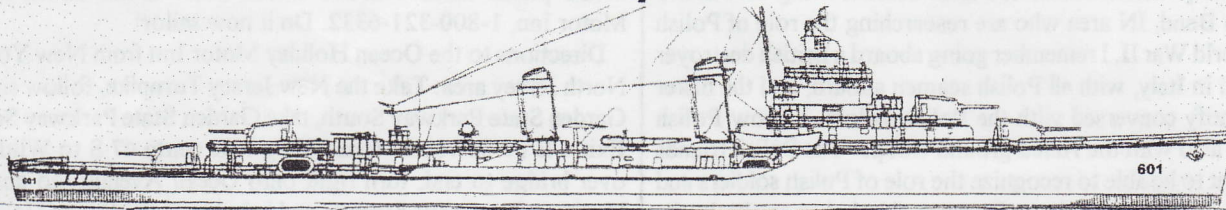


USS Champlin DD-601



Page 1

skivywaver@myrealbox.com

THE SEAWEED

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

Winter 2003

www.usschamplin.com

PURLOINED CANNED HAM MYSTERY SOLVED

I know you will all rest easier knowing the case of the missing canned ham has been solved. Joe Black writes, "This is to clear up for Smokey Stove the mystery of the missing canned hams.

"After sixty years I feel safe in telling the true story. One night we were all called out to take on stores, by chance I picked up a canned ham, and as you all know, although we were fed real good aboard the Champlin, young men were always hungry . . . or at least thought so.

"Now that I had the ham, . . . what to do with it? My friend Red McGovern was the yeoman for the engineers and as such he had an office just off the machine shop. He lent me his key to the office so I could go up there and quietly write letters to home. So, taking the ham to the office I locked it in Red's desk.

"By now the ham was missing from the inventory list and a locker inspection was called for which went on until midnight, but no ham turned up.

The next morning Red went up to his office to work, opened his desk, saw the ham, slammed the desk shut, locked it and said, 'Joe Black, you SOB' and came looking for me.

"I suggested to him that if we stayed calm we could enjoy the fruits of my slight-of-hand.

"He calmed down, saw the logic of what I was suggesting to him and we enjoyed the ham. Thus endeth the mystery of the missing ham."

JOE SZALAY, WT3C RECALLS

By way of explanation, a couple of years ago we received a phone call from Joe Szalay wanting to know if we could assist him in obtaining his Navy ID number. We had his number in our file and were delighted to furnish it to him. He needed the number to deal with the Veteran's Administration and all of his own personal records had been destroyed. Joe was most appreciative; and we were happy to assist. Now then, Joe writes: "I have been wanting to send you a letter for some months now, but am guilty of using that same old excuse - too busy. I can't have enough good things to say about you, and the help you gave to me to register at our local VA Medical Center, after you gave me my service number. About a month went by after I registered, and they closed the VA Medical Center to new applicants. It would have meant going to Ft. Wayne, IN, about a

hundred miles away. I make my local VA in about fifteen minutes. I have to go once a month for medication tests.

"As for my near three years in the Navy, it was the most memorable time of my life. Most of it was spent on the USS Champlin. It was even more exciting than my 23 years I spent working the streets of South Bend, IN as a police officer. The Navy took a youth coming out of the '30s depression, and in a short time made a man of him. I had just turned 18, never gone far from home. No car, no money.

"I remember coming into the Brooklyn Navy Yard in a military truck, and meeting our ship, the USS Champlin at the dock. I served on her till the end of the war. We finished with going into Japan and Hiroshima. Then a few months in Charleston, decommissioning the Champlin. I worked in the forward fireroom doing things necessary to mothball her as a Watertender 37C.

"I remember our encounter with the German submarine, U-856. There were many exciting times serving on the USS Champlin, but one of the most vivid was the encounter and sinking of the U-856. It was off the east coast of the USA and the seas were pretty high. Our squadron brought her up with depth charges, and our captain decided to ram her. I think we suffered more damage to our ship than the sub. We had a massive gash in our port side in the mess hall section. My battle station was in the after-deckhouse, so it was off to the mess hall with the repair squad to try to plug up the ripped side. We tried Handy-Billies, but they wouldn't start, shorted out by the waves pouring over the ship. Submersible pump screens got plugged because of the trash in the mess hall. So it was the old bucket brigade for a while. One of our engineers, I don't remember who, hooked a long suction line to the Fire & Bilge pump in the forward fireroom. A steam pump, it could handle smaller trash. From then on we kept a hose on deck, in front of the forward stack. In the ensuing action we suffered a terrible tragedy. Our captain was hit by shrapnel while standing on the bridge. He died and was buried at sea. I was one of the members of the crew who helped bring him down in a stretcher over the side since he could not come down from the inside. Then we steamed into port to repair our damage. Then it was right back out again."

Joe needs some help in coming up with a name of a former shipmate. He writes, "I would like to know the name of our experienced baker that served aboard the Champlin. As I recall, he had served as a seaman until they found out he was a hell of a baker. It even was said he would not be transferred because the captain and officers liked his baking so much. The reason for my question is that

we have several prominent folks of Polish descent living here in the greater South Bend, IN area who are researching the role of Polish fighters in World War II. I remember going aboard a British destroyer escort docked in Italy, with all Polish seamen aboard, and the baker I seek to identify conversed with the Polish sailors. I know Polish fighters were also with the Allied ground troops. The Polish friends I speak of want to be able to recognize the role of Polish soldiers and sailors, and I don't blame them. Because this baker spoke in the Polish language, I believe he too was of Polish descent." OK, anyone think they know the name of this baker who served aboard the Champlin? Joe served during the period 29 January 1944 through 2 May 1946. Any help you can give us on this will be appreciated. Joe can be reached at 50176 Wimbledon Court, South Bend, IN 46637 (219) 273-2101

CHARLES HAYES FINDS US

Norm Prewitt received a letter from Charles J. Hayes, RM2c who now lives at 118 Overlook Drive, Florence, MA 01062-3529 (413) 584-6556. In his letter to Norm, and in a subsequent phone conversation with me, Charles said, "I was a Radioman 2c, a plank owner, on the ship from commissioning to late in 1943. I don't have access to a computer, but my son surprised me with a copy of the USS Champlin newsletter. (Ed. newsletter found on the usschamplin.com web site) I had no idea that there was such a letter. I was RM2/c aboard the Champlin when she was commissioned in Quincy. As I recall, we went to Casco Bay for her shakedown cruise. I remember that all night battle we had with the U-130 and didn't know that she had been sunk until well after the war when I read the history of some U-boats. When the Champlin went to Londonderry, Northern Ireland, I think sometime late in '43, I was transferred to the Navy Radio Station there. Later, I went to London to help communicate with the shore parties on D-Day. Prior to boarding the Champlin, I had been in the Navy Armed Guard where I lost two ships on the 'suicide' run to Murmansk during the spring and summer of '42. I was surprised to learn that there is such an active organization of Champlin crew members. This is what I get for being 'out of the web' as they say. Stay healthy, regards, Charlie Hayes." (Note: Charles Hayes served aboard Champlin 12 September 1942 through 22 October 1943)

USS CHAMPLIN MINI-REUNION - 2003

Richard J. Valentine is the chairman of the 2003 USS Champlin mini-reunion. Dick advises the reunion will be held from Monday, May 12 at 2:00 p.m. to right after breakfast on Friday May 16, 2003, at the usual place, the Ocean Holiday Motor Inn, 6501 Ocean Avenue, in Wildwood Crest, NJ 08260. The cost of the reunion is a bargain at \$175.00 per person, double occupancy, including choice of beds, four breakfasts and four dinners, hospitality room. What a deal!

Please send your intentions to attend as soon as possible, along with a \$100.00 deposit (actually \$175.00 would be preferred) to Richard J. Valentine, at 15 Oakland Avenue, West Caldwell, NJ 07006, or call him at (973) 226-2010. Please let him know your choice of beds, golf, or any other preferences. Your prompt response will make Dick's task much easier.

Should you need information not covered in this article, call Dick

at the phone number above or call Leon at the Ocean Holiday Motor Inn, 1-800-321-6332. Do it now sailor!

Directions to the Ocean Holiday Motor Inn from New York and North Jersey area: Take the New Jersey Turnpike, follow signs for Garden State Parkway South, take Garden State Parkway South to Exit 4-B (Wildwood - route 47S), take route 47 S to Wildwood, over bridge to end, turn right onto Ocean Avenue, go about 16 blocks to Rosemary Avenue, and behold . . . the Ocean Holiday on the ocean side of Ocean Avenue. From the Delaware area, take the Delaware River Bridge to New Jersey, take route 40 East to Route 55 South to end, then take Route 47 South to Wildwood, go over the bridge to end, turn right onto Ocean Avenue, go about 16 blocks to Rosemary Avenue, and behold . . . the Ocean Holiday on the ocean side of Ocean Avenue.

USS CHAMPLIN REUNION: NASHVILLE, TN

Leading the USS Champlin Reunion Group's 2003 reunion are Norm and Phyllis Prewitt, assisted by Becky Medvedef. The reunion will be held October 8 - 12, 2003 at Nashville, TN, the 'Music City' and 'Athens of the South'.

Here's what they have to say: "We will be staying in style at the Embassy Suites Airport/Opryland, 10 Central Blvd. Nashville, TN 37214, phone (615) 871-0033. The cost of rooms will be \$89.00, king or double bedrooms (non-smoking or smoking). Rooms are available at this rate two days before and two days after the reunion. Rooms have a wet bar, refrigerator, coffee maker, two phones and TVs, iron, ironing board, and hair dryer. The hotel has an indoor pool, whirlpool, sauna, fitness center, free parking and provides a complimentary copy of 'USA Today'. In addition there is full wheelchair accommodations, complimentary full cooked-to-order breakfast each morning, complimentary Manager's reception daily, with the beverage of your choice. Located nearby are tennis and golf facilities.

"Make your reservations now identifying yourself as a member of the USS Champlin Reunion Group. Price guaranteed until September 6th, 2003.

"The schedule of activities includes: **Thursday**, October 9th, starting at 9:00a.m., a full day of fun as we discover Nashville by enjoying a driving tour of all the landmarks of the city including Historic Downtown, Fort NashBorough, the State Capitol, the Parthenon, Music Row, a trip through the new Country Music Hall of Fame, a visit to the Ryman Auditorium and a stop at the Legend Corner, Opryland and Music Valley and explore the beautiful gardens and waterfalls of the Opryland Hotel, ride the Delta boats under the domed ceiling fashioned in glass, plus more. **Friday**, October 10th, starting at 11:00, for about 4 1/2 hours we will see Historic Tennessee, including Southern Plantations, Presidential Estates, Nashville and Civil War History sites. We'll visit the "Queen of the Tennessee Plantations" Belle Meade, then a trip to the stately manor of Andrew Jackson, 'The Hermitage', the home of our seventh President. Also on Friday, October 10th, we will attend the second show at The Grand Ole Opry, their Birthday Bash show.

"We hope that you will plan to attend We must have your requests before September for this tour.- we have money already paid holding these tickets., so join in all the fun and fellowship.

"The Seaweed will have your registration forms in the next issue

but we wanted to get you prepared for a wonderful reunion. God's blessings on all of you and hope to see you in Nashville. Your shipmates, Norm and Phyllis Prewitt. Any questions? (816) 630-7272 or e-mail: LILBITPBP@aol.com

SPEAKING OF REUNIONS . . .

Several shipmates attending the 2002 Reunion at Kansas City have commented on their delight in having three widows of shipmates attending that gala occasion. Hats off to the three; Mrs. Charles (Wanda) Connors, Mrs. Norman (Barbara) Glass, and Mrs. Donald (Doris) Higgins. All three had attended many reunions in the past with their husbands. Well done. They, and any other widows, will always be welcome at these reunions. We are the better for their attendance. Thanks. See you all at Nashville!

MERLIN D. NELSON (1921- 2002)

Violet Nelson writes, "It is with a sad heart that I write to inform you that my husband, Merlin Dennis 'Bud' Nelson passed away on June 1, 2002.

"Bud had quadruple by-pass heart surgery on May 30, 1990 and the doctor said at that time that in ten years something more might have to be done.

On May 20, 2002, Bud was having chest pains and our twenty-nine year-old grandson, his wife and two year-old daughter were here for a visit. Jeremy is in the Army and in medics so great help to get Bud to the nearest Emergency Hospital and they immediately called for the helicopter as Bud was having on-going heart attack.

"He was airlifted to the Heart Hospital in Sioux Falls and when the doctor could do an angiogram to see what damage or what could be done, they found he was completely blocked so only could try medications. He was already on the nitro patch and nitro pills. On June 1, 2002, after twelve days in the hospital, he passed away.

"After the heart surgery in 1990, we continued to go to Texas for the winter and enjoyed fishing big bass for ten years.

"We have two boys, one farming and the other in communications at Kansas City, MO. We have five grandchildren and four great-grandchildren.

"Bud was a fun man to live with. We had fifty-four happy fun years and did a lot of traveling. I will miss him forever."

Note: Merlin D. Nelson, MM2c, enlisted 21 September 1942, came aboard Champlin 17 April 1943, left Champlin 27 March 1944 and was discharged from the Navy 12 February 1946. We too will miss our shipmate, Bud.

GLEANINGS FROM THE CHAMPLIN WEB SITE LOG

The following comments appear on the USS Champlin web site where visitors and shipmates are encouraged to leave messages

Rick Fackenthall, madfacks@aol.com, "My father Stanley R Fackenthall served on the Champlin in WW II. This is a great Web site."

Rachel Blunt (Albert Blunt's widow), ablunt1@tampabay.rr.com, "Wife of Albert Blunt for 52 wonderful years."

Sarah Underwood (Albert Blunts granddaughter), [\[tampabay.rr.com\]\(http://tampabay.rr.com\), "It's been four years since my papa has gone home to heaven. I typed his name in a search engine and found this site. He used to tell me stories about being at sea. By finding this site it has given me great pride to see his important part in history. I am very proud of my great signalman. It's almost like he is still telling me his stories through this web site even after his passing. He was very proud of the time he spent serving on this ship. I'm honored to be a part of such a great person. His courage, love, and patriotism will live forever in my heart."](mailto:bambam1@</p>
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Doris Foiles, dfoiles@hotmail.com, Payette, ID, "My father served on the USS Champlin. He enlisted from Montana in March 1942, and was discharged in Bremerton, Washington in Oct. 1945. He was (I think) an Electrician's Mate, EM2c. His name was William Clifford Gillette, I have been looking for information on his ship, and the men he served with, to put into a scrapbook. I don't have any pictures of him during his time in the Navy, it would be greatly appreciated if someone had one with him in it. It has been great to find information on the ship, and find pictures of it on this site. Please feel free to contact me anytime."

William L. Rogers, brogers22@msn.com, "Great site. My dad, Owen Denzil Rogers, served on the Champlin."

Jason Hathaway, talon26@hotmail.com, Johnson City, TN "My grandfather, Arnold Simerly, served on the Champlin DD-601. He enjoyed telling me of his many battles fought in the Pacific. He had seen six major battles and countless skirmishes, but the asbestos he stripped from the hull of the Champlin would infect his only wound, a spot on his liver that would never go away. He died this past Sunday, August 29, 2002 at the age of 80. If anyone remembers my grandfather, please feel free to contact me at my e-mail address. I would like to thank you all for protecting the freedoms that we take too often for granted. God bless you all and God bless America!"

Mark Roberts, frigates@DestroyersOnline.com, "Hi, was fixing some links at Destroyers Online (and checking for "dead" ones), so, I had the opportunity to surf on in and see the USS Champlin site. Bravo-Zulu. You've got a classy site; your awards are well-deserved. Fair Winds"

Harlee Beam gbeam@allvantage.com, Crouse NC, "I'm 80 years old. The Champlin was the last ship I served on before I was discharged but I served most all of the war aboard the USS Talamaca F15. I would like to find more about that ship as well."

Keith Fagan, Keitherc@msn.com, "Proud to say I am a son of Thomas Francis Fagan, who served on the Champlin. Love the photos of him and his shipmates. I would love to see more. I am sure that many shipmates or their relatives may have other pictures. Just a suggestion, maybe at the next reunion you could talk about acquiring more photos. By the way, does anyone know who took all the photos that are on the site? Maybe a subject for a future article in the Seaweed? Thanks."

Darren Bell, darren@bell7786.freemove.co.uk, United Kingdom, "Just came across this site by accident whilst doing some research on U-130 which sank the British ship SS Empire Tower on the 5th March 1943. My uncle Stanley Malaburn Gordon went down with the ship, which sunk in 60 seconds. It's a shame you boys did not sink U-130 a little earlier! Thank you for a great site, Respect and best wishes to you all."

Christopher Formaggia, christopher.formaggia@virgin.net, Monmouthshire, Wales, UK, "Your website is a fantastic record of

this ship and its history. My interest in her stems from the fact that I am researching the war dead of my parish in Monmouthshire in Wales [UK]. First Radio Officer Walter William Henry Bywater was killed on the S.S Empire Tower on 5th March 1943 which was torpedoed and sunk by U.130. As you are aware Champlin sunk U.130 just a week later. I salute this living record of your ship."

Edward G. Kenlon, III, ed@kenlon.com, Fredericksburg, VA. Greetings to my fellow veterans. I'm looking to know if anybody out there can tell me more about Chief PhM Robert R. Kenlon who served on the USS Champlin DD-601. I'm 30 year Navy veteran myself and I'm researching the family name. Any contact would be appreciated."

Anonymous "Re: Veteran's Day I am just a female civilian who has never been a part of any of the US Armed Services. However, in commemoration of Veterans Day I am signing this log with a heartfelt note of thanks to all of the current and former US service men and women who gave, and give of themselves with courage and selflessness to keep our country secure and free. Thank you for protecting the freedoms that all too often we take for granted until tragedy strikes. Without you we would not be the free nation that we are. God bless you and God bless America!"

Gregory Stein, greggroovy61@yahoo.com, New Jersey, "My father, Otto Stein, served on the Champlin DD-601 as a Fireman 1st Class. He enjoyed recalling the days he spent in Panama. He died this year one month before his 94th birthday. I sure wish I had found this site before he passed away. If anyone remembers my father, please feel free to contact me at my e-mail address. Thank you and God bless!"

Sue Sales-Thomas, Mystifyu77@aol.com, "My Dad, Robert E. Sales, was one first to be involved with the reunions. He loved every second of each reunion. He always told me stories about the DD601. I just wanted to let you know that he would be very proud of how large this has become. Keep up the good work and May God Bless!"

Sandra Hall, drhall77@bellsouth.net, Spring Hill, FL, "My father, Raymond O. Vachon, served on the USS Champlin and has many stories often shared. I especially remember the story of his captain being buried at sea, the huge rats on the shores of Africa and the starving people in Italy. He was the French interpreter and also a cook. His stories are very interesting. When he enlisted he was from Maine, after the war he lived in NJ after marrying my mother and now retired in Florida. Anyone who remembers him and wishes to contact him, can contact me and I will pass it along. He will be 80 years old in August and a widower. My pleasure."

MORE ON UGS 6 CONVOY

Eugene Le Gall was Third Officer aboard the SS Wyoming at the time of the Wyoming's torpedoing and the subsequent rescue of all her crew and passengers by the USS Champlin. He maintained an extensive diary throughout his service in the French merchant marine. His daughter, Anne La Gall, has made available to The Seaweed portions of his diary that pertain to his service aboard the SS Wyoming. She recently forwarded the following account from his diary.

"In 1977 I received additional accurate information on the Wyoming's torpedo attack. On board the Wyoming was a high ranking officer whose name was Armand. After the war Armand

entered the Pilotes de Seine Corps. One day, while he was piloting an English cargo ship going upstream to Rouen, he was chatting with the commander while giving orders to the helmsman. They got around to talking about the war and in particular the torpedo attack on the Wyoming. In a corner of the bridge the Second Officer was listening to the conversation. When he heard the name Wyoming, he gave a start and said to Armand, "You were on the Wyoming in March 1943?" Armand replied, "Yes, why?" The Second Officer replied, "Well, I'm the one who torpedoed you!" The Second Officer had been a 1st Lieutenant or 2nd Lieutenant on the submarine U-524, under Commander Steinacker, in the group Unversagt, one of the two which attacked UGS 6. His submarine was sunk a little while after that with the commander and nearly the entire crew lost with their ship. He was picked up by one of the escort American destroyers. As a prisoner of war in the USA, he was liberated at the end of the war. Having lost all his family in the bombardment of the Reich, he entered in the English merchant marine and that's where my friend Armand found him, more than thirty years later."

THE GOOD HUMOR MAN

Jack Brawdy writes, "One day I had been working up on the torpedo mount and whatever I was doing I needed something from the torpedo shack. When I got down there, Lt. Davis, one of the ship's officers had a burner with a torch and he was cutting out a section of the bulkhead directly above the hatch entrance to the shack. Sitting on the deck was a big piece of equipment that the lieutenant wanted to put into the torpedo deck area. It was larger than the hatch and in order to get it in he had to enlarge the entrance. What in the world was it? It would take up a whole corner of our work area when they finally got it in. I walked right into that assignment, me and three or four other strong backs. Must be some piece of testing equipment for the torpedo's or maybe something to do with the depth charges. A mixing machine for the explosive powder perhaps? Anyway, we got it in place, the bulkhead above the hatch was welded back together and the lieutenant was unwrapping the instruction sheets. Cy Donaldson, one of our 2/c torpedomen seemed to be the man designated to operate the 'thing' so I went back up on the torpedo mount. Little did I know at that moment that the 'thing' would play a big role in my future on the Champlin.

"Lt. Davis was the supply officer for Champlin. He had more to do with material things like food to eat and all the other supplies that kept a destroyer crew able to do their jobs efficiently. Equipment for the torpedo shack just didn't seem to fall into that category. When I finally got down to the shack later that day the place was a beehive of activity. A few of the guys were helping Cy set up that 'thing' in the corner. It had an electric lead and had to be adapted to the outlet in the workshop. The accompanying packages were being opened and it finally dawned on all of us what we were dealing with. No secret weapon, no special testing machine, no black powder mixer. The packages contained paper cups and cans of white powder mix and vanilla extract. What we had was an ice cream mixer and maker! The torpedo shack was the new gedunk stand on the ship and Cy was our 'Good Humor' man. Of course we all thought this was hilarious. A 2/c torpedoman would be

(continued on page five, second column)

REUNION GROUP NEWS

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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

Nelson, Merlin Dennis, d. 06/01/2002

REPORTING ABOARD

Garnett, George C. 2163 County Road 740, Webster, FL 33597-3909 (352) 568-1075
 Hayes, Charles RM2c: 118 Overlook Drive, Florence, MA 01062-

3529 (413) 584-6556

CHANGING BERTHS

Anastasion, Steven N.: 201 Connecticut Drive, Chocowinity, NC 27817 (252) 946-1279

Eisenhower, Howard A., 207 East Miller Street, Elmira, NY 14904-1805 (607) 734-5879

MISSING

The following shipmate's present location and condition unknown:

Grassl, Joseph F.

McCarey, Herbert J.

GOOD HUMOR MAN . . . CONTINUED

"dispensing cups of ice cream to the crew of the Champlin. It would make him very popular and very busy because he had to make the stuff on his own time. Being a 2/c, he had other more responsible duties to perform.

"It never worked out that way. Cy Donaldson for some reason or another was transferred off the ship and that left a vacancy on the ice cream team. Someone had to be the designed hitter and it had to be a torpedoman and sure enough. . . it had to be me!

"I had to learn the job quickly cause the word had spread, the crew wanted their gedunk and the torpedo shack was a very popular stopping off place. Ice cream and torpedoes just didn't seem to go together so why the torpedo work area?

"I made the ice cream at night and sold it the next day for five cents a cup. For some unknown reason we only had vanilla flavor, but it was ice cream and tasted good sometimes out there in the middle of the Atlantic on those long convoy voyages. Donald Higgins helped me make the stuff and I know for a fact that he and I and the other torpedomen got our fill of vanilla ice cream. There were times while making it we never even touched the stuff. As far as popularity was concerned, it was really my boyish good charm that won everyone over, not my skill in making ice cream. All that time spent in trade school learning about torpedoes and depth charges and there I was being the 'Good Humor' man on the USS Champlin DD-601.

"To all those who don't remember the gedunk making machine on the ship, just ask me, I'll tell you all about it!

"However, the questions remains; why only vanilla?"

SIMULATING SHIPBOARD LIFE

Miss your former Navy life afloat? Here's some ideas to simulate that life and relive the 'good ol' days':

- Every time there's a violent thunderstorm, night or day, grab a wobbly rocking chair, take it outdoors, sit in it and rock as hard as you can until your nauseous.

- Once a year blow compressed air up through the chimney, making sure the wind carries the soot across onto your neighbors laundry, then explain, 'Just blowin' tubes.'

- Set your alarm clock to go off at midnight. Get up and have a peanut butter and jelly sandwich, washed down with green Koolaid.

- Set your alarm clock to go off at random times during the night. When it goes off, jump out of bed, get at least partially dressed before running out to the front yard to break out the garden hose. After fifteen minutes, secure it and return to bed.

- When preparing coffee, use 18 scoops of coffee per pot and allow it to sit for 5 or 6 hours before drinking.

- Raise the thresholds and lower the top sills on your front and back doors, so that you either trip over the threshold or hit your head on the sill every time your pass through one of them.

- Put on headphones from your stereo, but don't plug them in to anything. Then go and stand in front of your stove. Say, to nobody in particular, "Stove manned and ready". Stand there for 3 or 4 hours, then say to nobody in particular, "Stove secured". There. Feel better now? Nostalgia gone? Mission accomplished.

THANKS . . .AND NEXT

The Seaweed is grateful to the following contributors to this issue: Joe **Black**, Jack **Brawdy**, Charles **Hayes**, Mrs. Merlin **Nelson**, Norm & Phyllis **Prewitt**, Joe **Szalay** and Dick **Valentine**.

And the next . . . is up to you. I need your recollections and

memories of life aboard the Champlin. If we don't write the Champlin's story, then either it will not be told, or it will be told by those who were not there. Let's not allow that to happen. Send me your stories as soon as possible so we can place them in the next issue. Thanks.

As the Historian of the USS Champlin Reunion Group, I suggest you send me photos or other memorabilia of your life aboard Champlin you have in your personal collection, but no longer use. We will add your contributions to the USS Champlin Reunion Group's collection received from other shipmates or their widows. Do it now, while your thinking about it.

Well, that's about it for another issue of The Seaweed. Thanks for reading it. . . and, again, send me your memories. If you do, I won't have any extra space to fill with stupid and unnecessary paragraphs like this. **HELP!**