



Leaky Weeks Almanac

USS John W Weeks
Association

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Dear Weeks Shipmates and Friends

First, I would like to take this opportunity to wish everyone a happy and prosperous New Year! 2013 was a good year for our Association, much was accomplished. Our reunion in Norfolk was a great success! I would like to give credit to our new reunion partners, Armed Forces Reunion, Inc, for helping to make it a success. After putting together this event, they were also there to help with check-in and to resolve problems. We had several new people come to this reunion; however, we also missed several of our long time attendees that passed on since the last reunion. Our turnout was slightly more than we had in 2012. The "Welcoming reception" was a hit, it gave our members a chance to renew friendships and make new ones in an informal setting. The Norfolk Waterside Sheraton was a good hotel with a great staff. The hotel was situated on the waterfront with a great view! Norfolk has changed for the better from the days that many of us were home ported there serving aboard the Weeks. Finally, I would like to thank all officers and members that helped with the reunion.



Our destination for 2014 will be Harrisburg PA, located along the shores of the Susquehanna River. We will be staying at the Sheraton Harrisburg-Hersey Hotel. The location is good with a lot of things to see and do in that area of the state. Our Vice President Dave Kurtz lives in the area and will be working with AFRI in picking the best tours, etc. I hope that selecting a smaller town near a lot of our members will improve our turnout. I also, thought that Norfolk and Jacksonville would improve our numbers; however, I was wrong. Reunion information and forms will be in the next newsletter and on the website. We still need to work out the tours, etc. before anything is posted.

At our business meeting several issues were covered. Vice President Dave Kurtz submitted 3 bylaw amendments for consideration. First, Earl Thomas to assume the position of Director Emeritus with full voting privileges. Bob Michaels would be moved from "acting" director to Director. Next, All items collected by the Historian, while he holds the position, becomes property of the Weeks association. The historian is to submit a annual report. Finally, Update dissolution language is needed. This issue will be tabled until Alan Cutcher completes his work.

Alan Cutcher gave a presentation on his research on how to preserve Weeks memorabilia after dissolution. Based on when the Weeks was decommissioned and the average age of the crew a rough guess is that the association may last for another ten years. He reported that there is no shortage of groups that will take our money, but only a couple that will store (but not display) a limited amount of ship's memorabilia. Alan will be in further contact with the Weeks museum/estate in New Hampshire to see if they will dedicate a space to display memorabilia from the ship.

Alan also suggested forming a committee to petition the Navy to name another ship John W Weeks, with honorary chairs being Admirals Clark and Eastwood if they agree. Further information on this topic will be supplied via the newsletter and website.

Our Treasurer Bruce Neidemire wants to remind members to send in their dues for 2014. Our dues are still \$25 per year. Our policy is same as it always been, if a member cannot afford to pay dues, just let Bruce know so that it can be waived in order to keep your membership active. All monies should be sent directly to Bruce, made out to the *USS John W Weeks Association*; his address is on the last page of the newsletter. 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

Inside this issue:

My D-Day Experience	2
Honor Flight	2
Navy Flat Hat	2
Norfolk Reunion photos	4 & 5
Marblehead Incident Revisted	6
Sick Call & Taps	7

Harrisburg 2014 REUNION

Sept 17 - 21, 2014

We will be staying at the Sheraton Harrisburg-Hersey

Reunion Forms will be in the next newsletter and 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.



My D-Day Experience - By Vince Dematteo

Editor's note: We discovered that Vinny was on the USS Maloy DE 791 off of Omaha beach on D-Day, June 6, 1944. Many thanks to Vinny for sharing this story and to Thelma for her assistance in getting this on paper. Vinny later served on the Weeks from 1950-1953.

On July 20 1943, I enlisted in the Navy against my parent's wishes who claimed I was too young to be in the service. Finally after a week of arguments and playing here comes the Navy, my father agreed to sign the enlistment papers on Aug 28. I was sent to Newport RI for boot camp. I completed boots after 6 weeks and was chosen to go to Radio School in Boston Mass. I completed 5 months of school and after graduation, I was sent to Lido Beach for advanced Base training and amphibious training. Upon completion we were all put on the USS Ariel and after 11 days in a massive convoy, we arrived at Rose Neath, Scotland. We were assigned to work details moving ammo and heavy ordinances after which we were all put on trains. In Plymouth England each and everyone received assignments. I was assigned to the USS Maloy DE 791. A Radio room had been installed on the Port Side. The ship went to sea in March 1944. Every day we practiced shooting at a sleeve and depth charge runs. Then on June 5th when at muster the Capt came to each division and read the orders from IKE which said we are going to embark on the greatest invasion the world has ever seen, the invasion of Normandy. I never will forget that. At around midnight we were underway. We arrived at Omaha Beach where we saw the USS Texas and other large ships shelling the French Coast. I was coming off watch when I saw that wounded men from the fantail were being treated for wounds. A German bomber had dropped three bombs on the rear of the ship and upon bursting,



Vince and Thelma at one of our Reunions

the men were sprayed with shrapnel. We were on constant GQ when a German pilot was picked up and confined as a POW. We stayed on station for 13 days. The ship was shelling the shore to help the Infantry. After 13 days the Maloy returned to England. We landed at Exeter where we were put on a train and sent to Scotland. Upon arrival I was put on another train and sent back to Plymouth where I was assigned to the radio station. After a couple of weeks I was put on a C47 and flown to Cherbourg, France and then was assigned to a ReCon and a mobile radio unit with a Battalion of Sea Bees. We were sent to set up a radio station on the coast. Our unit got as far as Rennes as our objective was never taken by the infantry. The mission was cancelled and we were reassigned. I was sent to LeHarve - this was one of the main Navy Stations. We lived in a large chateau with the Army that was stationed there. I had the occasion to bump into General Omar Bradley on Thanksgiving Day 1944 while at LaHarve. We learned about the German break-through now known as the Battle of the Bulge. This was December 1944. I volunteered and was put in a Convoy and sent to Paris to learn Army procedure. I also attended the same at Versailles for 4 weeks. Our mission was to go to Germany where we crossed the Rhine at Mainz en route to Germany. We lived in tents with the 3rd Army in Nancy, France. There I contracted a severe case of frost bite to my left leg. I was treated by Army medics after which I was attached to the Supreme Headquarters Allied Expeditionary Forces (SHAEF). Our Radio station was set up in Wiesbaden, Germany. Information was gathered about the V 2 rockets and we sent the info to Paris every night. I was in Germany when the war ended and was sent to Paris to be returned to the USA. I was awarded two battle stars, one for Normandy and one for G 2 SHAEF. Upon returning to the states in January 1946, I reported to Boston Navy Yard and participated in the commissioning of the USS Perry DD844. I continued to serve at Boston until I received my discharge papers.

A note from Laura (Smiley) Moran

I enjoyed looking at the photos... I even have original prints of a couple matching your photo album (from Hal Gross). My father James T. Smiley served on the Weeks during WWII. I believe 44-46... Unfortunately, he past away in 1981 (leukemia, believed to be from radiation exposure). Thank you for keeping the spirit of this great ship alive.

A note from Adele Evans (Bob Godley 's Daughter)

Dad will be buried at sea tomorrow (8-15-13) aboard the USS Wasp off the coast of Virginia. The ceremony begins at 8am. They have 7 people they are burying. The Navy will be mailing me still photos as well as a DVD of the service. I will provide you copies of both (if you want them of course). **Editor's note:** When we get the photo's, and video we will post the media on our website. Also, see link at <http://www.scribd.com/doc/164355245/USS-John-W-Weeks-DD-701-crew-member-buried-at-Sea> **Seapost_id=744938281_10151653094723282#_ = Submitted and published by Jim Fariello.**



Honor flight - Submitted by Fred Fels

Editor's note: The Weeks held its annual reunion in 2004 in Washington D.C.. One of our tours visited the WWII Memorial, giving our attendees a chance to visit the memorial.

My feet are back to normal and would like to share the experience from the HONOR FLIGHT that I had last Tuesday. Back in April one of the nurses at Moffitt mentioned that her grandfather went on an HONOR FLIGHT to see the WWII monument. These flights are for FREE so those that fought in that war could see it before we are all gone and forgotten.

I was told in mid-September that I was scheduled to go on October 8. Then Congress and the President called for the government to be shut down on October 1 which included all the memorials in Washington. On October 3 our Channel 8 WFLA interviewed me about the possibility of not going due to the shutdown. I had my hopes of seeing this if the FLIGHT got canceled, maybe not this time, but would look forward to going soon.

I received a call soon after the interview that orientation would be on Sunday. At that time I met the movers and shakers of this organization. The organization is run by volunteers and everything went like clockwork. We were given instructions and met our guardian, the person that would meet me early in the morning and be with me until I left the airport that night making sure I was safe and on my way home. Butch Kolar was my guardian.



World War II Memorial in Washington D.C.

Butch made sure that I would have a wheel chair if there was any extensive walking. And there was since the distance from the Korean War memorial to the Viet Nam memorial was not far for youngster, it possibly would be tough for us, so he had a chair available for me.

The experience was emotional, though fountains were not working, the experience for me was like my wedding day and even like the gift my children gave Martha and me on our 50th anniversary where we all went to spend a week at Nags Head, N.C. It's where we had celebrated our honeymoon. These events, though very happy, make me teary eyed with emotion.

When we arrived at the airport a reception committee applauded us and led Butch and me to a breakfast spread given by McDonald's. I was told the flight crew donated their time for us. I was impressed of the caring people we had for those who served. As the plane was taxiing for take-off, on both sides of the plane there were fire engines lined up with all their lights flashing in salute to us. On landing at BWI there were more fire engines, this time spraying the plane as their salute. Inside the terminal there were more greeters in yellow shirts applauding us and was the welcoming committee.

There were 3 buses for us, and the drivers were very talkative about the highlights of Washington and of the roundabout ways that traffic was diverted because of the "shutdown." Our first stop was at the AIR FORCE memorial, not only to see this memorial but also as a pit stop since their rest rooms were open. We had lunch there donated by Chic-fillet. We then toured the other memorials, Army, Navy, and Marine, ending at the WWII memorial. So many civilians out to greet us. One motorcycle enthusiast followed us from the WWII memorial to the next stop at the Korean War memorial that faces the Lincoln Memorial.

At the Korean Memorial there was wreath placed by the 65th Infantry Regiment which is known as the Puerto Rican Regiment. The monument is very moving and for me a real tearjerker. The Viet Nam war memorial is breathtaking beauty in its simplicity. Just walking in front of this wall, was an emotional experience.

On our return to Tampa, an unbelievable welcoming committee of possibly 150 to 200 people applauding us after receiving a packet of letters and cards from family and friends. Airmen and Officers from MacDill greeting us with applause and orchestras playing; photos being taken with a Marine general. This gauntlet must have lasted 30 minutes with tears running again.

A very memorable day!



Navy Flat Hat - Submitted by Jack Joyce

Editor's note: Jack's letter to the editor appeared in the October-December edition of Tin Can Sailors .

I just received my latest copy of The Tin Can Sailor and saw mention of the navy flat hat, the least used piece of navy clothing. I went through boot camp at Great Lakes in July 1950 and was issued a flat hat along with three white hats. In order to keep the flat hat looking good, we used to put packs of matches in the inside front pocket of the hat. If you didn't, it really looked like a pancake on your head. The only time we wore it was in the winter of 1951-52 when the USS JOHN W. WEEKS (DD-701), the DD I was on, and the USS WILLARD KEITH (DD-775) left the Sixth Fleet and went on a good will tour of Northern Europe to show the flag. The liberty uniform was, of course, dress blues, a pea coat and the infamous flat hat. Even the officers were attired completely in navy blue, including their hat.



Liberty Call 1956 - McNeel, Brossman,???, Kiddy and Lee

I always liked the flat hat and thought it dressed up the uniform. One time home on leave I brought it with me. I was in the Port Authority bus station in New York when approached by two Air Police. They told me to either button my pea coat or take it off and asked for my leave papers. They never said anything about the flat hat. There were a few sailors in the building at the time, but I was the only one, probably out of uniform, wearing the flat hat.

I read that sometime in the sixties the navy did away with it. For the life of me, I always wondered why it wasn't worn more often. I also read that the white hat was much easier to see at night. And yes, traveling North from Norfolk, we hitch-hiked quite a bit, so maybe they did away with the hat for safety reasons. I still had mine until my last move some 16 years ago when we moved from New Jersey to Florida. Sentimentally I wish I still had it.

Norfolk Reunion Photos



Looking at the new Navy!

One of our tours was a harbor and base tour. The base was nothing like many of us remembered when we were stationed here in Norfolk.

In the foreground, Don Thatcher and his son-in-law. Don served on the Weeks during the early fifties.



Norfolk Reunion Photos



Officers—Bob Michaels, Bruce Neidemire, Bob Miller, Ray Goodmuth, Dave Kurtz, Len Budzynski, Alan Cutcher and Jerry Wester



Bruce Campbell 1951-1954



WWII - Jack & Elaine Coughlin, Karen, Earl & Joanne Thomas



Jerry & Shirley Wester



Karen Wilson, Bea Budzynski, Kate Johnson



Al Johnson 1968-1970 Joe Mahar 1957-1959



Editor's note: We received several articles from people that were present at the time and reported on what they remembered. It appears that CDR Brogoitti took the fall for this incident. In order to clear the air we will try to get a copy of the inquiry.

The Marblehead Incident Revisited - Submitted by Dave Walsh LTJG Operation Department

I was a LTJG in the Ops Department at the time. The CO was Cdr. Bobby E. Brogoitti. (His first name was Bobby, not Robert or Bob.) The XO/Navigator was LCDR George Walker and the Ops officer was Lt. John Bartanen. The plan for the group of ships in the vicinity was that they would rendezvous for fleet operations after they emerged from their respective ports in the morning. The Weeks was the only ship in Marblehead. We were piloting by using visual bearings to points on the chart.

I recall feeling the bump when the starboard screw struck the underwater pinnacle. At the moment of impact we were doing only about 10 knots. We were in "open" water just after the impact, and speed was increased to about 20 knots in order to proceed to the rendezvous. Immediately the ship experienced a severe vibration at the stern, which caused the speed to be reduced. CDR Brogoitti ordered the ship to go to General Quarters as a precaution in case watertight integrity had been breached below the waterline. (Watertight integrity was maintained.) Weeks informed SOPA and was directed to proceed to Boston Naval Shipyard. Of course, we had to offload all ammunition before going into dry-dock. My recollection is that we were in the shipyard for 4 to 6 weeks.

Cdr. Brogiotti was in the captain's chair on the open bridge between the time we raised anchor and the time of impact. I believe that XO was in the wheelhouse, marking fixes and plotting courses as we piloted out of Marblehead. My guess is that Lt. Bartanen was the OOD, but I'm not sure about that.

An inquiry about the circumstances leading to the grounding was initiated and a board met aboard the Weeks while we were in the shipyard. The outcome of the inquiry was that CDR Brogoitti was relieved of command. CDR Fitzgerald reported as CO. before we left the shipyard.

Officers and enlisted in the Ops Department knew that XO had plotted the course that took us over the pinnacle. Consequently, we did not understand why he was not also relieved as XO when CDR Brogoitti was relieved. The findings of the inquiry board are probably available to someone who knows where to ask.

More on the 1963 Midshipmen cruise - Submitted by Gordon Bredel

I was on that 1963 Midshipmen Cruise. At that time I was RD2. We were conducting ASW exercises. Our pit-sword was not working and in CIC we had to use a manual method to track the submarines on the DRT. The pit-sword was worked on while we were in Salem Mass. When leaving port as soon as sea detail was secured I was going to the bridge to request that the pit-sword be lowered so we could if it was working properly when we made a hard turn to port and that is when we hit a underwater pinnacle that was only sixteen feet below the surface of the water. The ship skidded along the pinnacle on the starboard side. We found out after we got in dry dock that the starboard shaft was bent and the tips of the starboard screw blade were curled from the pinnacle. I was called to testify at an inquiry on board the ship as I was radar navigating until sea detail was secured. I found out during the inquiry that when sea detail was secured the XO say that we had past a black can buoy to starboard and ordered right rudder so we could go south to link up with the rest of the fleet leaving Boston, fortunately the OD was standing on the port side of the bridge and saw the second black can buoy off of the port side and ordered hard left rudder to try and avoid running aground. All black can buoys are to be kept to port when entering port and to starboard when leaving port. As I remember the Captain lost his command and the XO was reprimanded.

Locating Shipmates

Ray Goodmuth will head up a aggressive on-line search for shipmates with emphasis on those who served in the late sixties. If you know of anyone that served during the sixties and is not listed on our on-line roster, please contact Ray. His telephone and email are (410) 758-6596 and raygoo@live.com



New Members

Marshall T Kuehn	STG2	63 - 66	John Oliveira	68 - 69
Walter F. Lucas	EM2	58 - 61	Jim Pitton	RD2 63—64
Fred Miley	MM3	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

Marie Joyce - We won't be attending the reunion this year in Norfolk, Marie had a fall in the house and broke her hip. They put a pin in the hip and she requires much therapy but thankfully she is doing well. She is a fighter and is doing her exercises faithfully. Cards can be sent to: 10400 Casa Grande Cir. Spring Hill, FL 34608-

Taps

ENS Charles M Butterfield - Jim Fariello sent the following: In 1966 a Ens. Charles M. Butterfield was on the Weeks as the Main Propulsion Assistant and M & B Division Officer. I enjoyed knowing him and as a western USA resident I recognized the name, a family that started the Butterfield Stage Line.... I was doing some research while uploading a video to YouTube and found his Obituary. Charles Michael (Mike) Butterfield, 71, of Isle Of Palms, SC, died on Wednesday, June 1, 2011. Mike is a graduate of Fort Lauderdale High School and a 1965 graduate of the US Naval Academy. After distinguished service in Vietnam where he achieved the rank of Lieutenant Commander and was awarded the Navy and Marine Corps Commendation Medal for Valor

Edward Cebek - Ed served aboard the Weeks in 1964 - 1965 time frame as a Radarman. No other information is available.

H. David Ellington - David's wife called to inform us that he passed away in December due to lung cancer. No other information is available.

Jolynn Griggers - I received the following from Bill on September 12, 2013. Jolynn died this morning in her sleep after a long illness, wanted you to know. Bill asked that we remember them in our prayers. His address is 55 NORTHCREST DR.; NEWMAN, GA 30265. Bill served on the Weeks 1950 -1952.

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 .

Tom Howe - I received the following from a Tincan Sailor member. I just wanted to inform you of the passing of one of your shipmate. Tom Howe IC2 59-63 passed away yesterday at his home in Pasadena Md . No other information is available.

LTJG M Hayes Kennedy - I received the following from Hayes' daughter. I am the oldest daughter of Hayes Kennedy. My wonderful Dad passed away on August 21st, 2013 in San Antonio, Texas. I am taking care of his estate and wanted you wonderful Veterans and friends to know of his passing. I was born while he was on the USS John W Weeks and my first meeting, (told over and over again through the years) was that our first meeting was in the Captains Quarters and I let go of my bladder the minute he held me...I was three months old. Dad found out he was riddled with Cancer the week before he passed and died peacefully . I thank you for your service and for the friendship you all have continued. My thanks, admiration and respect.

Harry H Livesay - I received a note from Harry's Son that Harry passed away in 1988.

Carmino "Moose" Longhi - I received the following from Carmino's Daughter. I Wanted to let you know, my Dad Carmino "Moose" Longhi passed away 10/28/12. He was always proud of his service on the John W Weeks.

Verl Miles JR - My name is Kathy Miles and I am the wife (widow) of Verl Miles Jr. Verl passed away on April 7, 2013. We had in the past attended JWW reunions but over the last couple of years we were unable to due to Verl's health conditions related to Agent Orange.

Richard Schneeman (Snowman) - I received a note from Carol Smith, Richard's friend. I wanted to let you know that Rich passed away 1/2/2014. His obit will be in the Toledo Blade 1/23. My family will miss him a lot. I just wanted to inform you and his navy buddies. "Snowman has gone fishing". Cards can be sent to 12241 Northshores Blvd, LaSalle, MI 48145. You can call 734-735-0598.

Jim Smith - We received a call from Ken Wick a former Weeks shipmate that Jim passed away on October 19th of this year. Jim served on the Weeks 1959 thru 1962 as an IC2.

John W. Stewart - John's son informed us that John passed away on October 14, 2013, only a couple of weeks after returning home from the Norfolk Reunion. John served on the Weeks 1960-1963. cards can be sent to his wife Hallie at 2785 Terrwood DR. East Macungie PA 18062

CDR James M Tippey - The following is from Cdr Tippey's Daughter. Cdr. James M. Tippey, CO 1959-61 deceased February 4, 2004, Seattle, WA Buried in Arlington National Cemetery. No other information was sent.

Gale Watson - No information is available.

William Weddle - We received a call from William's son that his father passed away suddenly due a medical condition that effected his immune system. He served on the Weeks from 1953 thru 1956 as a FT3. William attended several JWW reunions.

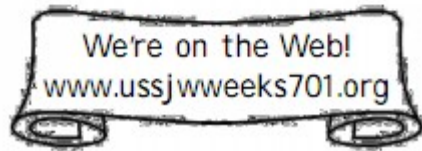
James R Wiggins - From Mary Wiggins: I am sorry it has taken so long to notify you of my husband's death. He died April 19, 2013. He served as the Engineering Officer on the Weeks on it's Viet Nam cruise.



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