taisto Ranta can correct or add to this. Just before the invasion, Champlin was part of a fleet task force patrolling the area between North Africa and Italy preliminary to the invasion. The Task Force was under strict orders to maintain silence. Bob Baughan had taken over as Exec. and was CIC; I was the gunnery officer in the Gun Director. One night during patrol, we were at GQ when our CIC picked up a surface contact whose speed was such that it was clearly an aircraft. The gun director was trained on the target and it was evident that the plane was hugging the surface. Both the gun director and CIC held the contact and before long, at a distance of perhaps 4000-6000 yards, I'm not too certain of the distance, the plane turned directly at us.

"Let me backtrack here. A few months before that, I had found a fire control computer ordalt in a BuOrd bulletin and ordered it. It was an ordalt that would allow the FC computer operator, by turning a crank (little electronics in those days) to move the burst height at the computed advance range from near surface to about 50 feet. Taisto installed it on our computer not too long before the patrol operation. Now back again. The plane kept coming in and both CIC and the Gun Director kept Captain Fleck informed almost second by second. Keep in mind that we're under strict silence order from the Force Commander. At a target distance of perhaps 2000 to 3000 yards, I called the Captain again, told him the plane was still coming straight in at us and asked permission to open fire. It took only a few seconds but he did give the command to open fire. The forward batteries were ready and kicked out only a few rounds before the plane burst into flames. We probably had as many rounds left in the barrels after cease-fire as we had fired. Breuer is right about the cheers. Since there were no other targets on the radar screen, I gave permission to the Gun Captains to allow their handling room crews to peek out at the sight; in retrospect of wartime possibilities, not the wisest thing to do. But there is more to the story. Right after we broke the ordered silence with our gunfire, the fleet commander did so himself by going on the air via the TBS and asked who fired those shots. His first query was directed at the DD Squadron Flagship,

Boyle, whose Captain answered something like "No sir, not my ship." When it came to our turn Captain Fleck gave him a short and straight answer that it was Champlin. Then instead of a few angry words, the Task Force Commander came back with a short reply of his own, something like "Good work, Captain. Congratulations."

"As far as the invasion itself, my most vivid recollection of that is going into our invasion area, Champlin was ordered to be the lead ship. By that I mean we were all alone and ahead of the entire landing force by several miles. It was Champlin's mission to steal in close to shore, a mile or so, and anchor at a designated spot. Then, as the rest of the fleet came in and disembarked the troops, we were to turn on all our lights and act as a beacon guide for the landing craft. The beach area and towns were lit up and it appears we were either not expected, not detected, or both as it turned out. Hope the above is of some interest. Thanks again for all your work in keeping us altogether via the Seaweed."

On the same topic, **Nathan Lerner** TM3c writes, "I have two short memories of the landing in Southern France. The first is of the night we shot the German plane down. We were at General Quarters. It was about 9:30 in the evening. My GQ station was at the fantail depth charges. I was hanging out with the guys at the port and starboard K-guns. It was very quiet. Suddenly, all four gunmounts started training out to the starboard side. The three of us got as far away from the gunmounts as we could. Fortunately, our phones had long leads. The gunmounts continued to be training on something in the air. We didn't hear any planes. Without warning, mounts #1 and #2 fired and there was an explosion in the air, and a fire ball drifted to earth. That was it. The eerie part of the whole story, is that until the guns went off, the air was deathly quiet. All you heard was the gunmounts training left and right.

"The other memory I have is of the Champlin being sent in close to shore, during the day, to draw fire to see where their (German) guns were. Captain Fleck went in so far I thought they were going to call a Liberty Party. We did draw fire and I watched from the shore side of the ship until we were bracketed by a couple of German 88s. Some of the shrapnel landed on deck. And when I saw the jugged shrapnel and what it could do to you my observer days were OVER! If the shore was on the port side, I went over to the starboard side - and vice versa. Those are the only memories of Southern France that still remain."

Seaweed Request: Connors and Staller have an interesting tale regarding their role in the destruction of the German aircraft. Please send us the story for inclusion in the next Seaweed.

STOVER'S MEMORIES

Randolph K. Stover writes, "Just a few lines of remembrance about my time served aboard the Champlin. I came to the Champlin by way of the USS Texas, on which **Taisto Ranta** and I served at the same time. I also served aboard the USS Nicholson DD-442 which I put into commission. Then to the US Naval Torpedo Station. From there **John Choman** TM1c and I reported to Quincy MA and billeted in a private home. We reported aboard the Champlin daily to help in preparing for commissioning along with **Wayne Smith** CTM who was later commissioned to rank of Ensign.

"The lowest experience of my times on the Champlin was the loss of **Eddie Miller**, Torpedoman Striker. We spent many hours on torpedo mount watch. Several hours before he was lost overboard he and I spent the mid-watch together. The weather was really rough and he had the dawn alert General Quarters on the starboard K-guns. After GQ was secured he was not missed until I made the muster on station report. Then it was much too late to make a search for him. Eddie was one of the strongest men I have ever known. He had been a 'Gandy Dancer' tracklayer on the railroad. He could let any man in the compartment get any hold on him in any position, standing or lying down and he could break it with no strain, I liked Eddie a lot and sure missed him.

"Some of the finest men I have ever known I served with in the Navy. Sad to say, some unsavory ones too. When the Champlin sank the U-856 by ramming, she received a large hole in the portside in the mess deck. **Hugh Baker, Rush, Bill Henke**, some other men and myself were working trying to plug the hole with mattresses and timber. The water was cold and deep, we had to sometimes swing ourselves up to the overhead as the ship rolled in the heavy sea. Many lockers were broken open and the contents floating around. One weasel came down in the compartment, not to help but to steal from the contents. Some money was floating about which he took. Later, when the truth was known, the Executive Officer, Lt. **Baughan**, who had assumed command upon the death of the Captain, Commander **Shaffer**, straightened out the thief real quick.

"Another event was the missing ham caper, or should I say, circus, as it turned out to be. I know some of the crew knew what happened and I also believe several officers knew that the ham was cooked the first night it was missing. After seeing the movie "The Caine Mutiny" I think a course was probably taught at the Naval Academy to make a big to-do over any incident no matter how small just to break the monotony of so many days at sea. The caper livened things up for a few days.

"I was involved in another incident when we were patrolling off Anzio. I was working out on the punching bag by the loading machine when the bag came loose and bounced over the side. Some time later a lookout reported a floating mine. GQ was sounded and later we retrieved the bag. The OD was a little unhappy when I reported what had happened, but not until after we had gone to GQ. I guess, all's well that ends well.

"In late 1947 I decided to go home to my family, one son already. He did one hitch in the Navy aboard the USS Ranger off Vietnam. My wife insist my Navy stories influenced him to enlist. I am still a Navy man at heart and it was a pleasure to have served on the Champlin with so many fine shipmates. I would like to add; may

God bless them all.

"One last thought, I think the bad mouthing of **Raleigh Hollingsworth** was from someone that got what they deserved. Raleigh was a fine man and a great shipmate."

WRIGHT'S MEMORIES

Victor Wright says he remembers "several sailors trying to pick up survivors from the convoy ships. All the names I am not sure of, but I do remember Bosun Powell for one, with ropes tied to them trying to swim out to rescue the men in the water. I remember the calls and cries of those on life rafts and timber.

"But due to the large swells and the fact that we were not allowed to stop because of the danger to our ship, the Captain called for the men to get out of the water. Some became angry that they couldn't rescue the men in the water.

"But the Captain was adamant and demanded that the rescue cease. His demands had logic in them. His orders were not to endanger 180-200 men for the few souls that could be rescued.

"For myself I remember vaguely visiting a French Foreign Legion post or outpost in the village of Sidi Bel Abbes near Oran or Mers El kibir. We traveled 20 or so miles into the desert in the latter part of 1943 or first of '44. I remember the garrison had stables filled with white horses. We visited a small pub there also.

"Also in 1943 we had the opportunity to visit the catacombs at Palermo Sicily - after the invasion to be sure.

"Also among my memories is the Champlin rescuing two downed pilots who went down in the Mediterranean from their P-38 planes. The pilots said that lightning struck their plane in a storm

LEONARD'S MEMORIES

Mark J. Leonard writes in a note to **Norm Prewitt**, "I was a RT3c on board the Champlin. I came aboard in New York when she returned from Europe to have the torpedo tubes removed. The first thing I saw boarding was the carrier USS Franklin. This was the worst mess I think I ever saw. Later in life (I learned) my best friend's brother was killed on board and our parish priest was a Yoeman when it was hit.

"I was stationed in CIC during my time on board the Champlin. I stood watch with **Joe Tramonti** and **Van Dusen**. I have never seen anything about **Van Dusen** but I knew Joe has died.

"I remember the typhoon and how I found a case of peaches under a tarp midship and ate peaches for several days."

HASKELL'S MEMORIES

John W. Haskell writes, "I very much appreciate your fine compilation of shipboard personnel stories and recollections of their experiences on the Champlin in your publications of "The Seaweed". They are most interesting and very colorful.

"As for me, I was a Seaman 1c (RT) and the extent of my duty on the DD601 was only about five months in 1945/1946. This, of course, was far too short a time to get to know many of the other shipboard guys, however, my memory of that time is still clear and memorable. I was temporarily assigned to assist a Chief Yoeman who was working for CAPT R. Malpass, the Material Officer and

OIC for the decommissioning of the DD601 and numerous other Navy vessels at the 6th Naval District in Charleston SC. After several months at this assignment, I achieved the rate of Y2c and was separated from active service in late 1946. After that time, I became an inactive reserve 'Weekend Warrior' at the 13th ND near my home in Seattle WA and completed my university training with a Bachelor of Science Degree in Electrical Engineering. Subsequently, I attained the rank of LTJG.

SS WYOMING RESCUE

Harold Medvedeff, an Air Force survivor of the SS Wyoming sinking, writes, "I just finished reading every line of the Spring 2001 Seaweed and figured I would add my two cents worth. As you know, I was not a regular crew member, but honorary is just as good. The Champlin picked us up at about 19:30-19:45 on the 15th of March 1943. I still remember what a lovely sight when the tin can came back to look for survivors. Our (my) lifeboat was taken on the port side about amidship where the torpedo tubes were located. The sea wasn't too bad but we (the lifeboat) were going up and down 5-6 feet. As we approached the deck on the way up willing hands lifted us aboard. I had the clothes on my back and a briefcase that was prepared for just such an event. I had two pair of heavy wool socks and two 2 pound chocolate bars plus my orders. I just knew that something was going to happen to the French ship SS Wyoming. I wasn't dry because I had been standing right over the spot the first torpedo hit. It not only knocked me around a little but a lot of water came down on me. I ran back to my cabin, threw off the wet outer clothes, put on a summer flight jacket and my officer's short coat, grabbed the briefcase and made it up to the deck where there were lifeboats. Guess what? The French crew were already in the life boats. As I recall, the 1st and 2nd mates lowered all the lifeboats. I do not remember a 3rd French Officer. Once the lifeboat were lowered to the water, the French crew sat on the oars and we Americans had to push them around from sitting on the oars. The lifeboat was tied to the mother ship with a 1" hawser and there was a hatchet to cut it loose. The Frenchman who tried to cut that (hawser) hit his wrist instead and dropped the hatchet overboard. He had started to bleed pretty good and the French doctor took one look and fainted. I had a knife on my belt so we cut loose and got away from the sinking ship. Then the beautiful sight of the destroyer coming back. Let's face it, life aboard Champlin was more crowded than 'somewhat'. There were 30 US Air Corps Officers and 90 plus French crew. Then too, the sea was more than a little rough. I remember one night bunking in the Chief's Mess when all the cabinets flew open and the dishes bounced around (in pieces) on the steel deck. Believe it or not, none of the Air Corps people got seasick. All of us took station on deck at the torpedo tubes. One night the Champlin was ordered to torpedo a damaged Liberty Ship and needless to say none of the three torpedoes that were fired worked. We cruised around for 30 plus minutes and picked up only two people out of the water. Then went back on station.

"I also remember that ballast was turned on instead of a fuel tank. Needless to say, boilers do not burn good on sea water. Also, those of us who had already been torpedoed once did not look with favor on the prospect of a repeat. It was a good thing that another of the

destroyers came back and circled us 500-1,000 yards. Of course, it was out of ashcans but the subs did not know that and just being near the Champlin kept them away. Later on, under way, the Champlin started firing the K guns and dropping ashcans off of the fantail with my assistance. So I can honestly say I participated in AWS warfare. They even gave the Champlin a jolt, and I was not aware of any positive results. This was about the 17th or 18th of March 1943.

"Also, I do remember three people with ropes trying to get people out of the water. One was a full LT, and the name I don't recall, if may have been Fitz. Then the Exec ordered a halt.

"The rest of the trip to Casablanca was uneventful and we docked in the midst of the destroyed French Navy. Thank you Champlin!!"

In a letter dated 12/18/2000, **Hugh Baker** writes, "Thanks for the nice card and the info on the Wyoming. I saw the picture first hand from the deck of the Champlin as it happened. I had a Damage Control crew between the Galley and the Crew's Mess Hall. We helped pull survivors aboard the 'Champ' as long as we could. Word came over of a sonar contact with a sub. We hauled in and took off. Things changed shortly. Someone in the fire room changed oil tanks to one that had sea water in it putting out the fires in the boilers. We were left 'sitting ducks' until the condition was cleared and fires restarted. The old saying came to mind - 'all's well that ends well'. I served on the USS Buck DD-420 from May 1940 to some time in August '42. Then to the 'Champ'. I was assigned to the duty I had on the USS Buck, to the auxiliary station aboard the 'Champ'. At GQ, I had top side of all the action until departing from the 'Champ' in early 1945. Then to the Edwards DD-754, and then to the northwest Pacific. This year (2000) has not been too pleasant for me. My wife and I were married 58 years, four months ago. She died Christmas day of '99. She had rheumatoid arthritis 42 years and 10 months. I started taking care of her in '77 and the last 7 years she was crippled and blind. I refused to put her in a Nursing Home and cared for her until she died here at home. This is the reason I have not been able to attend the reunions. I did what I promised to do in '41."

HOWARD L. NEWTON

Greg Iannolo, nephew of **Howard L. Newton** writes via e-mail, "Howard and his wife Barbara (the Italian girl you mentioned) have been married for 58 years and live in Las Vegas. Howard is now 83 and has four children, eight grandchildren and four great grand children. Health-wise Howard is not doing very well. A neuromuscular disease has taken away his ability to speak and get around, but he still has his sense of humor. His address is Howard & Barbara Newton., 8929 Mountain Gate Drive, Las Vegas, NV 89134 (702) 254-9778.

One story he has often told occurred during what I believe was the hunt for U-856 which you have described in your newsletters. Prior to the USS Champlin, Howard and his brother Bill served together on the USS Rowan. Bill was transferred and later killed while on board the USS Reuben James, which was sunk by U-552. After that Howard said he went to school so he could hunt submarines. When the Champlin rammed U-856, Howard says he looked out and said, "That one is for you Bill."

I doubt that Howard will ever be able to attend a reunion but I'm

sure he would be happy to hear from other shipmates who knew him but it would probably be best to do so in writing. I am planning to forward copies of your newsletters to him. And I will send you that picture first chance I get. Thank you for replying to my log entry”.

Seaweed Note: The ‘Italian girl’ reference came to me from **John Cowen** who asked me to try to locate Howard L. Newton. John remembered Howard had married ‘an Italian girl whose father owned a restaurant just off Times Square in New York City.’

RUSSELL'S MEMORIES

John Russell writes, “I remember the days of the Champlin. Can't place you personally by your name, but since you were on the ship with me, you will also remember these things. I AM getting older, and these things were many years ago. One of the first things...we traveled the Mediterranean Sea on patrol duty through North Africa, Italy, France...Then called to sea to escort President Roosevelt. I believe he was on a cruiser with a bunch of young ladies, which I found hard to believe. Must have been secretaries...ha, ha! Then we escorted him to Malta for the conference with Stalin. Then we returned to New York. One day, they called us out to track a submarine that was interfering with shipping lanes. Our squadron left the navy yard and we did find the sub off the port of New York. Our squadron bombarded with depth charges and we slowed him to a halt. Then the sub decided to surface. We shot at him and ran an attack of depth charges, crippling him, he came to the surface. We had guns, depth charges and the sub fought back. Our Captain got hit with machine gun fire. Captain **Shaffer** was such a nice guy...it was a sad thing. After we rammed the sub, we backed off with our hull badly damaged...kitchen and eating area. Saddest part...after this fight we don't know for sure who's gunfire it was that hit the Captain. The sub crew abandoned ship and another ship in our squad picked up the prisoners. We have heard that there has been a segment on the History Channel about this event but we have not seen it. And I remember next, burying the Captain at sea. So here is this memory from the Champlin.”

REUNION 2002

The annual reunion of the USS Champlin Reunion Group will be held this year at Kansas City, MO under the leadership of **Norm** and **Phyllis Prewitt**. It's location in mid-America means that it is about equidistant from both the starboard coast, the port coast, the bow coast and the stern coast - so y'all come on over and meet midships.

Norm and Phyllis write, “It's time to make plans to attend the Champlin Reunion in Kansas City, MO October 9 - 13th. You are invited to Kansas City, MO ‘City of Fountains’ - more working fountains than Rome, Italy. Once this land was shared with the Indian tribes of Osage, Kansa and Wyandottes, and now we would like to share it with you.

Our hotel is the Embassy Suites KCI - 7640 N. W. Tiffany Springs Parkway, Kansas City, Mo. 64153 Direct Line 816-891-7788 or 1-800-EMBASSY Always refer to the Champlin Reunion Group to secure our \$89.00 rate for our two room suites.

Normal rate for Wednesday night is \$150.00 so be sure to secure your rooms early, before the deadline. Our rate will apply for two days before and after the reunion. Full Breakfast and a two hour hospitality social each evening. You can always cancel - as long as it is 24 hours before your planned arrival. Free airport shuttle to and from the airport every half hour. Within a block of the hotel are a Deli, Chinese, Mexican, and a pub - about three blocks is a Cracker Barrel - straight down the highway at least a dozen places like Outback, Applebees etc.

“Tours are in the process of being scheduled: Oct 10th, We will travel to Independence "Queen City of the Trails." "Harry and Bess" will greet us at the Truman Library for the tour of the library, followed by our Memorial Service. We will then travel to the Bingham-Waggoner Estate, built in 1855, the restored mansion has many of the original furnishings dating to the 19th century. Bingham-Waggoner were the major outfitters for the Oregon, California and Santa Fe Trails. We will have lunch on the estate.

“Oct 11th, our tour to the Steamboat Arabia Museum is a major highlight in Kansas City, the Arabia was sunk in the Missouri River in the 1800's, was recovered with the entire cargo. We will then travel to the Hallmark Visitor Center for the story of the greeting card giant, the sights and sounds of Hallmark past and present. This tour is yet to be finalized.

“Tiffany Springs Golf Course is close to the hotel and special arrangements can be made for our golfers, owner of the Embassy is connected with Tiffany.

“Kansas City area is home to Harrahs, Ameristar, Isle of Capri and the Argosy Casinos. Some of the airlines serving Kansas City American 1-800-433-7300/American West 1-800-235-9292/ Continental 1-800-523-3273/Delta 1-800-221-1212/Midwest Express 1-800-452-2022/Southwest 1-800-435-9792/United 1-800-241-6522 and Vanguard 1-800-826-4827

“We'll be sending out more information, with registration later this year. We hope to see you in Kansas City - October 9 - 13th. Questions? Call us at 816-630-7272 E-mail: LifbitPBP@aol.com

MINI-REUNION 2002

Louis Gilbert, Chairman, tells us the mini-reunion will be held at the Ocean Holiday Motor Inn, 6501 Ocean Avenue, Wildwood Crest, NJ 08260. The dates are from 2:00 p.m. May 13th until the morning of May 17th - Monday to Friday. The cost will be \$175 per person for double occupancy. There will be a hospitality room, suite of rooms with choice of beds, TV, fridge, etc. Four breakfasts, four dinners (some include entertainment), plus a banquet night with music. Daily activities include a trip to Atlantic City (with some perks) followed by supper (Italian) at a winery. A boat ride and general shopping and sightseeing at Cape May, plus the amusement park at Wildwood itself (not too much of which will be open so early in the season). Please state your intention to attend with \$100 deposit as soon as possible along with your choices of beds, golf or any other preferences. Send checks to Louis Gilbert, 276 Farmers Avenue, Lindenhurst NY, 11757. Telephone (631)-957-1132. The Ocean Holiday 's number is 1-800-321-632. Lou's e-mail address is lough1132@aol.com. This event is also open to those from the port, starboard, bow and stern coasts. The \$175 fee covers the cost of the items mentioned, Wadda deal! (NJ talk).

REUNION GROUP NEWS

CHAMPLIN REFERENCES

Books:

- History of US Naval Operations in WWII-Sicily, Salerno, Anzio 1/43-6/44*, Samuel E. Morison, Little Brown & Co., pg. 378.
Hitler's U-boat War, The Hunted 1942-1945, Clay Blair, Random House, Pg. 56.
Janes Fighting Ships of World War II, published 2001 by Random House Group, Ltd., Pg. 282
Operation Dragoon, William B. Breuer, Jove Books, Pg. 214.
The Battle of the Atlantic 1939-1943, Volume I, Samuel E. Morison, Little, Brown & Co., Pages 357 and 358.
The Two Ocean War, Adm. Samuel E. Morison, Little, Brown & Co., Page 362.
U-Boats Destroyed, Paul Kemp, Arms & Armor, pgs. 107, 181.
United States Destroyer Operations in World War II, Theodore Roscoe, (1953) Naval Institute Press, pages 282, 302, 320, 321, 335, 375 and 545.
 World War II Encyclopedia.

Magazines:

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

Newspapers/Newsletters:

- The Tin Can Sailor*: Vol. 25, No. 1, page 3.
The Tin Can Sailor: Vol. 25, No. 4, page 32.

Internet:

- <http://uboat.net/boats/u130.htm>
<http://uboat.net/boats/u856.htm>
www.usschamplin.com
www.destroyers.org (Tin Can Sailors Web Site)

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

GONE. . .TOO SOON

- Allen**, Robert d. 11/23/2001
Barfield, Marshall d. 11/7/1994
Brady, Robert Oliver d. 7/15/2000
Dolinar, William d. 9/24/2000
De Lucia, Dominick d. 6/1/1996
Faaland, Halvdan G. K. d. 12/2000
Feeney, James Francis d. 9/27/2000

- Fischer**, Peter d. 1/16/1990
Galofaro, Anthony d. 8/16/2001
Gates, Joseph d. 11/84
Glass, Norman Robert d. 09/06/2001
Higgins, Donald George d. 10/6/2001
Hinson, Henry Jr., d. 5/1986
Holt, Jack d. 7/30/1984
Jarvis, Albert d. 9/7/1999
Kravchuk, William d. 7/4/2001
Landers, James d. 5/30/2001
Lefler, James F. d. 12/29/1999
Lutz, Joseph W. d.
McAllister, Clyde E. d. 10/1966
Melewski, Frank A. d. 3/16/2000
Murphy, Thomas H. d. 4/23/1999
Parkin, Robert S. d. 1/29/1999
Perrott, John James II d. 1/3/2000
Powell, Burgess Eugene d. 4/14/2001
Rodriguez, Lupe Ozuna d. 2/16/2001
Ropog, James S. d. 12/18/2000
Scanlon, Charles E. d. 3/22/2001
Spring, Ellsworth L. d. 4/24/2001
Stein, Otto d. 1/19/2001
Tush, Glen E. d. 10/4/2001
Williams, Clifton d. 10/2/1991
Williams, Raymond d. 12/2/1999
Williamson, Lyle W. d. 4/4/1999

CHANGING BERTHS

- Beck**, Goddard: 1064 Wheatland Avenue, Lancaster PA 17603 (717) 392-8176
Duguid, Robert: 416 South Franklin Street, Garrett IN 46738 (219) 357-4350
Esposito, Louis: change address to 80 High Street, Apt. B-5, East Haven, CT 06512
Feeney, Mrs. James: change address to 387 Avenue D, Point, TX 75472-5513
Finch, James D., 1544 Ingram Terrace, Silver Springs MD 20906-5932 (301) 942-4264
Hojus, Marvin: change address to Wyoming MI instead of Grand Rapids MI. All other data remains the same.
Kalisch, Theodore: 1210 8th Street, North Bergen NJ 27047-1727 (201) 867-1650
Lathrop, Dorl G.: 4219 Norfolk Terrace, San Diego, CA 92116-2353 (619) 283-5157
Lacquement, Victor F.: Change address to 43601 Florida Avenue SPC 40, Hemet CA 92544-5206
Madsen, Arnold H.: 52 Grand Fir Drive, Lodi, CA 95242, (209)-333-1946. E-mail: amad1946@yahoo.com
Mazza, John J. 556 Overton Place, Long Branch NJ 07740-5512 (732) 222-3237
Mello, Alfred E. 105 South Street, Bridgewater, MA 02324-3528 (508) 697-2329
Miller, Richard E., 4216 Adam Drive, Grand Prairie, TX 75052-2821 (972) 642-2419

Moore, Ted P., Hc 66 Box 1115, Faubush, KY 42544-9613 (270)-866-2201

Nelson, Merlin D., 28921 466th Avenue, Centerville SD 57014-5905 (605) 563-2517

Newton, Howard L., 8929 Mountain Gate Drive, Las Vegas, NV 89134 (702) 254-9778

Palen, Edward: change e-mail to tarboxinc@localnet.com

Rarick, Robert O., 244 Mauch Chunk Street, Tamaqua, PA 18252-1735 (570) 668-4791

Robert, Emmit J., 11003 River Road, Ama LA 70031-2401 (504) 431 2401

Russell, John: correct address to 9727 SW 188th Terrace, Dunnellon, FL 34432-7708

Turschmann, Richard, 136 Cooper Lane, Stafford Springs, CT 06076-1314 (860) 684-1314

The unusually long list of deaths under the Gone to Soon heading, resulted from an intensive search during the past two months which included an improved search methodology. We try to conduct this type of search on an annual basis. Usually in January.

THANKS AND NEXT

Thanks to **Steve Anastasion, Hugh Baker, Lou Gilbert, John Haskell, Greg Iannollo, Mark Leonard, Nat Lerner, Harold**

Medvedeff, Norm & Phyllis Prewitt, John Russell, Randolph Stover and Victor Wright for their contributions to this issue.

Thanks and apologies to the poor souls so poorly depicted below. I'm a rank amateur in this photo printing stuff, but slowly, verrry slowly, learning.

A special thanks to **David (Pysh) Price** for donating over one hundred photos from his Navy days. I have finally developed a database for listing such donations to facilitate a more rapid indexing and locating photos. If you no longer need your photo collection or other memorabilia from your Navy days, please consider sending them along to me for inclusion in the Champlin's historical collection.

Please keep sending me your memories and recollections of your experiences in the Navy, especially those aboard the Champlin. I am gradually running out of material for the Seaweed, so your help in submitting material is appreciated.

Two thoughts for the day. Remember: yesterday's a memory, tomorrow's a dream - it's today that's the pain in the butt. Also, as we learned from an internet visitor, "Tin cans are like pretty girls; sailors never tire of looking at them."

Finally, a thanks to **Steve Anastasion** for his reminder that the role I play is "keeping us together via the Seaweed."