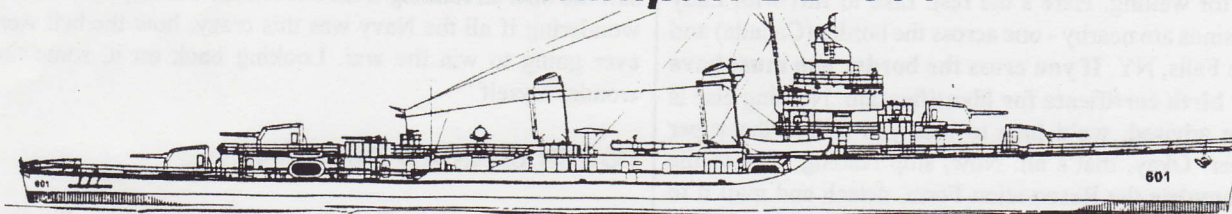


USS Champlin DD-601



Page 1

skivywaver@myrealbox.com

THE SEAWEED

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

Winter 2004

www.usschamplin.com

DUES ARE DUE AGAIN

I know, I know. . . you were advised of this in the last issue. But not everyone paid attention nor did they pay their dues. So. . . I'm reminding you again. Send your dues of \$15.00 or your subscription payment of \$5.00 to Norman Prewitt, Sec. /Treas., 2049 Eastridge Drive, Excelsior Springs, MO 64024-2869.

SEAWEED SUBSCRIPTIONS AVAILABLE

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

USS CHAMPLIN REUNION: BUFFALO, NY

Dick Berman, chairman of the 2004 Reunion to be held in Buffalo, NY has already completed the arrangements and the details follow. The reservation form will be found on the cover page of this issue. Detach, complete the form and mail it to Richard Berman, 221 Route 199, Red Hook, NY 12571-2380, (845)-758-1014. If you have any questions, just write or call Dick. He will have the answer you need - or will get the answer for you.

Date: 29 September - 3 October, 2004

Place: Buffalo, Erie County, New York

Hotel: Adam's Mark Hotel, 120 Church Street, Buffalo, NY 14202, located downtown and a two block walk to a free trolley on Main Street running to restaurants, theaters, etc. The hotel rate is \$77.00 per night plus 13.25% tax equals \$87.20. Self-parking fee is \$5.25 daily with in and out privileges. The \$77.00 rate will be honored for those wishing to arrive one day early and staying after the reunion for two additional nights. On-premises Deco restaurant, Tiffany Rose Lounge in an open-air atmosphere and Players sports action bar with sandwiches, appetizers and beverages available. Breakfast will be discounted 15%.

Reservations: Cutoff date is 29 August, 2004 at the \$77.00 rate, after that date, on a space available basis at the high contract rate

or rate available at that time. A deposit is required equal to the room rate and tax for the first night. Use a credit card. This is a refundable deposit if the hotel receives notice of a cancellation at least 72 hours prior to scheduled arrival. To reserve call 1-716-845-5100, ask for "Reservations" and identify yourself as part of the USS Champlin DD601 Reunion Group. The hotel will provide a reservation number for your records. I suggest that you reserve your room now; do not wait until June, July or August as this is a busy hotel and space may not be available. Airport and Amtrak (downtown station) shuttle service available. Call hotel directly at 845-5100. For those driving, advise me when returning Tour Reservation Form and directions will be sent by mail.

Tours: Reservations must be received by 29 August 2004 with check payable to *Champlin Reunion Group* and mailed to Richard Berman, 221 Route 199, Red Hook, NY 12571

Thursday 30 September 2004: 10:00 a.m. We will visit Buffalo and Erie County Naval and Military Park, which contains USS Little Rock (Cruiser), USS The Sullivans DD-537, USS Croaker, a WWII submarine, various Air Force aircraft, Army tanks and a museum. We will hold our memorial service on the fantail of the USS Sullivans. We will depart at approximately 12:30 p.m. to enjoy lunch dockside along the Erie Canal followed by a two hour cruise through Locks 33 and 34 on the Erie Canal. Our lunch, a picnic-style buffet, will knock your socks off (trust me on this). Cost: \$51.00 per person.

Friday, 1 October, 2004. A guided city tour of Buffalo includes millionaire's row of homes and Forest Lawn Cemetery with a brief stop at the grave site of Stephen Champlin (I guess we all know who he is). Then on to the Erie County Historical Society, an original building from the Pan-Am Exposition of 1901. Much to see. Then we head to Niagara Falls for a buffet luncheon overlooking the Falls at the Penthouse Restaurant, view Horseshoe Falls from the Table Rock and the picturesque Floral Clock. Cost: \$44.00 per person.

The price of the tours includes all admissions, guide service, lunch and transportation as well as gratuities at the restaurants.

On **Saturday, 2 October, 2004** we will hold the **Annual Meeting** of the USS Champlin Reunion Group at 10:00 a.m. in a room to be announced. In the evening at 6:30 p.m. the annual **Banquet:** Choice of Chicken Wellington @ \$32.00, Prime Rib @ \$35.00 and Baked Haddock @ \$32.00. All tax and gratuity included. Wait. . . wait. . . there's more, just turn the page and read.

Ah, thanks for waiting. Here's the rest. Like to flirt with Lady Luck? Two casinos are nearby - one across the border (Canada) and one in Niagara Falls, NY. **If you cross the border you must have a passport or birth certificate for identification.** Nothing else is acceptable. Be advised, we'd hate to lose you before the super banquet is over! Okay, that's all. Now, stop reading, turn to the cover page, complete the Reservation Form, detach and mail it to Dick Berman, then come back here and . . . read on.

KIRISTIS AND SMITH



Speaking of Buffalo, NY, here is a photo, taken aboard Champlin in 1946, of Ens. John Anthony Kiristis, born 12/27/1924, Buffalo, NY, died 5/14/1994 in nearby Hamburg, NY. He received his commission 1/29/1944, came aboard Champlin 12/12/1945, left Champlin 3/29/46, left Navy 4/21/1959 and returned to Buffalo, NY. With him is Ens. Harry Buchanan Smith, from Detroit, MI, born 8/30/1924, came aboard Champlin 7/23/1945, left Champlin 3/27/1946 and the Navy 6/8/1946. Both were highly regarded by their shipmates.

ARCHA KNOWLTON RECALLS

Archa Knowlton recalls being faced with a clear problem but the solution seemed a lot less clear. He writes: "**Problem Situation:** Shortly after I took over control of the 5" 38 caliber guns up in the director, I was disturbed by what seemed to me to be a problem. I sensed there was a fraction of a second lag in the connection between the stable element and the computer located in the bowels of the ship and the sights up in the director. In other words, when we started tracking on a target such as a plane and put the controls on automatic, there seemed to be a slight delay in response to the motion of the ship as seen through the sighting hairs on the target. Therefore, we'd miss the target when we pulled the trigger.

"Since the ship was always in motion at sea and the complicated technology in the tracking elements was not available, I figured the only way to fix it was when we got into the Brooklyn Navy Yard we could get someone from the manufacturer to look into the problem. This meant that when we were tied up to the dock, if we could make the ship roll from one side to another and at the same time focus the director on a target such as a plane coming into La Guardia, we could have the experts from the manufacturer come aboard and understand the problem and fix it. But how do you make the ship act like it was "at sea" when it's tied up at the Navy Yard?

"**Problem Solution:** I checked it out with the Captain and on one fine day we got all the crew who were available to get up on the main deck and then, as a group, run from one side of the ship to the other according to the directions we gave over the loud speaker. For example, 'Run Starboard', then, 'Run Port', and so on, back and forth. In this way we could simulate 'at sea' conditions and then the computer experts could figure out how to fix the problem.

"I'm not sure if we ever succeeded, but to this day, there is probably some poor soul who just happened to be walking by and

saw the men all running from one side of the ship to the other and wondering if all the Navy was this crazy, how the hell were we ever going to win the war. Looking back on it, some times I wonder myself."

COWEN CHANGES MOORINGS

In a letter to Norm Prewitt, Jack Cowen writes, "In the past fourteen months my wife and I have moved from Pinehurst, NC to Miami, Florida. This effort, plus some health battles have caused me to lose touch with one of my loves, The Champlin Reunion Group and we have misplaced my Reunion Group files - probably still in some of our unopened boxes. I did find a copy of the fall issue of 'Seaweed 2000', and I cut out the attached (clipping). As you can see, I wish to reinstate my membership. I recognize that time has passed and changes made, so If you aren't still the right guy to handle this, please pass in on. We probably won't attend any more meetings as my eyesight has worsened so I don't drive anymore and Vergie is a good driver for short distances only. All the best to you and all the Champlin shipmates, who I miss very much. Best regards and thanks. Jack Cowen, ex. CY, USNR."

The clipping enclosed gives Jack and Vergie's new address: John B. Cowen (and Vergie), 2 Grove Isle Drive # B 1006, Miami, FL 33133-4119. Editor's note: Steve Anastasion had provided Seaweed with Jack's new address just a couple of weeks before John wrote to Norm Prewitt. Steve remains one of the best sources of information for, and assistance to, the Seaweed. Welcome back Cowens.

JOE SZALAY'S RECOLLECTIONS & SUGGESTION

Joe Szalay writes: "I am sitting in our heated barn with our two cats in southwest Michigan, near Buchanan. I'm sipping on a bit of wine made from Michigan grapes from near Berrien Springs. You know we make our own wine, and starting our vines here for our own consumption. Looking forward to Spring, and sunny days. I think about you in Canandaigua, the best wine region in the eastern United States. I know that area has been hit by a lot of bad weather, and wondering if you would be leaving for warm weather like a lot of other shipmates. Starting below is a bit of my recollections on the USS Champlin if you would like to include these in our next Seaweed edition.

"Memories come flooding back to me today, as they sometime do, as we clean out our closets and basements during our cold winters. I came across about ten pieces of my old Navy uniforms, still looking good, and it caused my throat to catch and my eyes moisten over. Not a good thing to look at while outside in the northern part of Indiana it is a dark and dreary day with snow falling. If we could but think of all our good times, and our wonderful shipmates we had, the beautiful places we had seen, warm, bright and sunny it will make things a bit better.

"So much for the thoughts of long ago and bring us back to the present. The information in the last edition of the Seaweed caught me by surprise. You wanted to give up being the sole editor of our newsletter. You don't know the wonderful newsletter you put out. I wait for each edition because I am interested in any news about

our ship, and it is much appreciated. There are so many stories to be told, and after we're gone the stories will be gone forever. I think someone in our families now or in the distant future will prize those newsletters that Bill Gustin, and others, worked so hard on.

"One of the things all of us could write about is what was our job on the ship? Probably the women would not be interested in the mechanical work, gunnery and propulsion of our ship. What were the Officers duties on the Champlin? I will start out with my small part in making up the crew of the ship. Since I was in the black gang down in the forward fire room, I really did not know a lot of what the other guys did on the ship. I will give some examples. Did we ever discharge any torpedoes? How the 5" cannon worked like bringing down a airplane in total darkness? Also, what was the scoreboard for our ship in WWII? I know it was on the bridge. Even the seamen were valuable. I know they worked on the deck, but when battle stations sounded their work was instantly changed into one of the most important part of our ship. They manned the guns, and they worked together, and could put out a devastating fire.

"I was burner man in the forward fireroom. Forgive me about my memory, but I think we had seven burners on each of the four boilers. Two in the forward fireroom and two in the after fireroom. When we were at battle stations we had four boilers on the line. There was a hell of a lot of power in that superheated steam going to the machine rooms and steam turbines. Like every job aboard a warship, training and most important was working together to make a fine fighting ship."

(An editorial background, probably unnecessary, but perhaps helpful. I visited Joe a couple of years ago at his home in South Bend, IN. I learned Joe had spent his working years in law enforcement, and a son had followed in his footsteps. Both were at his home along with his wonderful wife. He offered me some homemade wine. As his paragraph above notes, I live in the Finger Lakes region of New York State, surrounded by vineyards, wineries and dairy farms. I have had more than my share of homemade wines which have varied from bad to awful. However, I am not a wine expert, nor even knowledgeable about the wines of the world. I only know whether I like a wine. . . or I don't. Soooo, I accepted Joe's offer of wine with some private, personal reservations. I can tell you that Joe is a talented winemaker. Both of his selections varied from excellent to superb. His Riesling was my favorite. He gave me some wines to take home so I shared them with friends who are wine enthusiasts and they wanted more of each, but especially the Riesling. The moral of this story? Go see Joe at your first opportunity. You'll not regret it.)

SEAWEED TO CHANGE MOORINGS

Yup, the Seaweed World Headquarters is most likely moving sometime in the latter part of May. . . if all goes well. But, not to worry! The entire staff of the Seaweed has agreed to move too, so there will be no job losses, no unforeseen production delays, nor positions to fill. There will be more on this in the Spring issue coming out in mid-May. Don't change anything in your address book yet. However, the new address will be 626 East Bluff Drive, Penn Yan, NY 14527 and the phone number will be (315) 536-9329. (A side note to Joe Szalay's article. . . we will be moving closer to the vineyards and small family-owned wineries and further

from the dairy herds). We are building a year-round home at our lake property on Keuka Lake, about six miles south of Penn Yan on what is known locally as the "Bluff". To get a better grip on the village name of Penn Yan - it is named after the two principal sources of early residents: First, Revolutionary War veterans from Pennsylvania who first visited the area on the Sullivan & Clinton campaign and secondly, Yankees from the various New England states. So there you have it, "Penn" for those who came from the ranks of Pennsylvania soldiers and "Yan" for the Yankees from New England. I hope you paid attention, class, because there may be a test on this bit of geography/geography.

A HISTORICAL PERSPECTIVE: 1941-1943

The following article is taken from the "Atlas of the Second World War, HarperCollins publisher, pages 88-89: Battle of the Atlantic II, April 1941-March 1943". You will recall Champlin was commissioned 12 September, 1942. This was the situation into which she moved as seen by the authors..

"At various times between April 1941 and March 1943, the initiative in the campaign against Allied shipping changed hands. In general terms, at least superficially, events seemed to favor the Axis cause. As the British Admiralty subsequently noted, the German U-boats never came as close to severing Allied communications across the North Atlantic as in the first twenty days of March 1943. In that month U-boats sank 108 of a total Allied merchantman loss of 120 vessels, not the heaviest monthly loss of the war, but potentially much more serious than previous losses because of the heavy concentration of sinkings amongst escorted merchantmen - 72 in all

"In retrospect, however, the German success of March 1943 can be seen as exceptional, at very least a partial and flawed success achieved against the general trend of the battle of the Atlantic. In this one month the German U-boats achieved their highest monthly return at the expense of convoyed shipping in the course of a campaign that saw a toll of 30 escorted merchantmen sunk by U-boats exceeded in only five months: after March 1943, German monthly returns fell dramatically as the battle turned against the U-boats.

"The long term trends of the battle of the Atlantic in this phase of the war were such that, by Spring 1942, the German Navy could predict ultimate defeat, even in the midst of a period of unprecedented success. It could do this as a result of its recognition of the coming together of various unfavorable conditions. Outstanding among these was the fact that after May 1941, the U-boats had been left to carry the burden of the war against shipping without effective support from surface forces, raiders and the *Luftwaffe*. Moreover, after mid-year, an increasing number of U-boats were diverted to the Mediterranean. This reassignment was partly an attempt to prop up a faltering Italy and partly a result of Hitler's determination to avoid a clash with the United States. The latter, despite its neutral status, was intent upon an increasingly belligerent, forward strategy in the North Atlantic.

"With the United States still neutral the burden of convoying ships remained until Dec. 1941 with British and Canadian forces. As more ships sailed, the organization of convoy operations

became ever more complex. Separate escort groups had to be coordinated for each convoy. U-boat production was rising, as were operational losses helped by the bombing of U-boat bases on the west coast of France. Whilst Allied air cover was better than in 1940, there was still a severe shortage of aircraft, and none that could close the air gap; delivery of long-range US Liberators was still 18 months away. British Coastal Command began to take deliveries of Hudsons and Catalina flying boats in Dec., but detection of U-boats leaving their major operating bases in the Bay of Biscay remained poor; more were detected by sight than radar. However, the use of bases in neutral Iceland, first by the British, then by the Americans (after July 1942) increased the area of the North Atlantic which could be covered by air patrols.

"Thus the second half of 1941 saw the main U-boat effort made in the eastern Atlantic, where British escorts were most heavily concentrated; by the end of the year the U-boats, for the first time, incurred significant losses in attacks on convoys. The American entry into the war in December 1941, however, necessarily provided the Germans with the opportunity to sink merchantmen with little risk off the US eastern seaboard, rather than face the uncertainties of battle in the eastern Atlantic. As a result of first an American unwillingness and then American difficulties in organizing convoy along the eastern seaboard and in the Caribbean, the U-boats enjoyed massive success in these waters in the first six months of 1942. Thereafter the main combat zone switched back to mid-ocean as the American introduction of convoy forced the U-boats away from the western Atlantic. The field of operations available to the U-boats was already becoming limited.

"For nine months after this change the battle between escort and submarine was evenly balanced, at least in terms of losses. Growing submarine numbers, both in commission and operational, ensured that Allied losses remained uncomfortably high. Moreover, the second half of 1942 saw the introduction, on a large scale, of extended U-boat scouting lines; further, German naval intelligence held distinct advantages a result of its ability to read British naval and maritime signals. But in terms of sinking per operational boat per month, the German effort was in decline, and returns after August 1942 would have been very low but for German success in the Arctic. There the combination of U-boats, air attack and the presence of major German warships in the Norwegian fiords led to the temporary suspension of allied convoys to the USSR in late Summer 1942.

"This decline of German returns stemmed from the fact that just as U-boat numbers had increased since the start of the war so had British escort strengths. By late 1942, the number of escorts per convoy hovered around the five mark, but the presence of ever more convoys denied German submarines the easy pickings on which they depended for success. In 1942, 962 merchantmen sailing independently were sunk, 840 by German submarines, but as the convoy system was extended, so the U-boats were forced to turn their attention to convoys and battle with escorts that were both individually and collectively far more formidable than in 1940 and 1941. Compounding the German difficulties after 1942, moreover, was the fact that British naval intelligence both penetrated German signals security and took steps to ensure the security of its own signals. After January 1943, and with the exception of a brief period

when a German procedural change denied the British access to German signals, *Ultra* intercepts meant the balance of advantage in intelligence matters increasingly favored the British. The period of temporary British blindness was March 1943, which was in effect the swansong of the U-boats in the Second World War.

"The entry of the US into the war led to an extension of U-boat warfare to the Eastern seaboard of the USA. Still unconvinced by the effectiveness of the convoy system, the Americans were later to be persuaded by the huge numbers of losses they suffered. By Feb., however, a reduction in the losses from submarine attacks led to growing British confidence that the threat could be mastered. March was to reverse the trend; U-boats sank more than twice as many escorted merchantmen than in any other single month of the war. The passage of convoys HX229 and SC122 saw hard fought actions; 40 U-boats sank 141,000 tons of Allied shipping, illustrating the effectiveness of wolf-pack tactics which relied upon an absence of air cover and upon dense radio traffic with their command in Germany. Radio interception and *Ultra* decrypts, and continuous air cover, introduced by the Allies in Spring 1943, dramatically increased the security of Allied convoys in the North Atlantic." Well, that's it for now. What is your reaction? I will try to complete the article in the next issue of the Seaweed.

DESTROYERS; YESTERDAY, TODAY & TOMORROW

I thought it might be of interest to compare the destroyers of WWII (Yesterday) with those in the fleet today and those yet to come (Tomorrow). A year or so ago, I checked with a couple of our informed Reunion Group members to see what they knew about a new destroyer, code-named DD21, then on the drawing board. There was little specifics to be gleaned, but one thought that the destroyers of the future would borrow from the stealth aircraft of today - that is configured in such a way as to be less visible on radar. As it turns out, that may very well be the case. So let's review what we know of one of the best destroyers of yesteryear, the USS Champlin:

We know she was one of thirty Benson Class destroyers, 347' 10" in length, 36' 1" extreme beam, limiting draft 13' 6", standard

displacement 1,620 tons. When fully loaded her displacement was 2,250 tons. Her armament: four 5"/38 caliber guns, two 40mm twin anti-aircraft mounts, two 21" quintuple torpedo tubes (later



replaced by two more 40mm twin anti-aircraft mounts). She had a complement of 16 officers and 260+ enlisted personnel. She was propelled by four boilers, two Bethlehem turbines, 47,000 horsepower. Highest rated speed on trials: 36.7 knots. Got that? Okay, remember these numbers as we visit today's destroyers.

DESTROYERS TODAY



USS Spruance DD963

Let's take a look at the USS Spruance DD963. **"Description:** These fast warships provide multi-mission offensive and defensive capabilities, and can operate independently or as part of carrier battle groups, surface action groups, amphibious ready groups, and underway replenishment groups.

"Features: Destroyers and guided missile destroyers operate in support of carrier battle groups, surface action groups, amphibious groups and replenishment groups. Destroyers primarily perform anti-submarine warfare duty while guided missile destroyers are multi-mission [Anti-Air

Warfare (AAW), Anti-Submarine Warfare (ASW), and Anti-Surface Warfare (ASUW)] surface combatants. The addition of the Mk-41 Vertical Launch System or Tomahawk Armored Box Launchers (ABLs) to many Spruance-class destroyers has greatly expanded the role of the destroyer in strike warfare.

"Background: The Spruance-class destroyers, the first large U.S. Navy warships to employ gas turbine engines as their main propulsion system, are undergoing extensive modernizing. The upgrade program includes addition of vertical launchers for advanced missiles on 24 ships of this class, in addition to an advanced ASW system and upgrading of its helicopter capability. Spruance-class destroyers are expected to remain a major part of the Navy's surface combatant force into the 21st century.

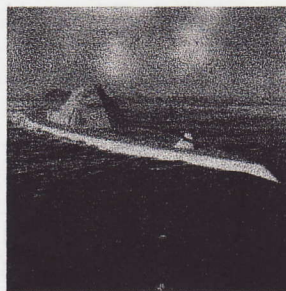
"General Characteristics: Builder: Ingalls Shipbuilding; Power plant: Four General Electric LM 2500 gas turbines, two shafts, 80,000 shaft horsepower; Length: 563 feet (171.6 meters); Beam: 55 feet (16.8 meters); Displacement: 8,040 tons (8,168.64 metric tons) full load; Speed: in excess of 30 knots; Aircraft: Two SH-60 Seahawk LAMPS III helicopters; Crew: 30 officers, 352 enlisted; Armament: 8 Harpoon (from 2 quad launchers), Tomahawk®, VLS or ABL; Vertical Launch ASROC (VLA) missiles; six Mk-46 torpedoes (from 2 triple tube mounts); two 5"/54 caliber Mk-45 (lightweight gun); two 20mm Phalanx CIWS. Kidd class only: Standard missiles; NATO Sea Sparrow point defense AAW missiles; Date Deployed: Sept. 20, 1975 (USS Spruance). My source was: <http://peoships.crane.navy.mil/fleetsupport/dd.htm> Now, keep those numbers in mind, compare them with the numbers for the USS Champlin and be ready for the destroyers of tomorrow, at least what we know of tomorrow today.

DESTROYERS TOMORROW

"In November 2001, the US Department of Defense announced that the DD 21 Zumwalt program for the Future Surface Combatant had been revised and would now be known as DD(X). The program focus would now be on a family of advanced technology surface combatants, rather than a single ship class. A revised Request for Proposals was issued and in April 2002, Northrop Grumman Ship

Systems, Ingalls was selected as the lead design agent for DD(X). Northrop Grumman led the "Gold Team" which included Raytheon Systems Company as the systems integrator. The "Gold team" proposal incorporates "Blue team" leader Bath Iron Works (a General Dynamics company) as a subcontractor for design and test activities. Other major subcontractors include Lockheed Martin, United Defense Limited Partnership (UDLP) and Boeing.

"The DD(X) program will build on work already carried out for DD 21 and provide a foundation for development of the DD(X), the CG(X) cruiser and also the smaller Littoral Combat Ship (LCS), with emphasis on common hullform and technology. LCS is expected to be the first to enter service and the Navy requirement is for about 60 LCS ships.



Artist rendition DD (X)

"Northrop Grumman is to complete DD(X) system design and 11 engineering development models (EDM) by 2005. Construction of the first ship is expected to begin in 2005. The EDMs include: advanced

gun system, integrated power system, composite deckhouse, peripheral vertical launch system, integrated sonar system (with advanced towed array and high-frequency active sonar) and the dual band radar suite. A decommissioned Spruance Class destroyer (USS Arthur W Radford) will serve as the test platform for the DD(X). Initial operating capability is planned for 2013. The number of ships required is not yet defined.

"DD(X) replaces the DD 21 Zumwalt program which was for a class of 32 multimission destroyers to replace Oliver Hazard Perry class frigates (FFG 7) and Spruance class destroyers (DD 963) from 2012. Unlike previous classes of destroyer, which were primarily to counter deep water threats, the DD 21's primary mission would be to provide land attack support for ground forces and also to carry out traditional destroyer missions of anti-air, anti-surface and undersea warfare.

"DESIGN: DD(X) will have a "tumblehome" hull form, i.e. a design in which hull slopes inward from above the waterline. This will significantly reduce the radar cross section since such a slope returns a much less defined radar image rather than a more hard-angled hull form. Requirements for the Integrated Deckhouse EDM is that it is fully EMC (Electromagnetic Compatibility) shielded with reduced infrared and radar signatures. Measures to fulfil these conditions include an all-composite superstructure, low signature electronically steered arrays, an integrated multi-function mast and low radar and infrared signatures. Other measures to reduce the vessel's infrared signature include the development of an exhaust suppressor. "Harris Corporation has been awarded a contract for the development of the Common Data Link (CDL) X/Ku-band phased array antenna systems, which will be integrated into the Integrated Deckhouse Assembly. The multi-beam electronically-steered antenna will allow connectivity with up to eight CDL terminals.

"The DD(X) is planned to have a displacement of around 12,000t less than the 14,000t or more of the DD-21, with a sustained speed of around 30 knots.

"CREW: The number of crew for DD(X) is yet to be defined.

DD-21 was to have a crew of 95, including the helicopter detachment. This represented major theoretical cost saving compared to crew levels of 330 on Spruance destroyers and 200 on Oliver Hazard Perry frigates.

"WEAPONS: DD(X) will have a sensor and weapons suite optimized for littoral warfare and for network centric warfare. Northrop Grumman has put forward a solution based on a Peripheral Vertical Launch System (PVLS). The solution consists of a number of four-cell PVLS situated round the perimeter of the deck, rather than the usual centrally located VLS. This would reduce the ship's vulnerability to a single hit. The Advanced Vertical Launch System (AVLS) that forms the basis of the PVLS is being developed by United Defense and Raytheon and has been designated the Mk 57 VLS. Missile systems under consideration include Tactical Tomahawk (intended to succeed Tomahawk TLAM), Standard Missile SM-3 and the Evolved SeaSparrow Missile (ESSM) for air defense. United Defense has been awarded the contract to develop the EDM for the ship's Advanced Gun System (AGS), building on development work carried out for DD-21. The vessel's two 155mm guns will be able to fire up to 100 nautical miles at a sustained rate of 12 rounds per minute. It will be equipped with a fully automated weapon handling and storage system and a family of advanced munitions and propelling charges, including the GPS-guided Long Range Land Attack Projectile (LRLAP). Lockheed Martin has been awarded the contract for the LRLAP EDM. The family of munitions is expected to include land attack and ballistic projectiles. Technologies derived from the US Navy's extended range guided munition (ERGM), the US Army 155mm XM-982 projectiles and the DTRA 5in projectile are being studied for incorporation into the projectile suite. United Defense is developing advanced gun barrel technologies for the new AGS, with improvements to barrel life, overall system performance and life cycle costs.

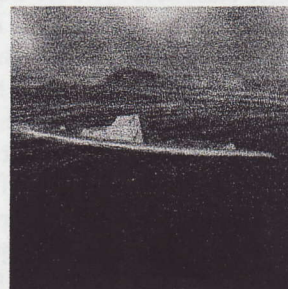
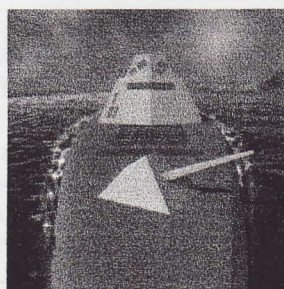
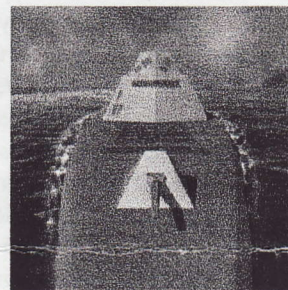
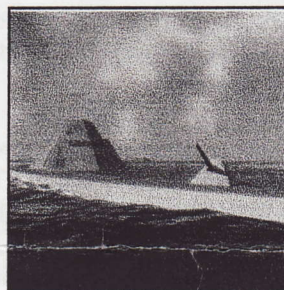
"RADAR: The radar suite will consist of a dual band radar for horizon and volume search, an L-band volume search radar (VSR) integrated with the AN/SPY-3 multi-function radar already being developed by Raytheon for the US Navy. The two radars are to be integrated at waveform level for enhanced surveillance and tracking capability. The AN/SPY-3 Multi-Function Radar (MFR) is an X-band active phased-array radar designed to detect low-observable anti-ship cruise missiles and support fire-control illumination for the ESSM and Standard Missiles.

"SONAR: At the heart of the ship's Integrated Undersea Warfare System will be a dual (high frequency/medium frequency) frequency bow array and a multi-function towed array. The US Navy has already set up the IUSW-21 program to develop technologies including multifunction hull array, mine avoidance and shallow water ASW.

"AIRCRAFT: The DD(X) ship design includes two landing spots for helicopters.

"PROPULSION: It is envisaged that the DD(X) would have an all-electric drive with an integrated power system, (IPS) based on in-hull permanent magnet synchronous motors (PMMs) with Advanced Induction Motors (AIM) as a possible backup solution. The provision of electric drive eliminates the need for drive shaft and reduction gears and brings benefits in acoustic signature

reduction, an increase in available power for weapon systems and improvements in the quality of life for crew. The IPS would supply power to other ship systems such as the combat systems and allow the rapid reconfiguration of power requirements. DRS Technologies Power Technology unit has received development contracts for the PMM motors, electric drive and control system for the IPS. The Rolls-Royce MT30 36MW gas turbine generator set has been selected to power the IPS EDM. CAE will supply the Integrated Platform Management System." My source for this was: <http://www.naval-technology.com/projects/dd21/index.html> Thus endeth the lesson for today, Straight Shooters. Look at those numbers - incredible what? Lets hear from all of our Radarmen, Sonarmen, Gunners Mates, Quartermasters, Fire Controlmen Torpedomen, Black Gang ratings. . . all of you as to what those numbers would mean to your rating; the changes they indicate from our WWII days, As a former Signalman, I don't know if DD(X) would have such a rating aboard. Give me your thoughts. I'm flabbergasted! Here's more images of the DD(X) as envisioned by the artist:



My ability to download, edit and print images is quite limited. I hope the pictures in this issue are good enough to give you, at least, an understanding of this ship of tomorrow. It is also my understanding from reading this material that this configuration will become the model for various other near-shore littoral craft.

REUNION GROUP NEWS

CHAMPLIN REFERENCES

Books:

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)

www.ibiblio.org/hyperwar/USN/ships/DD/DD-601_Champlin.html

CHAMPLIN SHIP'S STORES

Baseball style cap, specify either navy blue with white lettering or white with navy blue lettering, "USS Champlin DD-601": \$10.00 including shipping. Also, 3" diameter cloth emblems (patches), navy blue and gold (can be sewn on ties, jackets, caps, etc.): \$3.00 including shipping. In stock. Order from Norman Prewitt, 2049 East Ridge Drive, Excelsior Springs, MO 64024-2869, (816) 630-7272.

Sweatshirt, T-shirt and light weight jacket with large action picture of the USS Champlin DD-601 at sea, imprinted in navy blue. Sweatshirt: \$15.00, T-shirt \$7.50 and Jacket \$19.00. In stock. Order from Robert E. McAfee, 817 Winters Street, West Palm Beach, FL 33405-4545 (561) 586-8389

CHANGING BERTHS

Cowen, Jack B. 2 Grove Islet Drive #B1006, Miami FL 33133-4119, (305) 859-4975.

Raley, George F. Change phone # to: (585) 554-6198

Porter, Janet, 727 Medallion Drive, Fayetteville, PA 17222-1087, (717) 352-8655

MINI-REUNION PLANS

Dick Valentine advises that the Mini-Reunion will return to the Ocean Holiday Motor Inn, 6501 Ocean Avenue, Wildwood Crest, NJ 08260 starting at 2:00 p.m., Monday, May 10 until Friday, May 14, 2004. The cost is just \$195.00 per person regardless of single or double occupancy. Daily activities will include the trip to Atlantic City (with some comps) followed by an Italian dinner at the Renault Winery. He is also trying to plan a train ride and general shopping and sightseeing in Cape May. Please send your intent to come as soon as possible, along with at least a \$100.00 deposit. If possible, he would like to have the entire fee of \$195.00 per person by March 25th. If you are unable to attend, please let Dick know, so he is not left with uncertainties.. Dick can be reached at 15 Oakland Avenue, West Caldwell, NJ 07006 or by phone at (973) 226-2010. Get hopping on this right away!

COVER PHOTOGRAPH

Now then, that photograph on the cover. . . Contrary to your first impression, and devious mind, it was not found on the bulletin board at the local post office. Rather, it was provided by Steve Anastasion several months ago and he tells me it was taken in Malta, February 1945. The cast of characters includes: L to R; back row, Fleck, Fulmore & Carpenter; middle row, Williams, Schneidau, Dolan, Bookout, & Lipfert; front Row, Smith, Weber, Murbach & Anastasion.

REQUEST FOR HELP

In an e-mail: "Jan 11, 2004. I don't know if you remember talking to me a year or so ago, but I contacted you about serving on the USS Champlin, with my father. His name was **William Clifford Gillette**. My name is Doris Foiles, and I live in Payette, Idaho. **I am still looking for a picture of him**, to add to my photo books. I also thought I would let you know that my our youngest son John Foiles, joined the Navy in October, and was home from Bootcamp for the holidays. He went to Bootcamp at Great Lakes, Illinois, and returned there for his computer training (IT Technical Training). He is already an E2 in rank, his division won the Hall of Fame Flag, and the CNO Flag at Bootcamp Graduation.. I really would like to find out where my father might have gone to Bootcamp, (he did go to Detroit, Michigan, for USNTS Electrical School)I don't know if that was during Bootcamp or after. What I would like to do is put my father's Navy picture, my husband's Navy picture, and my son's Navy picture in a frame together. thank you Doris Foiles 1203 N. 9th St. Payette, Idaho 83661 208-642-3760." This is the second request I have received from Mrs. Foiles. Please review your photo album to see if you have a picture of William Clifford Gillette. He served on Champlin from 9/12/1942 to 9/29/1948, 1112 days. Certainly with all that time aboard, there has to be a photograph of him somewhere in the Champlin family! Help us out on this.

Send me your stories, your memories, your recollections of events aboard the Champlin. That's the whole purpose of this newsletter! Write to me **today**, while your still thinking about the Champlin.

2004 USS CHAMPLIN REUNION REGISTRATION FORM

September 29 - October 3, 2004 Buffalo, NY

Make check payable to : Champlin Reunion Group. Mail check and registration form to: Richard Berman, 221 Route 199, Red Hook, NY 12571

Hotel Reservations: Make your own reservations directly with the Adam's Mark Hotel, 120 Church Street, Buffalo, NY 14202 or call 1-716-845-5100 and ask for "Reservations".

Sep. 30 Tour - Naval & Military Park Tour, Dockside Lunch, Erie Canal Cruise # _____ @ \$51.00 = \$ _____

Oct. 1 Tour -Guided tour of Buffalo, Champlin Grave Site, Lunch, Horseshoe Falls # _____ @ \$44.00 = \$ _____

Oct. 2 Banquet: # _____ Chicken @ \$32.00; # _____ Prime Rib @ \$35.00. # _____ Haddock @ \$32.00 . . . \$ _____

Write check as soon as possible, no later than 8/21/04. Please print name and address below Total Check: \$ _____

Name Spouse or Guest

Address: Phone #