



# Leaky Weeks Almanac

**USS John W Weeks  
Association**

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Dear Weeks Shipmates and Friends

In about three months, we will be in Nashville Tennessee for our 24th reunion. Our last reunion in Nashville was in 1991, as I remember it was a great town to have a reunion. So far, the response for our return trip has been good. As a reminder, if you didn't make a room reservation you need to do it soon!!! The hotel is holding rooms until they sell out, or August 12th, 2011, whichever comes first. Once the block of rooms are gone we may have difficulty getting extra rooms. We are staying at the **Holiday Inn Select Opryland/Airport** at a great rate of \$89 per night and that includes a hot breakfast buffet. The hotel has a good reputation working with military associations. Remember, you can make your hotel reservations now and if something would change, you may cancel your room up to 24 hours prior to arrival and not be charged. The other thing you need to do is send your fees to Military Reunion Planners by August 12, 2011. If you misplaced your reunion information and registration forms that I sent out in early April, you can go to our new website under **Reunions/This year's reunion** there is a link to the printable forms. If you don't have access to a computer and the web, give me a call and I will mail them to you.



Like last year, I am asking for volunteers to help out at the reunion, see me after you check-in. It won't require a lot of time or work if we get several people to participate. We will need people to setup and take down the memorabilia in the hospitality room, man the check-in table for a short time on Wednesday or Thursday, help out at our business meeting on Saturday morning, and take pictures for the website and newsletter. By doing some of the minor work ourselves we can hold down our registration fees to our attendees, and if you noticed, the fees are less this year. More information will follow on the web and in the next newsletter.

Alan Cutcher (63 - 65; YN2) sent me this email about the Country Music Hall of Fame and his brother: "Len...I don't know if I ever mentioned that my brother who died about 7 years ago was the top song writer in Nashville for over 25 years. When you go to the Country Music Hall of Fame you will enter the Lobby and the quotation around the marble is a quote from him...go to [www.harlanhoward.com](http://www.harlanhoward.com) and check out his site...his publishing company on Music Row is still publishing his songs."

I received an email from Kathy Rose, her father, William Flowers, now deceased served on the Weeks from 1953 - 1956. She mentioned a bomb blast or explosion that was a test that occurred near the Weeks that blew several people off of their feet and on to the deck, and caused bleeding from their ears or nose. I contacted her and told her that I don't recall anyone talking about this incident at our reunions, but I would check into it. If anyone remembers this, please let me know, it may be a good story for our next newsletter.

Our new website is up and running. So far the feedback from our members are positive. I want to point out that if you use Internet Explorer it is best to set the "Zoom" to normal which is 100%, if you don't, then the "Flash header" (pictures and header at the top of the web page) will not expand and contract when Zoom is changed. I hope that this don't cause any inconveniences. I would like to thank Tom Wilson our Historian for reviewing, reworking the history of the Weeks and for his valuable comments.

In the meantime, if there are concerns or if you just have questions; feel free to contact me or other members of our committee.

Thanks again for your support,  
Len Budzynski

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**Reunion Forms  
were sent out in  
April. Additional  
forms can be found  
on our website.**

### Attention!

**Please make sure that  
we have your correct  
home address! If you  
no longer wish to  
receive the newsletter,  
contact me.**

**Also, if you have an  
email address, or you  
changed your email  
address, please update  
us with this infor-  
mation.**



**OKINAWA JIMA** - *This letter was written by an unknown author aboard the Weeks near the end of the war.*

"Now, let's see, sonny, where were we? Tokyo! That's right, my memory isn't what it used to be. Never thought I'd forget those days. Well, anyway, hold tight to that lollipop, and I'll tell you about Okinawa Jima, one of the longest naval rat races on record. Put down that beer! That's mine. But have a coke if you like."

"After returning to our sand pile in early March of 1945, following the Tokyo-Iwo Jima fiesta, we settled down for a rest. During this 'breathing spell', we lugged ammunition, toted stores, cleaned and painted the ship, and checked each of the hundreds of gizmos that go toward making a destroyer 300-odd feet of floating murder and mayhem. Most of us made a trip or two to the beach, either to swiggle beer or to enjoy a swim, and judging from what the sailor who went swimming told us, the water was fine. Our Christmas packages caught up with us, and if you knew the right sailors you could always grub a midnight snack of anything from pickled pig's knuckles to pretzels. And, of course, we had movies every night under a musical comedy sky. If The Girl had been there with me under that canopy of stars, with that big moon prompting me .... But we're talking about a war now, aren't we?"

"Rest for us meant rest for the Nips, so early in March, the JOHNNY W., in the comforting company of Task Force 58, again pointed her bow toward Japan to keep the salt water boiling under the Japanese goose, being cooked under the auspices of the tall gent with the white whiskers. Our objective was the capture of Okinawa. The day chosen for the initial landing was Easter Sunday, a heluva day to be disturbing the peace. But first, as an overture to the big show, we steamed up to Kyushu for strikes on air fields and installations. Then Kobe was given a hot-lead shampoo, and finally Okinawa itself was softened up for the Easter Parade."

"As Easter Sunday dawned, the beaches of Okinawa saw a military miracle as our forces seemed to multiply like rabbits on the island. As flocks of our carrier planes went in to cover the landing, our Task Force steamed outside Okinawa expecting a fight, and not the frolic the first few days proved to be. The Nips never were any great, shakes at being where they should have been, and this time was no exception. But when the Son of Heaven read in the Brooklyn Eagle that we had landed, he changed his cabinet, and ordered the new cabinet to use any means necessary for throwing us back in the sea. But the Yanks had too much Fuller Brush salesman in them to lose that toe-hold in the door to Okinawa, and in spite of the Kamikaze, baka bombs, and several other inhuman innovations born in the Nip's conks to stay the slaughter, Okinawa was secured about June 23."

"It was rugged going at times. The 701 was at sea for eighty days, which, if it wasn't a record, should have been! Eighty confused days of jimas, rottos and guntos, of general quarters and dehydrated spuds, of general quarters and watches, of "general quarters and general quarters." It was a long job, and there were a thousand incidents, important at the time, but looking back on those eighty days, these are what stand out in my mind:

- The two nights when we took time out from the support routine to lob a few baskets of neutralizing shells on Minami Daito Shima. Caught without our marshmallows both times, we had to let two fine finos go to waste.
- The drama in the reports of our fly-boys who were giving the Yamato and her escorts a fancy pasting. The squawk box kept us abreast of successive developments in the attack. First we heard that the Yamato had been slowed down by several hits. Then she was left dead in the water. Knowing the deadly efficiency of our fly-boys when it came to destroying anything sporting the Japanese 'meatball', to us it was foregoing conclusion that the Yamato's watertight days were about over. Then down she went! Each of us extended from our hearts personal 'well done' to the Navy birdmen who never let them get back alive. The Kamikaze. These one-way screwballs didn't seem to realize that their business had no future in it. The armchair general who talked them into the job counted too much on the demoralizing effect of their attack. After the first few Kamikaze attacks it was discovered that when they catch a shell, they hit the drink just as quickly as the conventionally attacking planes. They were easier to hit, for any yak who would rather have his wife collect on his life insurance than live to enjoy the fine parade we were going to run down the main drag of Tokyo didn't have sense enough to make an effective attack. They hit once in a while, sure, but once in a while wasn't enough.
- The 701's gunners holding field day on those planes who managed to evade our combat air patrol, and who got in for a run on us. There were just a lucky few, but so effectively did our boys put out against these t lucky 'few' that at the end of the operation we painted five miniature flags of the Rapidly Setting Sun on our bridge, each one representing a Nippo whose efforts to join his ancestors were aided materially by our guns.
- The invincibility of our fighting team ... Army, Navy and Marines, air, sea and land ... the superb dash and fighting savvy that forced the fanatical but leaden-headed Japanese to give ground constantly.

"That's the story for this time, junior, but before you run along to bed let's empty our glasses in a toast to those brave men who spent their last Easter Sunday around Okinawa so that you'd never have to fear the Japanese Bogeyman."





## Weeks Wash 27 February 1960 - By J. M. Tippey, CDR

**Editor's Note: The Weeks Wash was started by Captain Lovejoy, Captain Tippey's predecessor to let the families know a little about the Week's activities. Captain Tippey decided to continue the newsletter.**

Hello from France!

We're writing this WEEKS' WASH while anchored in Golfe Juan, our first liberty port this trip. Not only the first, but one of the best, and particularly enjoyable after the three weeks trip to get here. If you look up at the letter head you'll have a better idea of where we are in relation to some of the bigger places on the French Riviera.

One of the most pleasant surprises to the older sailors aboard was the really fine weather we had on the way over; the Atlantic was extremely nice to us, and we escaped the winter storms for which the Atlantic is so famous. The Med was a little rough when we passed thru Gibraltar on February 11<sup>th</sup>, but so far it's been a smooth trip. Enough wind and cold weather here on the Riviera to keep our night watches on their cold toes.

As some of you who watched us leave are aware, we left Norfolk in a fog, and it got worse and worse the rest of the day—it was almost a day before we could identify the ships we were with. We started off escorting the replenishment ships-oilers and ammunition ships, and then spent the better part of the trip in company with the carrier ROOSEVELT.



The thing we did most on the way over was fuel—about every other day on the average. It's a job that takes everyone on board to do. To start with, we take station astern of one of the large fleet oilers (which carry several million gallons of fuel oil each). We make an approach alongside the Oiler, coming along-side about 100 feet away.

As soon as we get within line-throwing distance, the oiler sends over light messenger lines, which our forward and after fueling stations heave in until finally a span wire is secured on board, forward and aft. The span wire is tended by a constant tension winch on the oiler, which allows us both to roll without parting the wire. The oiler then lets her 6" hoses slide down the wire on trolley blocks and we secure them in forward and after fueling trunks, which lead down to the large fuel tanks below the waterline. When secured, the oiler starts pumping until the Weeks is filled again. We can take on about 100,000 gallons per hour this way. How would you like to pay our fuel bill?

At the end of our trip across the Atlantic, the WEEKS and the remainder of the SECOND FLEET ships from Norfolk played war games with the SIXTH FLEET ships which we were to relieve. The "war" consisted of the Second Fleet, on the Atlantic side of GIBRALTAR, attempting to locate the Sixth Fleet on the Mediterranean side, and attack them with the aircraft from the FORRESTAL and ROOSEVELT. The Sixth Fleet attempted to do the same to us. It was good, hard, realistic training for both fleets. The WEEKS' job during the exercise was to take station far to the south and act as a decoy, and we found ourselves steaming in circles about 15 miles off the African Coast, near Casablanca. We were the first SECOND FLEET ships to sight land on this side of the Atlantic. After coming into the Mediterranean, we anchored for a few days and received briefings and publications from the ships we relieved—in our case the USS BENHAM, another destroyer.

En route to our anchorage, two U.S. submarines attempted to intercept our task force and "sink" the FORRESTAL and ROOSEVELT. Instead, one of the submarines was detected by WEEKS' sonar, attacked and sunk for which the WEEKS received the following message from our Squadron Commander Captain Ed KING, USN: FOR YOUR EARLY DETECTION PROMPT AND TENACIOUS ATTACKS ON THORNBACK DURING EVENT 1204 X WELL DONE.

On the 19<sup>th</sup> of February we arrived at GOLFE JUAN, and that night was our first liberty in over three weeks. GOLFE JUAN is fairly small, particularly when the FORRESTAL's liberty party of over a thousand people goes ashore, and much of our time ashore has been spent in the larger nearby cities of CANNES and NICE. This is a true holiday part of the world, and while the weather is not the best this time of year, there is enough to keep anyone enjoyably occupied on liberty. About eighty WEEKS' people went on the tours of the Riviera, and up to the ALPS, which are not far away. The tour to the Alps was overnight, and included skiing. No broken bones yet. Another big attraction while here has been the Carnival in NICE, very similar to the Mardi Gras festival in Now Orleans each year.

On Monday the 29<sup>th</sup> of February, we leave GOLFE JUAN, spend ten days at sea conducting various drills and exercises, and then start on





what promises to be a most interesting trip—into the BLACK SEA for a visit to the two small Turkish ports of EREGLI and SAMSUN. The WEEKS und AULT, under command of our Division Commander, Captain Cary Hall, USN, will be the first two U.S. warships to enter the Black Sea in recent times, and we feel honored to have been selected. We're also interested to see if the Russians come out to look us over as we go into a body of water they think of as belonging solely to them although it is, in fact, international waters. You'll have a hard time finding EREGLI and SAMSUN on your map, and they certainly won't be the gay, bright place that GOLFE JUAN is, but we will have an opportunity to make friends with some of the TURKISH people who have never seen a U.S. ship before. The TURKS since the end of World War II have been as sincere and strong a friend as the U.S. has enjoyed.

They were the first to volunteer troops to the United Nations and fought beside us in KOREA, and have remained firmly on our side despite the fact that the Russians are in position to keep them constantly under pressure. Our job in SAMSUN and EREGLI is going to be to convince them they're on the right side by our being in the BLACK SEA? by the smart appearance of the WEEKS while we're there, and by letting them get to know us while we are on liberty. We will be in the BLACK SEA about five days, and then come back out through the BOSPORUS, join the carriers for a few more days, and visit some other small TURKISH and GREEK ports we will write you about later.

While all this has been going on, other things have been happening to people on the WEEKS. Seventeen of our seaman and fireman apprentices have been advanced in rate to seaman and fireman, and they are listed on the enclosure to this letter. Eleven of our petty officers were selected to receive additional "proficiency" pay because of high test scores in the last proficiency pay examinations. They are also listed on the enclosure. And we're still waiting for the results of the February Navy-wide promotion examinations. Seventy-six men took the examinations, and we should be hearing how they did in about a month.

Despite all the liberty and exercises, the best thing that happens to us over here is MAIL CALL! Write as frequently as you can—we're interested in everything you're doing. Another WEEKS WASH will be coming your way in a month—until then we wish you and all our friends at home the best of everything.

**Editor's Note: It is interesting to note that the article below appeared in the Associated Press on the USS Monterey trip this June into the Black Sea, sounds like the same concerns the Russians voiced over fifty years ago when the Weeks when into the Black as noted by Commander Tippey in the Weeks Wash. It sounds like Russia still considers the Black Sea part of her territory.**

## **Russia Objects to US Warship in Black Sea 6/13/2011**

MOSCOW – Russia voiced concern Sunday about a U.S. warship now just off its shores in the Black Sea, saying the unexpected visit raised further questions about U.S. plans to create a missile shield in Europe. The USS Monterey, which is capable of detecting and shooting down ballistic missiles, is taking part in annual joint military exercises conducted by NATO and Ukraine. The guided-missile cruiser was sent in March from its home port of Norfolk, Va., to the Mediterranean Sea as the first part of a four-phase plan to create the European missile shield. The plan calls for placing land- and sea-based radars and interceptors in several European locations over the next decade. Russia opposes the planned system, which it worries could threaten its own nuclear missiles or undermine their deterrence capability. The Foreign Ministry issued a statement Sunday saying Russia "has repeatedly stressed that we will not leave unnoticed any elements of U.S. strategic infrastructure in the immediate vicinity of our borders and will consider any such steps as a threat to our security." It said the appearance of the USS Monterey caught Russia by surprise and gave it cause to distrust U.S. verbal assurances that the planned missile shield was not targeted at Russia. "The reconnaissance by the American anti-missile personnel in the Black Sea once again proves the necessity of working out clear legal guarantees that the anti-missile defense system that is being deployed in Europe is not targeted against Russia's nuclear deterrence potential," the ministry said. Russia agreed to consider NATO's proposal last fall to cooperate on the missile shield, but insisted the system be run jointly. NATO rejected that demand and no compromise has been found yet.

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## **The Origin of Naval Terminology - *From the Naval Historical Center, Washington D.C.***

**Log Book** - Today any bound record kept on a daily basis aboard ship is called a "log." Originally, records were kept on the sailing ships by inscribing information onto shingles cut from logs and hinged so they opened like books. When paper became more readily available, "log books" were manufactured from paper and bound. Shingles were relegated to naval museums -- but the slang term stuck.

**Scuttlebutt** - The origin of the word "scuttlebutt," which is nautical parlance for a rumor, comes from a combination of "scuttle," to make a hole in the ship's side causing her to sink, and "butt," a cask or hogshead used in the days of wooden ships to hold drinking water; thus the term scuttlebutt means a cask with a hole in it. "Scuttle" describes what most rumors accomplish if not to the ship, at least to morale. "Butt" describes the water cask where men naturally congregated, and that's where most rumors get started. The terms "galley yarn" and "messdeck intelligence" also mean the spreading of rumors and many, of course, start on the messdeck.

**Wardroom** - Aboard 18th century British ships there was a compartment called the wardrobe and used for storing booty taken at sea. The officers' mess and staterooms were situated nearby, so when the wardrobe was empty they congregated there to take their meals and pass the time. When the days of swashbuckling and pirating had ended, the wardrobe was used exclusively as an officers' mess and lounge. Having been elevated from a closet to a room, it was called the wardroom.



## **I Met John Wingate Weeks' Mother** by Ted Hooven

### **I would like to tell you a true story which almost defies credulity.**

On Tuesday February 22, 2011, I was scheduled to have some preliminary tests done before undergoing surgery. I had to report to a local hospital here in Wilmington, Delaware. As I was waiting to be called for my tests, a lady sitting across from me got up and approached me. She said, "Pardon me, but I was looking at the cap you are wearing and as I read the name John W. Weeks on it a chill went up my spine, for you see, my son is named John Wingate Weeks and he is named for the man your ship was named for. My husband Christopher is a great-great (I think I have the right number of greats in there), grandson of John W. Weeks." I was completely overwhelmed to say the least. She returned to her seat and after catching my breath I went over to her and spoke for a few minutes with her. She told me her name, (Lauri), and she told me that her husband had done some research on his ancestor and that they had visited his grave down in Arlington. I told her about the John W. Weeks web site and she indicated that she did not know it existed. I was then called for my appointment so I did not get an opportunity to speak with her at length. As I was walking down the hall for my tests, I related that story to the lady escorting me and she said that I was destined to be present in that place and at that time. She is probably correct because there are over 300,000,000 Americans living in this country, so what do you think the odds are that I would connect with a descendant of our ship's namesake?

### **Now here is an additional twist to this tale.**

I came home and looked in our local telephone book to see if I could find a listing for a Christopher Weeks and I could not. Because Delaware is such a small state, having only three counties, I figured she probably lived in one of the two downstate counties. I used my old friend Google and I searched for Christopher Weeks and sure enough I found that he was a Republican politician who had run for office down in Rehoboth Beach, Delaware in the 2010 election. His web site, ([friendsforweeks.com](http://friendsforweeks.com)), had some photos of him and his family and sure enough in one of the photos was the lady I had spoken to in the hospital. Also in the photo there are two boys and one girl so I guess one of the boys is named John Wingate Weeks. Ain't Google great!

### **Wait ... it gets stranger still!**

One of my daughters-in-law is staying with us to help out my wife during my stay in the hospital. She lives down in Rehoboth Beach and I related my story to her. I showed her the data I had collected on Christopher Weeks and she said, "Hey Dad, I've known Chris for years. My Father and his Father were good friends. Chris used to come into the restaurant my family owned at one time."

As I get on in years Len, I never cease to be amazed by how really small our world can be at times. I intend to contact Christopher Weeks and tell him about our web site. I think he and his son will be impressed with it.

On Friday, February 15, I am undergoing surgery to remove a cancerous tumor from my colon. All the preliminary tests have shown so far that the cancer has not spread anywhere else so I am lucky in that regard. My daughter-in-law insists that I go out and put a bundle on the next Power Ball drawing because how many folks have played the odds of 300,000,000 to 1 and won! I did in this case, having met the wife of a Weeks ancestor in a hospital waiting room!

*I'll let you know if anything comes from my attempt to contact Christopher Weeks and tell him the above story.*

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## **The latest Blue Water Agent Orange Ruling** - Excerpts taken from the *Vantage Point Blog* – written by J. Slider

Published in [MilitaryAdvantage.Military.com](http://MilitaryAdvantage.Military.com)

June 15, 2011

This week the Department of Veterans Affairs official blog, Vantage Point, addressed the findings of the recent ruling on the affects of Agent Orange on Blue Water Sailors—those who served on deep water Navy or Coast Guard vessels. In summary, the report stated that the exposure of Vietnam era Blue Water Navy Veterans to Agent Orange cannot reasonably be determined due to a lack of data on environmental concentrations of Agent Orange contaminants.

Although this means that this group of veterans do not have a presumptive connection to AO, it does not mean that Blue Water Navy Veterans can't submit claims and apply for benefits if they feel they were exposed to AO. In fact, as the VA blog points out, the VA has recognized claims from Vietnam Veterans whose ships entered inland waterways, and/or docked at specific times and locations, if they claim that they went ashore. So far, this applies to 140 ships and 51 classes of vessels. Veterans who were aboard these ships are eligible for benefits based on the presumption that their diseases are associated with their service in Vietnam. You can find the list of ships and vessels linked on the [Blue Water Navy Veterans website](#).



## U.S. 'Big Stick' Seen in Cuban Incident *By Max Frankel, New York Times News service*

**Guantanamo Bay Cuba, April 6, 1961** - The United States Navy was prepared to use force against the Cuban interceptors of an American cable ship last Friday and advertised its intentions in the tense moments preceding the vessel's release.

Unofficial but reliable accounts available here indicate that the navy was ready to press for a showdown if necessary, even within the three mile limit of Cuba territorial waters.

The incident involved the cable ship Western Union, a Cuban gunboat and Cuban aircraft and eventually, the United States destroyer USS John W Weeks and eight navy jet planes.

The Western Union claims that she was intercepted by the gunboat more than five miles off the coast of Cuba. The Cubans ordered her into port. The Western Union radioed for help and then stalled, claiming mechanical trouble and other difficulties.

Cuba charges that the cable ship was within two miles of the coast on a mission of deliberate provocation.

When the navy reached the interception point, the Western Union and the Cuban gunboat had moved well into Cuban waters within about a half mile of Baracoa.

The USS John W Weeks signed the Western Union to make a run for it toward international waters. The destroyer, using blinker signals fully visible to the Cuban authorities, offered the cable ship all possible protection and cover.

Western Union rejected the escape offer because she had 80,000 gallons of high octane gasoline stored on deck that could have been easily ignited, even by a stray shot.

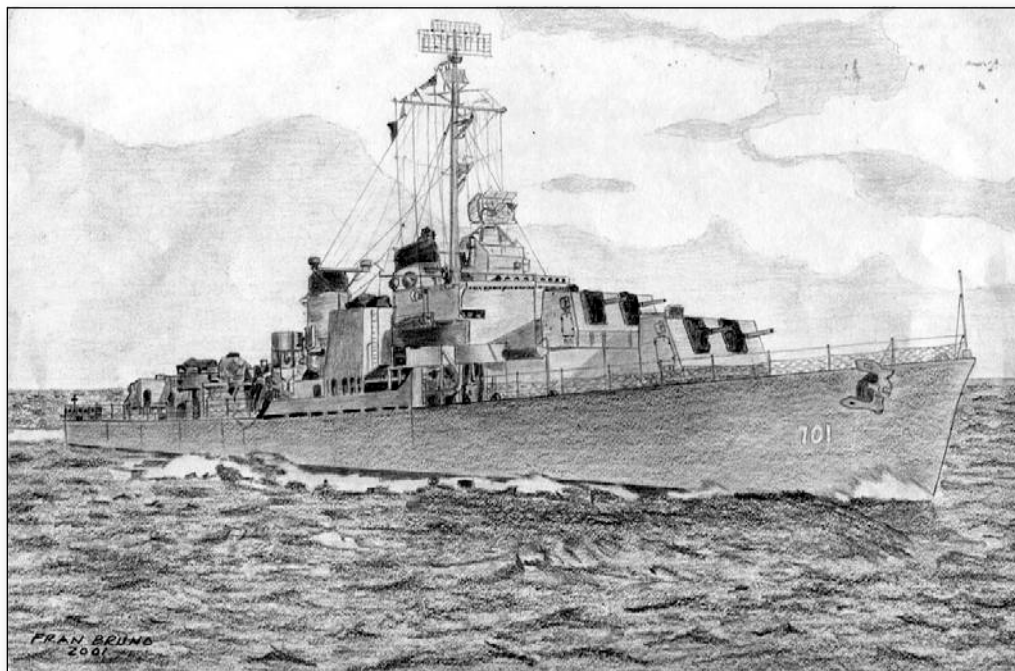
With the showdown offer rejected, the USS John W Weeks withdrew. just at that moment, the Cuban gunboat decided to release the cable ship and she steamed off toward Florida with the destroyer at her side.

**Editors note: Over the years several members sent me this article on the Cuban incident that the Weeks was involved in April 1961. I was discharged and left the ship on 3 March 1961 so I have no first hand knowledge of what happen. Before including this article in the newsletter, I tried to find additional information on the internet and couldn't come up with anything. If anyone that was aboard the Weeks when this happen, please contact me with additional information and I will pass it along to our members in a future newsletter.**



## Sketch of the USS John W Weeks DD 701 - *By Fran Bruno*

I would like to thank Fran for this great pencil sketch of the Weeks that he sent to the Association. He made the drawing in 2001. Fran served on the Weeks 1946 - 1948 as a Quartermaster.





## New Members

John Beaulieu	ENS	70	William Garlow	ENS/LTJG	67 - 68
Fred Bledsoe	GMG2	68 - 69	Dee Hendrixson	MM2	67 - 69
James Brown	RD	59 - 61	Ernest D Jones	YN2	66
Paul Garlander	ET	62 - 65	Seymour C Sanhaus	SFC	43

*If you know of any of our shipmates or family members that are sick, in the hospital, or deceased; please contact Bob Miller or Len Budzynski.*



## Sick Call

**Ann Fleming** - Wife of Bill Fleming recently had surgery and is now home and doing fine. Ann's address is PO BX 306 S Horicon DR; Brant Lake, NY 12815

**Theodore Hoover** - In February, Ted had surgery to remove a tumor from his colon. I talked to Ted in May and he told me that things went well. Ted served on the Weeks 1946 - 1948 as a FN1/C. As a note, Ted has contributed several articles to our newsletters. His email is [ted.hoo@verizon.net](mailto:ted.hoo@verizon.net).

**Dave Kurtz** - Dave was diagnosed with prostate cancer in February and underwent a radical prostatectomy on April 11 at the Hershey Medical Center. I talked to him in May and his recovery is going well. Also, he told me that shipmates can drop him a line at [davejudy5@verizon.net](mailto:davejudy5@verizon.net) or at 1616 Whitley Drive, Harrisburg, PA 17111.

**Steve Lynch** - Steve is currently receiving radiation treatment for prostate cancer. I talked to Steve not too long ago and he tells me that the treatment is going well. He served on the Weeks 1957 - 1961 as Radarman. His address is 22421 Cedar Lane; Georgetown, DE 19947, also he can be contacted at [slyn41070@yahoo.com](mailto:slyn41070@yahoo.com).

**Bill Margetich** - I received a note from Bill, telling me that he had a bad fall and now using a walker to get around. Bill sent lots of information on the 'Battle of Midway Commemoration' at the Navy Memorial in Washington, D.C. that occurred on June 3, 2011 to share with his Weeks' Shipmates. I will bring this material to this year's reunion. I like to point out that Bill came to our USS John W Weeks plaque dedication at the Navy Memorial in 2007. Bill is 89 and is one of the original plank owners. You can contact him at 6126 Lamont Drive; New Carrollton, MD 20784.

**Robert Miller JR** - Bob called me to tell me that he is being treated for skin cancer. His treatment is going well and he plans to make this year's reunion. If you don't know Bob, he is the Association's Chaplain, Also, a big supporter of our Association and is always there to help out at our reunions. He served on the Weeks 1958 - 1964 as a BM1. If you can, please send Bob a note or card. His address is: Box 52; Lost River, WV 26810.

**Rich (Richard) Schneeman** - I received a note from Tom Seyler, that Robert is recovering from a stroke and Tom ask that we send him a note of encouragement. Rich's address is 14537 Linda Dr. Apt #7 Monroe, MI 48161.

**Wanda Veld** - Is recovering at home after a extensive stay in the hospital for a bone marrow transplant. Wanda's address is 1818 E Rietveld Dr; Crete, IL 60417

**Tom Wilson** - Tom is currently having chemo to treat his lymphoma. I talked to Tom the other day, he is doing well and seems to be in good spirits. For those of you that are new to our Association, Tom was our Vice-President for several years and currently holds the post of Historian. Tom rewrote the history of the USS John W Weeks for our new website. Tom would be happy to hear from his shipmates, he can be reached by email at [thomasfwilsonjr@yahoo.com](mailto:thomasfwilsonjr@yahoo.com).

## Taps

**Tony 'TJ' Johnson** - Tony passed away on April 23, 2011, from complications during treatment for lung cancer. He served on the Weeks from 1954 - 1959, as a Radioman and then later as a Shipfitter. He went on to retire at the rank of Hull Technician with over twenty-two years service. Tony was an active supporter of our Association, he and his wife Kate only missed one reunion and that was when he attended the dedication of his new church, the Conception Roman Catholic Church where he actively served on various church committees. You can send a note or card to Kate at the following address: 214 Ridgeland Dr; Rutherfordton, NC 28139-2062 or you can call at (828) 287-5615.

**Leonard E Jenkins** - was notified by Leonard's wife Doloris that he passed away on December 25, 2010. No other information is available. He served aboard the Weeks in 1945.

**Richard Lavera** - I received a note from John Stewart, that tried to call Richard who was an ET on the Weeks in the early to mid 60's. His wife told John that he passed away three years ago. After serving 4 years in the Navy, he joined the Air Force and retired after 16 years.

**Daniel T. Healy** - I received the following from Martin O'Connor, a family member. I found our website and if possible add my uncle's name to the "In Memoriam" Section on your website. He passed away in 1990. Uncle Daniel served aboard the Weeks 1943 - 1944 as a Radarman Seaman 1/c.

**William Flowers** - I received an email from Kathy Rose, the daughter of William, that he passed away at age 36 in 1970. He served aboard the Weeks in 1953 - 1956. She would like, who knew her father, to contact her. Kathy's email is [okmoores@embargmail.com](mailto:okmoores@embargmail.com).



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