



# Leaky Weeks Almanac

**USS John W Weeks  
Association**

Volume 9, Issue 3  
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Dear Weeks Shipmates and Friends

First I want to report that we had a very productive and fun filled reunion in Jacksonville, Florida. The turnout was good and we had several new attendees, mainly from the sixties. I would like to thank all of our shipmates that made this reunion a success and thanks for all of your help setting up and taking down the memorabilia in the hospitality room.



At the Welcoming Dinner, a picture of the plaque that is displayed on the Memorial Wall at the National Museum of the Pacific War was presented to Karen Wilson. The plaque was purchased with some of the donations from Tom's memorial fund that Karen generously donated to the Weeks Association.

We covered a lot of issues at this year's annual business meeting. Several changes to the Bylaws were proposed and approved by the membership. The changes ranged from membership issues, to changes in selecting reunion locations and procedures, spouses and family members holding advisory positions, description of Director duties, and finally a procedure for association dissolution in the future. In addition, added the Historian position and description of duties. Changes to the Bylaws will be posted on the website. Also, I like to thank Dave Kurtz for all of his hard work in putting together these changes.

We made some changes to some of our Officers and Support positions. Alan Cutcher will replace Bill Fleming as a Director and Bob Michaels will temporarily replace Earl Thomas as Acting Director until Earl is well enough to assume his post again. Dave Kurtz will replace Jim Fariello as Vice President. Dave will also hold on to his job as Newsletter Editor. Jim will be our new Historian.

The results of the survey that was mailed to the membership were discussed. The results will be posted on our website for all members that were unable to attend the reunion. Incidentally, out of 460 surveys sent out only 74 were returned. This return rate was somewhat disappointing.

As results of the survey it was decided to cut our newsletter mailing by 20%. For some, this will be your last newsletter by mail. If there is a red check mark in your newsletter, in the future you will receive your newsletter by email or if you don't have an email address, you can go to our website to download the latest newsletter. Selection of members switched was made by a number of factors. If you feel that you should continue to get the newsletter by mail you can contact me or one of the other Officers. Our contact information is on the last page of this newsletter.

Dave Kurtz analyzed the reunion part of the survey and came up with 3 top locations and 4 secondary sites. The site for next year's reunion was discussed and voted on by the membership. The vote was for Norfolk with a close second for San Antonio. At this point we are looking at Norfolk; however, the final selection between the 2 sites will depend on what will be the best deal for our members.

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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### Attention!

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

### Dues

Sometimes we forget! If you didn't pay your 2012 Dues, please send your Dues to Bruce Neidemire.  
7166 Big Bend Drive  
Spring Hill, FL 34606



## **The Jacksonville Reunion -** *A shared review by Harriett Goodmuth & Karen Wilson*

### **Wednesday, September 26, 2012**

**Harriett** – Ray and I arrived for the 25<sup>th</sup> USS John W. Weeks reunion in Jacksonville via plane. We opened the door of the shuttle to the Crown Plaza Hotel and to our wonderful surprise there sat Karen Wilson. We had a mini reunion right at the airport! We were not sure that Karen would make the reunion, since Tom had passed away earlier this year. Upon our arrival at the hotel, we went to the hospitality room and were welcomed by Len and Bea Budzynski, Bruce and Jan Neidemire and the many others attending the reunion. Once again there were lots of hugs and greetings from everyone.

**Karen** – It was with mixed emotions that I attended the reunion this year, the first since my husband Tom's passing in April. It didn't take long to be glad I came. I was sitting in the bus at the airport when the Goodmuths came on board and I received my first hug from Harriett. Entering the lobby of the hotel, I was greeted by my soon to be roommate, Kate Johnson—more squeezes. No sooner did we get to our room and the knock on the door brought Bea Budzynski and another warm embrace. The chill in my heart was melting as the greeting from everyone in the Hospitality Room continued. The Welcome Buffet Dinner that night was truly welcome. After a long day of traveling it was so nice to have the supper all arranged with plenty of food choices at our fingertips. The evening had a surprise; I was presented with a picture of the plaque honoring those who served on the USS John W. Weeks that was installed in the National Museum of the Pacific War in Fredericksburg, Texas, a project funded by contributions made in Tom's memory. After an overview of what was planned for the reunion, we were free to continue socializing in the Hospitality Room or go our separate ways.

### **Thursday, September 27, 2012**

**Harriett** – Shortly after a continental breakfast, the tour group departed for the Mayport Naval Base which we mostly viewed from the bus. There were only a few ships in port and they were either under repair or being readied for sea duty. Once we were cleared for the tour by security, 2nd class Fire Control Technician Leonard came on our bus and gave us a very informative narration about the base explaining in great detail the various training operations and base amenities for personal assigned to both the ships and the base. One notable ship in port that made recent news was the USS Philippine Sea which carried the remains of recently deceased Astronaut Neil Armstrong for burial at sea. We were able to see the new apartment style housing that is currently being offered for some of the enlisted men, a far cry from what the sailors who served on the Weeks experienced! We had a delicious on base lunch and then we headed back to the hotel. At 1500 Len held a meeting for the Officers and Board of Directors in the Hospitality Room. This gave some of the ladies a chance to head for the pool. Thursday was a special evening for us. Alan Cutcher arranged a dinner to honor Captain Fitzgerald who commanded the ship during the mid 60's. Along with Captain Fitzgerald his wife Carol and their two sons were in attendance. He gave a delightful talk and I was impressed by the way our men expressed their admiration for the captain and their appreciation for having served under him during their time aboard the Weeks. The dinner was delicious and it was a lovely evening.

**Karen** – After breakfast in the Hospitality Room, I joined Kate and Bea for a leisurely "Girls Day" out. We strolled by the river, decided against shopping, and opted for lunch in a nearby sandwich shop and some serious chatting. Later I joined Bruce and Jan Neidemire, Len and Bea Budzynski, Bob Godley and his daughter Adele, and Kate Johnson to eat supper in The American Grill Restaurant in our hotel. Once again the good food and good friends were warmly satisfying. Afterwards, we enjoyed looking at the memorabilia and talking with those in the Hospitality Room.

### **Friday, September 28, 2012**

**Harriett** – After breakfast, we boarded the bus at 0900 for St. Augustine. The tour guide explained some of the high points that we may want to see and then we were dropped off for lunch, shopping and touring by foot. Ray and I along with the Westers headed for Barnacle Bill's Restaurant where we were joined by Bill Pinyan and others for lunch. Afterwards a few of us headed for Castillo de San Marcos, the fort that protected St. Augustine from Great Brittan and others. We were lucky enough to catch a dissertation given by one of the Park Rangers that was followed by the daily ceremonial firing of a cannon. It was impressive. Time ran out on us and after a quick stroll along St. George Street, we headed back to the bus. Since dinner was on our own, Ray, myself and the Westers caught the tram and headed over to Jacksonville Landing which is a collection of restaurants and shops. We enjoyed a nice salad and great pizza at the Chicago Grill. While there we ran into Jan and Bruce. It seems that the Chicago Grill was a favorite stop for the reunion group. We missed the last tram so we caught the water taxi back to the hotel. The night lighting at The Landing and nearby bridge was quite impressive from the water along with the fountain on the boardwalk near the hotel.

**Karen** – I also went on the St. Augustine tour. Several of us wandered the main street, St. George. We found a wonderful Spanish restaurant, The Columbia - complete with a Spanish tiled interior courtyard, fountain, plantings, and delicious food. After perusing several shops, taking pictures, and eating ice cream, we returned to our waiting bus and headed back to the hotel. Some of us rested, some went on to other activities. That night Bea and Len Budzynski, Wayne Gay, Kate Johnson and I chose the nearby River Brewing Company for a casual meal. We too enjoyed the city lights reflecting on the river and the magnificently lighted fountain near the hotel.



### Saturday, September 29, 2012

**Harriett** – Breakfast was in the hospitality room followed by the annual membership business meeting downstairs. Len officially opened the meeting which was followed by the tolling of the bell in honor of the crew members who have passed away since the last reunion. Changes to the Bylaws were explained by Dave Kurtz and reviewed with the membership. Len presented the results of a comprehensive survey that was mailed to all members a few months back. A paper ballot vote was taken for the location of the next reunion. Norfolk and San Antonio were the two top picks. The results will be turned over to the Military Reunion Planners so that they can put together a 2013 reunion proposal. The meeting adjourned and some of us headed to the bus for the Amelia Island tour. On the way to the Island we stopped at the Kingsley Plantation to view the buildings and grounds and learn about its interesting history. From there we drove directly to Amelia Island where we stopped for lunch and short walk around the town. We arrived back at the Crown Plaza with plenty of time to prepare for the Banquet dinner and dance. The dinner was very good with a selection of either chicken or beef and was followed by a 50/50 raffle and other prize drawings. It was a very enjoyable evening and a great way to close out a very successful 2012 reunion.

**Karen** – My last day at the reunion was similar to Harriett's. The only difference was, I said my goodbyes that night because I was catching a very early ride to the airport before breakfast on Sunday morning. It was a wonderful reunion and I am looking forward to being with more "Weekster" friends at the next reunion.

### Sunday, September 30, 2012

**Harriett** -- Our final breakfast was in the hospitality followed by fond farewells. Everyone went their separate ways and it is our hope that all will remain happy and healthy until we meet again at the 2013 Weeks Reunion.

### Dinner with Captain Fitzgerald - *By Alan Cutcher*

About thirty former shipmates who served with Captain Fitzgerald, 1963-1965, and their spouses joined with the Captain and his family during the WEEKS Reunion in Jacksonville, Florida. The dinner was held on Thursday at a nearby restaurant.

The Captain, who turned 86 last April, recently moved to Jacksonville from Fort Lauderdale to be near his sons and grandchildren. His wife, Carol, and their two sons, Jim and John, joined with us at the dinner. The Captain spoke to the group about his time on the WEEKS, and that this was his first Command. He also told the group a few secrets that he said he could not talk about before. He then spent time talking with each individual crew member.

The Captain was in great form as he talked about his career in the Navy and his life after the Navy. He retired as a Commodore at the age of 47. Three days after retirement he was offered a job he could not refuse and started work in the commercial shipping industry where he worked for another 30 years.

The Captain was unable to attend the wrap-up banquet on Saturday but Alan Cutcher and Pauline were able to spend Sunday morning with them. The Captain wanted all of his former crewmates to know that they are welcome to call and stop-by whenever they are in Jacksonville.

***In addition, Alan commented that: The USS John W. WEEKS Reunion in Jacksonville, Florida in September, was one of the best reunions I have ever attended. The location was great and so were all the people who attended. I want to thank all those who were involved in organizing the event...they all did a great job!***

### This was received from Lt. Frank Lea

While coming alongside the wharf in Djibouti, French Somaliland in 1967, our Captain made a very wide approach but told the forward line handlers "Put over #1." As the wind and current took the ship farther and farther from the pier, the Captain yelled again and again "Put over #1." Finally, BMC Green looked up at the bridge and yelled back, "It ain't long enough... Sir."

### The Sinking of the Weeks - *By Dave Kurtz*

*I HAVE HEARD DIFFERENT VERSIONS OF HOW THE JOHN W WEEKS WAS SUNK UPON DECOMMISSIONING AUGUST 12, 1970. I ASKED COMMANDER H.C. BOSCHEN, JR., USN (RET) WHO WAS THE XO OF THE WEEKS 1964-66 AND CO OF THE SAN MARCOS. THE SAN MARCOS WAS ONE OF THE SHIPS IN THE FIRING EXERCISE. BELOW IS HIS RESPONSE. DAVE*

I do not recall any aircraft involved in the sinking of Weeks. I do not remember for sure, but I believe it was Phibron 10's ships and I was commanding officer of USS San Marcos an LSD, not an LST. We circled Weeks for quite some time, firing at her. There was a great deal of damage to the superstructure. Finally I realized that she wasn't called the "Leaky Weeks" for nothing, (thin hull). So I directed the guns to walk out to the hull and rake the waterline. Needless to say, the water began to flood the hull and she slowly settled exactly level until her final plunge, which was bow first in a sliding motion. I credited San Marcos with the sinking since everyone else was firing at the superstructure and we were raking the hull at the waterline. I cannot recall the caliber of the guns, perhaps 40 MM, but it has been some time and I am not certain. Hope this answers some of the questions. *Commander H.C. Boschen, JR., USN (RET)*



## Driving Back to Norfolk - *By Rear Admiral Jim Eastwood, USN (RET)*

Editors comment: This article was written by Rear Admiral Jim Eastwood, USN (RET). I first heard him tell the story at a Weeks reunion. I believe it was Myrtle Beach in 1996. I think it's a great story and I am so glad Jim was willing to commit it to paper. Thank you Admiral. *Dave Kurtz*

It was a cool fall evening in 1968 and I was driving the Philly contingent back to Norfolk, VA on a very lonely part of Route 13 South. In the car were 4 of my Philly Seamen (The Lion Twins, Pee Wee Crossett and Lombardi) all from Deck Division.

We were somewhere in Southern Maryland and I noticed I was really low on gas. Sure enough I ran out of gas. It was about 10:30 PM, dark and only 1 house in sight about 1/2 mile set back off the road. I walked to the house, peered in and saw an older couple on the couch watching television. I knocked on the door and the husband immediately picked up a shotgun and came to the door. As I explained my situation, he showed no sympathy and told me an all night gas station could be found 8 miles down the road. I pleaded with him to drive me there but in no uncertain terms he told me to leave. As I was about to leave he asked me what kind of uniform I was wearing. I explained it was my khaki working uniform and my foul weather jacket and that I was an ensign in the Navy. He gave me that look that said "another dumb ensign".

At this point, he must have had a twinge of sympathy and said he would get his coat and we would go to the barn and see if he had a gas can that would get me to the open station. When we went to the barn, as luck would have it, the can was empty. Well young man you are out of luck. I turned around to leave and he asked me what it said on the back of my coat. I told him it was the name of - my ship - The Weeks (DD-701). He almost fell over - he told me he was on the "Leaky Weeks" during World War II.

He then took the empty can of gas and siphoned the gas out of his car, walked me back, siphoned the gas into my car and got me on my way. To this day, I regret never getting his name and address so I could send my thanks. I think of that night on occasion and still I am amazed that one house in miles, way off the main road and a shipmate lived there. By the way, Pee Wee Crossett, who was a real screw-up, went on to make Chief Petty Officer, Lombardi lives less than a mile from me now, but I have never seen the Lion Twins again, but I understand they still live in Philly.

## The Destroyer - *Author Unknown*

*THIS WAS GIVEN TO US BY KAREN WILSON, WIDOW OF TOM WILSON, AT THE REUNION IN JACKSONVILLE. SHE FOUND IT IN TOM'S MEMORABILIA. IT IS FROM THE ROMANICK BOOK OF REMEMBRANCE PUBLISHED IN 1995 BY CAPT. FRANK ROMANICK, USN (RET) AND HIS WIFE. TOM WAS A LONGTIME AND ACTIVE MEMBER OF THE WEEKS ASSOCIATION INCLUDING SERVICE AS VICE PRESIDENT AND HISTORIAN. TOM PASSED AWAY ON APRIL 24, 2012. Dave Kurtz*

The destroyer is a man-of-war in every sense of the word. From her knife-like bow to her trim stern, her lines tell you that she was built for speed. She bristles with guns and other weapons. It is apparent at a glance that this is a ship built for one purpose...ATTACK. It is also apparent that armament rather than armor is accented. Her defenses are her fire power, her speed and her maneuverability.

In war and peace, a destroyer does many things, and does them well. She was built to be the most versatile ship in the Navy. Because of her tremendous capabilities, the destroyer is necessary in every type of naval operation, the Spearhead of Sea Power.

What are these capabilities? First of all, the destroyer is the primary opponent of the submarine. Only a destroyer has the detection equipment to seek out and actively and accurately pinpoint an enemy submarine. Only a destroyer has the arsenal of weapons such as hedgehogs, depth charges and homing torpedoes to sink the submarine.

Secondly, the destroyer is a prime opponent of attacking enemy aircraft. With accurate, long range radar and excellent plotting capabilities, the destroyer detects approaching aircraft and can vector friendly planes to intercept and destroy them. And if they get close, destroyer guided missiles or gunfire can actively combat the enemy planes.

Third, the destroyer is a prime opponent of enemy surface raiders. Using high speed torpedoes and rapid, radar-controlled automatic gunfire, the destroyer can battle it out against much bigger and heavier opponents at sea.





Fourth The destroyer carries her destructive power to the enemy ashore. Steaming close to shorelines, destroyers use their heavy guns to clear enemy beaches for our assault forces making an amphibious landing. Their gunfire support pinpoints enemy strong points—allowing our forces ashore to move ahead and their bombardment of enemy artillery protects our mine sweepers clearing minefields out in channels to enemy harbors.

In peacetime, the mission of the destroyer is to be ready to fight immediately if a war comes along...any kind of a war. To be ready to fight, the men who man destroyers must work as a team, keeping their armament and detection equipment and their engineering plants in top-notch condition.

Naturally, to achieve this, destroyer men must train and keep training constantly. For it is only through repetitive training that they learn to function automatically and work together as a well-oiled machine.

Thus in peacetime, destroyer men and destroyers are constantly on the move...from one type of naval operation to another...getting the on-the-job practical experience that is necessary to success in war.

In peacetime, this constant training in various oceans and seas of the globe gives destroyer men the earned reputation as the most well-traveled men in service of this country. They visit more U.S. and foreign ports than any other men in the Navy. They work with more different type ships and aircraft than any other segment of the Navy. They are constantly employed in missions designed to further U.S. interests abroad.

### **Learning to Steer - By Darrel J Behrendsen**

One morning when I was a very small boy growing up on a farm in north eastern Colorado I rode with my dad in a car out to the field where our tractor was. I rode on the tractor with him until we completed farming that field. We then needed to get the car, tractor and machinery home. Dad couldn't drive the car and tractor all at once so he informed me I would have to drive the car while he drove the tractor pulling the machinery.

I couldn't even reach the pedals, alone drive, so Dad had me sit beside him in the car. He started the car, put it in gear and then stepped out on the running board. To leave me steering the car, he then stepped to the ground. I did this until I got home, I then turned the key off to stop the engine. This was not driving, this was just steering the car.

The next time I was put into just steering something was when I thought I was helping a fellow shipmate. We were anchored out in Hampton Roads outside the Norfolk Naval base. I do not recall my shipmate's name but he wanted to go on liberty but he was the standby coxswain that night so he asked if I would trade with him. I agreed as the liberty launch was manned. Later that night I was called up to amidships and informed they were taking me to the base to get another 50' boat. What could I say but go along. I had no idea what bells to ring so the engineer would know what I wanted. Him to do. Later that night I went to pick up some of the crew coming back off liberty. When they boarded the boat I didn't know how many bells to ring so the engineer would know what I wanted him to do, instead I just yelled at him with my orders. My shipmates looked at me like I was crazy. I then looked out into the dark harbor and wondered which ship was ours. We made it threw the night somehow.

Sometime after this I was informed I had been assigned to the landing party, I needed to learn how to operate a small landing craft. (don't recall what it was called-LC something). I was taken over to another base and given a few instructions on how to operate it. This was fun as I was in the craft all by my self. This craft could stop and turn on a dime. With this I had more to do than just steer it.

My next encounter steering came when we left with the sixth Fleet to go to the Med. I was informed I was going to be trained to be a helmsman.. I went up to the bridge. I was informed to line up the pole on the bow with the ship ahead of me. I was to do everything that ship did. A lot of the fleet were in line when all at once the ship ahead of me turned right so I did to, now instead of being behind him I am alongside. I can now understand why the OD got so upset with this farm boy learning how to steer a ship.

My next encounter steering the ship could have been very drastic. In December 1951 we were in a very heavy fog in the English Channel. We had taken on a pilot to take us south. This pilot always wanted coffee. A look out would go and get him a cup. The pilot would drink some and then leave the bridge. When he came back he had a full cup again. I was steering the ship and by then the fog was very thick. All at once the fog broke and there set a freighter load of lumber in front of us. I was given an order for a hard left rudder I did but also stood there very scared as I knew we were going to broadside this ship. We had someone looking out for us as we passed just to the stern of the freighter.

The Captain came up to the bridge and wanted to know what was going on. When he was told about the pilot he checked and found the pilot was drunk. A radio call was made and this pilot was removed and a new one boarded the ship. How true this was I do not know but was informed some of the Channel was still mined. From WW2.

Everything went along without incident until January 1952 when the call came in about the Flying Enterprise. Responding to it from France the sea was so rough they welded a hand hold to the overhead in the bridge so we could steer with one hand and reach up and hold on so we could stand in one position. when the ship rolled. This farm boy who did not know how to swim learned a lot about steering. I sit sometimes and think about where I have been and the thousands of dollars it would cost me if I had to pay to see it. Still feel every young person who is able should go into the service as you soon grow up and learn to take care of yourself. You also learn to steer.



## Humor Column – How To Feel That You Are Back In The Navy - *By Dave Kurtz*

Repaint your house every month.

Put lube oil in your humidifier and set it on high.

Once a month, disassemble all major appliances and then reassemble them.

Have your neighbor collect all your mail for a month, read your magazines, and randomly lose every 5<sup>th</sup> item before delivering the rest.

Add 1/3 cup of diesel fuel to your dirty laundry.

MORE TO COME IN ANOTHER NEWSLETTER IF YOU ARE UP TO IT

## The Flying Enterprise - *By Earl D. Casey, Jr DK3*

*Editor's Note: This note was received in late 2010, after Earl read an earlier article in our newsletter on the Flying Enterprise. I thought that it would be a good lead story to more information that I came across on the fate of the Flying Enterprise that will appear in a future issue of the newsletter.*

Just read with great interest, the accounting of the Flying Enterprise. I was there, with my 8mm, wind up, Bell and Howell movie camera...the only movie, was taken by me. Strapped to the Flying Bridge, with a 3 inch Hauser it wasn't long, but seemed forever. When we got back to Plymouth, we were swarmed with reporters; one asked me if I was the one with the movies; he said he worked for Kodak, and they were the only ones, that could develop it, and he would be glad to do it for ME...little did I suspect he made a copy of it too. It showed up on a program called "Victory at Sea." about 1956 on a Dumont channel.

However I still have the ORIGINAL in the box. There is a little more to the story, too. It was rumored, the cargo shifted causing the sinking???? Rumor, "cargo" was pig iron, and U.S. mail bags, with currency inside, and that was the real reason, "we" were not permitted to take the Flying Enterprise in tow...we could have claimed the cargo, taken on the high seas. There was an English salvage team, that later dove down to the wreckage, and claimed it. Like I said, this is here-say, but worth investigation. When it was announced, "The worlds, Largest, sea going tug, was coming out,"...we all turned to see this. I have seen larger Tugs, in the Baltimore harbor.

Just for the record, I was a DK3, the only rated Disbursing clerk in the Division...keeping track of that many pay records, was a chore. Before Computers...only Old Merchant calculators. I was then transferred to Squadron VX-2, at Chincoteague, VA NAS. My tour aboard the Weeks, was enjoyable; keep up the good work.

## The Weeks and the Wasp Near Collision - *By a Weeks' Radarman*

*Editor's Note: This note was received after an article appeared on Operation Strikeback.*

Hope this USS Wasp has a better track record - when it comes to colliding into DD's - than the WWII era USS Wasp the Weeks operated with. During Sept/Oct, 1957, while on NATO exercise Operation Strikeback, the Wasp came within seconds of colliding into the Weeks. The Weeks would have, most certainly, been cut in half. The close call happened about 0100 in the very cold North Atlantic. I wouldn't be here today, nor any of the crew, had the collision occurred.

Incidentally, the WWII era USS Wasp had a sinister nickname: "The Can Opener". It earned that name during the early 1950's, after having sent the USS Hobson to the bottom, plus colliding with at least one other DD. The Weeks was fortunate to have escaped the same fate.

## Admiral Halsey - *A reprint from the Goat locker*

The following is a true story told to ATCS(AC) Jack Reese USN Retired by his uncle, John Reese, a journalist and novelist who wrote 34 books, mostly westerns. If you ever saw the movie "Charlie Varrick", with Walter Mathau, this was from his book, "The Looters".

AT the end of World War II, all the towns and cities across the country were looking for a "Home town boy makes good" person to celebrate the victory with. Los Angeles chose Admiral Halsey, whom it was rumored had done quite well. The ceremony was held on the steps of the LA county courthouse, and at the end of it when Halsey was leaving, they had a line of sideboys. They were active duty and retired Chief Petty Officers that had been brought in from all over the country. As he walked through the ranks, my uncle walked apace on the outside. As Halsey approached one old CPO that my uncle described as being older than God, my uncle saw them wink at each other. Later, at a cocktail party, my uncle had the opportunity to have a chat with the great Admiral. He commented on the wink between Halsey and this old Chief, and asked Halsey if he would mind explaining it. Halsey looked at my uncle very seriously, and said this: " That man was my Chief when I was an Ensign, and no one before or after taught me as much about ships or men as he did. You civilians don't understand. You go down to Long Beach, and you see those battleships sitting there, and you think that they float on the water, don't you? My uncle replied, "Yes sir, I guess they do". You are wrong, replied Halsey; they are carried to sea on the backs of those Chief Petty Officers!

ATCS(AC) Jack Reese USN Retired says "For all of my uncles fame and money, he thought I had the best job and position in the world. I think he was right!!"



## New Members

John Burton	SN	66 - 67	Paul Mattson	FT2	56 - 58
Ralf Dingus	E3	64 - 65	Leroy Phyle	BT1	65 - 69
Tom Dwyer	QM3	62 - 64	George C Young	LTJG	53 - 54
William Joyner	DK3	68 - 69			

*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

**Bill Sloan** - We received an email from Linda Sloan that Bill Sloan had a stroke on August 23. Linda reports that Bill is stable but has a long road ahead of him. She also said that he has been very sad that they have not been able to attend a reunion in the past few years due to financial limitations.

For those not aware of Bill's tenure on the John W. Weeks, he served aboard her longer than anyone else that we are aware of. Eight years on the Ole Leaky Weeks. That's got to be some kind of a record. Hats Off to Bill for this milestone and God Speed on his road back from his stroke. Let's tell Bill how much we miss him, care for him and honor him by emailing, writing or calling him.

2019 Bear Ridge Rd., Apt. 101; Dundalk, MD 21222 - Telephone: 443-242-7263 - email: [tincanw@comcast.net](mailto:tincanw@comcast.net)

**Earl Thomas** - We talked to Earl and his wife Joanne before leaving for this year's reunion. At that time, he just returned home from a stay at The Cleveland Clinic. He has fractures in his lower back. Because the fractures are near his spinal column they were unable to make all of the repairs. He also has neuropathy which is causing a great deal of pain. This reunion was only the second that Earl missed since the association was started back in 1986. He told me that he held off canceling until the very last minute. Let's wish Earl a speedy recovery. You can contact Earl at 7794 Glen Oaks Dr; Warren, OH 44484 - Telephone: 330-856-3433.

## Taps

**Joseph Bailey** - We were contacted by his son to inform our members that his father passed away in November 2007. Joseph served on the weeks from 1946-1948 as a S1C. No other information is available.

**John V Cassidy** - We received the following from John's daughter. I just wanted to inform you of my father's (John Cassidy) passing. He had been hospitalized in late May/early June having had bypass surgery. The surgery had gone well and he was moved to a recovery facility. It was there on late 6/18/12, that he suffered a massive stroke and he died just hours later the morning of 6/19/12. I came upon one of your newsletters and was looking thru and I see you have a "taps" section. I thought you might like to know. My father was so proud of his time in the Navy. He was first generation American – his parents were off the boat from Ireland. He was very proud to be an American. John served on the Weeks from 1959 thru 1961 as a FT2. You can contact his daughter Amy at [acassidy@tcco.com](mailto:acassidy@tcco.com).

**Ilean Harlow** - Bill Fleming sent a note that Ilean the wife of Frank Harlow passed away in January of this year. Frank can be contacted at 1477 Irving St.; Central City, NE 68826 or by telephone at 308-946-2239.

**Iris Kemp** - Iris passed away Sunday morning just before 8 AM on October 7, 2012. Robert and Iris was married 66 years. Robert served on the Weeks from 1944 thru 1945 as a Quartermaster. He can be contacted at 3570 Northgate Dr. # 5; Kissimmee, FL 34746 or by telephone at 407-201-7316.

**Augustus Mark** - Bill Fleming called and said that Gus Marks passed away in June. He served on the Weeks in the early fifties. His wife's Letty's address is 25 Manatee Ave; Sidney, NY 13838.

**Walter Parrish** - I received a card the other day from Walter Parrish's widow, informing the association that Walter passed away on June 19, 2012 after a long illness. He served on the Weeks 50 - 52 as a GM2. You can send a note to his wife Henrietta at 6101 Clarke Creek Parkway A-214; Charlotte, NC 28269.



USS John W Weeks  
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