



Leaky Weeks Almanac

USS John W Weeks
Association

Volume 10, Issue 2
July 2013

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Dear Weeks Shipmates and Friends

In a little over two months, we will be in Norfolk Virginia for our 26th reunion. Our last reunion in Norfolk was in 1995, 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, September 4, 2013 is the cutoff date, reservations received after this date will be processed on space and rate availability. At this point in time I was told that half of our rooms are booked. If you misplaced your reunion information and registration forms that I sent out in March newsletter, 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.



I received a call from Earl Thomas a couple weeks ago. Earl is one of the few plank owners that is still active in our association. He served as one of our directors up until last year and was temporary replaced by Bob Michaels due to major problems with his back. He relocated from his home in Warren Ohio to Asbury Methodist Village, a senior complex near Washington D.C. in order to be near their daughter. He is coming to this year's reunion and is ready to assume his old job. Incidentally, his new phone number is on the back of the newsletter. I am sure that he would be happy to hear from his shipmates.

I received an email from Adele Evans, Bob Godley's daughter last month that Bob's burial at sea was assigned to the USS Wasp out of Norfolk. She said that she won't hear anything until the burial takes place. I read an article last year that it took on the average of five months for a sea burial after the veteran's death. A spoke person for the Navy said that they were going to reduce this time; well as usual it seems like all talk and no action from the government.

Dave and Judy Kurtz again sponsored a mini-reunion in Harrisburg PA, with some of the local Weeks shipmates and a few not so local (see Alan Cutcher's article in this issue). I believe that this is the second in the Harrisburg area. Next year they plan to have a mini-reunion at Mackinaw Island in Michigan; Alan will be sponsoring this one. More information will be posted on the website when I get it. This would be a great opportunity for those in northwest Ohio and Michigan to attend if you can't make our yearly reunion.

Dave mentioned that there was a discussion on our yearly reunion with the shipmates at the mini-reunion. They thought that we should hold our reunions in smaller cities instead of the larger ones that are recommended by the Reunion Planners. As an example, Buffalo, NY or maybe Gettysburg PA. Incidentally, there is a lot to see and do in Gettysburg. Send me your thoughts; I am sure that we will be discussing this at this year's reunion.

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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**NORFOLK 2013
REUNION
October 2 - 6, 2013**

**Reunion 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
Dave Kurtz.**



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Mini Weeks Reunion Held - *By Alan Cutcher*

On June 20th, 2013 another Mini-Weeks Reunion kicked off at the home of Dave and Judy Kurtz in Harrisburg, PA. This was the second time a small group of WEEKS sailors and their spouses gathered for a weekend of sea stories (some not printable) and general BS. It was a great gathering from the welcome lunch at Dave's on Wednesday right on through until we departed Sunday morning.



John Santopietro inspecting his famous corn

Jim Kletz brought his traditional sausage and peppers with him, Ray and Harriett Goodmuth brought goodies from the Chesapeake Bay, and Bob and Kathy Michaels brought wine including some made by Bob. We all were invited to John and Debby Santopietro's home in Linglestown, PA for lunch on Friday for a taste of John's famous corn soup. We toured John's property and ended up spending the entire day...what great hosts John and Debbie were. They put out an unbelievable spread of good food that kept us eating all day and made it difficult to leave. Bob and Kathy from Virginia brought some more of their stock while Alan Cutcher and Pauline joined in with his pipe and his B.S.

We wrapped up the event with a great dinner at the historic Warwick Inn in Hummelstown. Tentative plans were made to have the next gathering for a mini-reunion at Mackinaw Island in Michigan.

Everyone said that they were attending the Reunion in Norfolk in October and looked forward to seeing everyone who will be there.

1963 Midshipmen Cruise - *By Jack Cress, USMC (Ret)*

Jack Cress, USMC (Ret.) emailed the following story to Len. Len points out that CDR Brigati was later relieved by CDR Jean Fitzgerald for a similar incident that occurred in the Med. We would love to hear your two cents worth for those that were on board the Weeks at the time.

I was an NROTC "middie" aboard Weeks during the summer of '63. We sailed from Norfolk in mid-June, as I recall, and operated with a couple of flattops (Randolph and Intrepid) and other DDs, etc, subsequently finding ourselves "solo" on 4th of July weekend near Salem/Marblehead. We were "show ship" there for the weekend—after much "over-the-side" chipping and painting! It was a good time, with some social events and lots of visitors. But come Monday, we "set sail"—and suddenly developed a very significant hop and growl—worse than any vibes I felt in my later life as a USMC chopper driver. We limped over to Boston, where we went into dry dock and confirmed what had been suspected: we'd put a screw into an uncharted(?) granite reef as we left the "show" site.

We "middies" were then parceled out to other ships of the group—with me winding up on the Willard Keith (DD 775).

Our skipper at the time was CDR Bobby Brigati (sp)...Perhaps this is grist for some discussion @ the reunion.

Driving Back to Norfolk Reply

Editor's note: We received the following note from Rear Admiral Jim Eastwood on the story that appeared in the November 2012 newsletter, and the note from John Lion in the March 2013 newsletter.

As a follow up to my story, the Lion Brothers contacted me and we met for lunch at Christmas time. We had a great time and I was very proud of how those 2 young Weeks sailors had turned out. Both are retired after successful careers with wonderful families.

Thanks for all of your efforts on behalf of all of us who were lucky enough to serve on that wonderful ship.



Back left: Bob Michaels, John Santopietro, Jim Kietz. Front left: Alan Cutcher, Dave Kutz, Ray Goodmuth



Excerpt from Bob Godley's eulogy - *By Adele Evans*

Editor's note: *Len received this note from Bob Godley's Daughter, the letter touched him how Bob enjoyed seeing and being with his shipmates every year so he decided to share it with everyone.*

When I think of what was important to Dad, two things come to mind: 1) great family and 2) great friends. Dad was blessed with both.

Dad was a very social person and had a lot of friends and never met a stranger. But he had a handful of close friends. Those included several of his shipmates from the USS John W. Weeks. Dad looked forward to the annual reunion every fall. Dad started attending these about 20 years ago with his special friend Dianne. My brother attended one in PA several years ago and Dad was so proud to introduce his son to all his friends. My husband Jeremy and I had the opportunity to attend the reunion banquet in Nashville in 2011. We got to meet all his shipmates and their spouses that I had heard Dad talk so fondly about.

We were at the banquet, and remember how I said Dad always had to have something to look forward to. He asked me if Dianne wasn't able to attend next year's reunion (2012) would I go with him. I of course agreed, not knowing my life was about to completely change for the better.

You see, I was pregnant with Dad's first grandson and didn't know it. I was only a few weeks along. Jeremy and I had been married for 10 years and thought we couldn't have any children. God always has a plan though. We found out a couple of days after the reunion that we were expecting. When I told Dad he was so excited! Now he had two things to look forward to - the baby and the reunion.

I was about 4 or 5 months pregnant and he broached the question "You're still going to go to the reunion with me in September, right?" I was due in June. And while I wanted to say no, I knew how important that trip was to Dad. So I told him we would play it by ear after the baby was born and make sure everything was ok. He agreed.

William Seth Evans was about a month old when Dad came to see his grandson. He was so proud. Dad called him his "little buddy Will". During Dad's visit he cautiously asked about the reunion. Will was a healthy baby so I agreed to go, but did make him pay for the trip insurance, just in case.

In September, I left Will in the great care of my husband for 4 long days. It was the hardest thing I had ever done, until this week, was leaving my baby. But I am so thankful I did. Dad and I had the best time in Florida. Talking, reminiscing, and just being together. I think he knew this would be his last reunion.

And his friends that were part of the John W. Weeks. They loved and cared for Dad and held him in the highest regard. There were several he would religiously call every week just to talk and see how their week was. To see Dad in this element surrounded by his group of close friends was a wonderful experience for me and one that I will never forget.

Do you Remember this Refueling Accident September 20, 1960 Reply

Editor's note: *I received this note from Larry on our story in the last newsletter.*

I definitely remember that accident, as I was assigned to 1st Division and to the forward refueling station. I tied off the hose "Rat Lines". Larry Nicholson USN Retired (I was a seaman at that time before changing my rating to MM)

Captain Jean Fitzgerald- *By Alan Cutcher*

I had lunch with the Captain a few weeks ago...he wanted to give his regards to everyone from the WEEKS and to express his regrets for not being able to attend any future reunions. His birthday is April 22, he will be 87. His email address is Seamanseye@aol.com , he would be happy to hear from his shipmates.

We received the following from Daryl A. Ewles who was a QMSN aboard the Weeks 1956-57

Editor's note: *Nixon was the 37th President of the United States, serving from 1969 to 1974, and Vice president from 1953 to 1961.*

I remember the picture on page 5, Vol.10, Issue 1. The group took a train from Taranto, Italy to Rome. I am located on the far left of the top row. Next to me was my good friend Tate. His name was Eugene Tatera. He passed away a few years ago. An unusual thing happened while we were in Rome. Tate and I were walking down the street and suddenly we heard sirens. The people were all lining up at the curb so we did too. Along came a big black Limo with American flags on the fender. VP Nixon stuck his head out and waved at us. Later as we were walking by one of the big hotels, John Wayne comes out, hops in a cab and away he went. I wrote home to my family that you had to come to Rome to see famous people from the States. There were a few other funny happenings but I will leave them for another time.



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Poem from the Seafarer - Submitted by Jerry Wester

The following was courtesy of Jerry Wester (and his Spring cleaning out). It's from a copy of The Seafarer dated 13 March 1964. For those not familiar with it (and I wasn't), Seafarer was published aboard the Weeks in conjunction with Radio Central. The editors were Ens. Krauss and A.D. Cutcher, SN. Its purpose was to inform sailors of what was going on in the world around them, in my opinion, a very noble project. Below is something that was outside the traditional content but it caught my eye.

Sometime when you are feeling important,
Sometime when your ego's in bloom,
Sometime when you take it for granted
That you're the best qualified in the room.
Sometime when you feel that your going,
Would leave an unfillable hole,
Just follow this simple instruction,
And see how it humbles your soul.
Take a bucket and fill it with water,
Put your hand in it, up to the wrist

Pull it out and the hole that's remaining,
Is a measure of how you'll be missed.
You may splash all you please when you
enter,
You may stir up the water galore,
But stop and you'll find in a minute,
That it looks quite the same as before.
The moral in this quaint example,
Is always do the best that you can,
Be proud of yourself, but remember,
There is no indispensable man.

Author Unknown

Weeks and Haynsworth - We found this black and white photo, looking at the skyline can anyone tell when this photo was taken and where it was taken?





Kilroy Was here! - Submitted by John Stewart

Editor's note: I received the following from John Stewart. This might be something of interest for the Leaky Weeks. The Fore River Shipyard was run by Bethlehem Steel in those years, was later taken over by General Dynamics and later closed. Part of it is now a marina and condominiums and part is an upscale mall. A commuter boat still leaves from there to downtown Boston. It's a pleasant ride that sure beats bucking the RT 3 traffic. This is not far from the Stewarts' summer cottage and a good friend of John's worked there when it was run by Bethlehem Steel. Also, when I went to Church Camp at Central Oak Heights outside Milton, PA, the gazebo that overlooked Route 15 had many messages carved into its wood that "Kilroy was here." I have always wondered what it meant. I asked many people that question as a young teenager and no one knew.

Do you remember Kilroy?

This is interesting ... I have often wondered about Kilroy ... now I know. Great piece of history.

Anyone born in the mid-thirties (or earlier) knew Kilroy. We didn't know why but we had lapel pins with his nose hanging over the label and the top of his face above his nose with his hands hanging over the label too. I believe it was orange colored. No one knew why he was so well known but we all joined in! Kind of a war story - now we know! INTERESTING?

KILROY WAS HERE! WHO THE HECK WAS KILROY? In 1946 the American Transit Association, through its radio program, "Speak to America," sponsored a nationwide contest to find the REAL Kilroy, offering a prize of a real trolley car to the person who could prove himself to be the genuine article.

Almost 40 men stepped forward to make that claim, but only James Kilroy from Halifax, Massachusetts, had evidence of his identity.

Kilroy was a 46-year old shipyard worker during the war who worked as a checker at the Fore River Shipyard in Quincy. His job was to go around and check on the number of rivets completed. Riveters were on piecework and got paid by the rivet.

Kilroy would count a block of rivets and put a check mark in semi-waxed lumber chalk, so the rivets wouldn't be counted twice. When Kilroy went off duty, the riveters would erase the mark. Later on, an off-shift inspector would come through and count the rivets a second time, resulting in double pay for the riveters.

One day Kilroy's boss called him into his office. The foreman was upset about all the wages being paid to riveters, and asked him to investigate. It was then he realized what had been going on.

The tight spaces he had to crawl in to check the rivets didn't lend themselves to lugging around a paint can and brush, so Kilroy decided to stick with the waxy chalk. He continued to put his checkmark on each job he inspected, but added **KILROY WAS HERE** in king-sized letters next to the check, and eventually added the sketch of the chap with the long nose peering over the fence and that became part of the Kilroy message. Once he did that, the riveters stopped trying to wipe away his marks.

Ordinarily the rivets and chalk marks would have been covered up with paint. With war on, however, ships were leaving the Quincy Yard so fast that there wasn't time to paint them. As a result, Kilroy's inspection "trademark" was seen by thousands of servicemen who boarded the troopships the yard produced. His message apparently rang a bell with the servicemen, because they picked it up and spread it all over Europe and the South Pacific. Before war's end, "Kilroy" had been here, there, and everywhere on the long hauls to Berlin and Tokyo.

To the troops outbound in those ships, however, he was a complete mystery; all they knew for sure was that some jerk named Kilroy had "been there first." As a joke, U.S. servicemen began placing the graffiti wherever they landed, claiming it was already there when they arrived. Kilroy became the U.S. super-GI who had always "already been" wherever GIs went. It became a challenge to place the logo in the most unlikely places imaginable (it is said to be atop Mt. Everest, the Statue of Liberty, the underside of l'Arc De Triomphe, and even scrawled in the dust on the moon).

As the war went on, the legend grew. Underwater demolition teams routinely sneaked ashore on Japanese-held islands in the Pacific to map the terrain for coming invasions by U.S. troops (and thus, presumably, were the first GI's there). On one occasion, however, they reported seeing enemy troops painting over the Kilroy logo! In 1945, an outhouse was built for the exclusive use of Roosevelt, Stalin, and Churchill at the Potsdam conference. Its' first occupant was Stalin, who emerged and asked his aide (in Russian),

"Who is Kilroy?"

To help prove his authenticity in 1946, James Kilroy brought along officials from the shipyard and some of the riveters. He won the trolley car, which he gave to his nine children as a Christmas gift and set it up as a playhouse in the Kilroy front yard in Halifax, Massachusetts.

So, now you know!



The Gun Salute - Found in WWII Weeks documents

A gesture of respect and confidence, firing a gun salute, showed that you were willing to render your own guns harmless and leave yourself at the mercy of the other party. (In Columbus' time, it took nearly half an hour to reload.) Even before there were guns, it was customary for foreign vessels sailing in, English waters to lower their sails to English vessels. This had the same effect: In one case, you couldn't navigate; in the other, you couldn't shoot. Salutes were fired with shotted, or live, rounds; the splash was an important part of the ceremony. Blank charges are used now because one of the complimentary cannon balls was fatal to the man it was meant to honor. The United States Navy has always fired blank charges, live ammunition being used for business purposes only.

The End of WWII - Found in WWII Weeks documents

15 August 1945.

MEMORANDUM FOR ALL HANDS:

Subject: End of Hostilities.

1. The only official word received so far is that CincPac has directed that aircraft attack operations are to be suspended.

2. The broadcast frequencies are carrying the story that President Truman has announced that the Japs have accepted the surrender terms. This does not mean an armistice has been declared, nor if one has been declared is there any indication of when it would be effective.

3. The Naval Communication Service is still functioning in its usual manner. A little sober thought on the subject, and I am sure that you will agree with me that we who are next to Japan would be the first to get a cease firing order.

4. There probably are a great many Japanese individuals who cannot stand the indignity of a Jap defeat and consequently will conduct a private war against Americans.

5. A Kamikaze can do far greater damage if ships and personnel relax. Any relaxation of alertness will be severely death with.

6. As far as the WEEKS is concerned, the war continues.

W. L. HARMON,
Commander, U.S. Navy,
Commanding.

A Note From Our Treasurer

REMINDER THAT DUES ARE ANNUAL DUES AND ARE PAID ON A CALENDAR YEAR BASIS. IF YOU WANT TO KEEP YOUR MEMBERSHIP ACTIVE AND TO CONTINUE TO RECEIVE THIS NEWSLETTER, REMIT YOUR \$25 CHECK MADE OUT TO THE USS JOHN W WEEKS ASSOCIATION TO OUR TREASURER BRUCE NEIDEMIRE AT 7166 BIG BEND DRIVE, SPRING HILL, FL 34606. THANK YOU.



New Members

Charles Knight	FN	52 - 53	Robert Walker	BMSN	68 - 69
Philip Varner	BT3	62 - 66			

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

Jolynn Griggers - Bill dropped me an email letting his friends know that he had to put Jolynn in hospice last week. She has been in home hospice for the last year. She is at --Southwest Christian care -7225 Lester Rd-Union City, GA 30291. Bill asked that we remember them in our prayers. Bill's address is 55 NORTHCREST DR.; NEWMAN, GA 30265.

Red C. McAllister - I received an email from Red; he is recovering from a heart attack. He feels tired but is getting stronger. Red served on the Weeks 57 - 61 as a SK2. You can send Red a note at 1827 Bader St; Pittsburg, PA 15212. His email is redmac@hotmail.com.

Richard Schneeman (Snowman) - I received a note from Carol Smith, Richard's friend, giving us an update on his condition. He had a mild stroke in 2010 and a really bad one in 2012. He is recovering, but the process is slow. Cards can be sent to 12241 Northshores Blvd, LaSalle, MI 48145. You can call 734-735-0598.

Taps

James Dunbar - I received the following from James' wife Barbara. Sorry this is so late in reporting to you but James passed away last year. He served on the John W Weeks from 1949 to 1951. He spoke so highly on his time on the Weeks. He was truly a fine man! You can send your condolatory letter to Mrs. Barbara Dunbar; 18232 Murphy Circle; Tinley Park, IL 60487.

John Friedlich - My father, John Friedlich is in many of the pictures posted on your website he served on the Weeks in 1940's. He died March 21, 1998. William can be contacted at williamhf2@aol.com.

Nick Guerrera - Nick passed away on July 22, 2013 after a battle with cancer. He served on the Weeks 57 - 61 as an EM3. After leaving the Navy he worked 42 years as a police officer for the city of Cincinnati. Sympathy cards can be sent to his wife Phyllis at 1202 Clark Lane; Dandridge, TN 37725.

Wayne A Kiddy - Wayne passed away May 14, 2013. He served aboard the Weeks from 1955 to 1956 as a SO2. You can send card to Wayne's Daughter: Lois Kiddy Wilson; 13704 Virginia St.; Ocean Springs, MS 39565. Also, her email address is wilsonjrd@yahoo.com.

John Miller - Bob Miller called to inform me that his brother John passed away on July 23. John served on the weeks in 1959 as a PN3. Cards can be sent to his sister Betty C Kilillay. Her address is 7483 Brentland RD; Welcome MD 20693.

Harry J Smith - My father, served aboard the USS John W. Weeks. He was aboard for the Mediterranean cruise in 1949 - 1950. I recently came across one of his notebooks that detailed the ports visited and the dates. It showed that he spent Christmas 1949 in Naples, Italy. Harry Smith Jr. passed away on January 18, 1985 from Mesothelioma. It was presumed at the time of diagnosis that he was exposed to asbestos while serving as a Fireman aboard the USS John W. Weeks. No compensation was received, as the exposure was due to military service. We are very proud of his service aboard the USS John W. Weeks. He always talked about his experiences while in the Navy. All were positive thoughts and stories. You can contact Ralph Smith at rsrace@rocketmail.com

Richard M Whirlow - My father served on the USS Weeks. I'm not sure how long he served on the Weeks, but I do know he was on the Westpac Cruise to Vietnam from 1/17/69 - 9/3/69.

He served in the ON Division and was Quarter Master Chief during the Westpac tour. Chief Whirlow passed away on 2/28/12 at the age of 84 after a short illness. My father served almost 30 years in the USN and was very proud of his navy service. He was buried in Mt. Gilead, North Carolina with full military honors. Terry Whirlow can be contacted at terry@whirlow.com.

Taking on Supplies - by Red McAllister

I came aboard in 1958, the ship just return from Gito. So if the photo was taken in 1957 I don't think that I was in this picture. For the life of me I cannot figure out what I would be doing up there. I do not know the name of the other crew members. I have named the people that I know

If anyone recognize anyone that Red didn't name send me their names.

The original picture was submitted by Ltjg Don Walmsley.

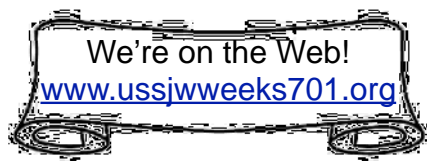




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