

THE DECKPLATE

Volume 6, Issue 2

June 2008

OFFICIAL NEWSLETTER OF USS SCHOFIELD (DEG/FFG-3)



Points of Special Interest

- *Jack Knoblock has an important announcement in his Coordinator's Column in the cover article.*
- *Sixteen newly located shipmates are welcomed on page two.*
- *John Winschel shares how the Navy benefited his life. See his article on page three.*
- *Mail Call, beginning on page three, has an interesting letter about the USS Black written by Robert Cichowski.*
- *Find the Treasurer's Report on page four.*
- *Start making your plans now to attend the Sept 4-7 reunion in San Diego.*

COORDINATOR'S COLUMN

Dear Schofield Family,

Well, it has been since December that the last Deckplate was sent out, and if you are like us, **winter** just seems like it won't go away. I realize many of you that live in California, Arizona, and Florida don't know what winter is all about, and please don't remind us of that. I hope and pray none of our shipmates have suffered from these terrible storms that have ravaged many parts of the country, especially the Midwest.

The reason I have not published the Deckplate sooner is the lack of material, and since it costs the Association, especially for mailing I elected to postpone it.

By now all of you have received your reunion packet, and I hope you are making your travel arrangements to attend this year's reunion.

My fellow shipmates, after careful consideration and

because of my present involvement in other things, I have decided it is time for someone to take the reigns as coordinator. I have always been a firm believer that organizations need to have the injection of new ideas and energy to grow. I have been honored to have served as your coordinator, and have appreciated all the support I have received from many of you, but it is time for someone else to step-up to the plate, and hope that can happen at our next business meeting at the reunion.

Robert has informed me that dues have not been coming in, so just a reminder for those who have not paid their dues please send them to:

**Robert Cichowski, Treas.,
386 Holly Ridge Rd
Winter Haven, FL 33880.**

Make sure to make your check out to Robert, not

Schofield Association. Our Annual Dues are \$20.00.

Here is hoping for SPRING at the very least!!!

Hope to see many of you in San Diego September 4-7th.

Jack Knoblock (Doc)

**2008 USS
SCHOFIELD
REUNION
SEPTEMBER
4-7,
SAN DIEGO
_ HANDLERY HOTEL**

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WELCOME MAT

The following shipmates have been located since the last newsletter. Welcome aboard. We hope to see you at the next reunion and that you will take an active part in the association. We welcome:

Anthony Morettini
(1968-71) IC2 Engineering
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Kevin Thompson (1983-88) PC
2329 Bougainvillea Tr
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Brian Parker (1984-88) GMM2
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Kevin Sumpter (1982-85) SM2
kfsumpter@yahoo.com

Fred Zierau
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Manny Arellano (1976-80) MM3
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Roger Anderson (1985-86) RMC
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Dale Roeder (1971-72) E-3
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Keith Byrd (1980-81) ET3
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David Laug (1971-73) OSSN
laugo@zoomtown.com

Robert Bartron (1973-76) LT(jg)
bobbartron@hotmail.com

Allan Blevins (Pre-com-. 1968) RMSN
allanblevins@sbcglobal.net

Steve Garner (1971-72) SM3
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Walter Kropp (1971-72) GMG2
kropwg@yahoo.com

Scott Kelley (1975-76) STG3
obbopp@hotmail.com

DUES REMINDER

For those who have not paid their dues, please send them to: **Robert Cichowski, Treas., 386 Holly Ridge Rd, Winter Haven, FL 33880. Make checks out to Robert Cichowski. Annual dues are \$20.00.**

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www.mlrsinc.com/schofield (web site)

LADIES' CORNER

Hi Everyone,

I have to tell you I got quite the education at the Alamo. Did you know, Davy Crocket was killed in a bar when he was only three? We don't know why he was in a bar at 3 years old, nor how he went on to be famous...Oh that's not the way that song goes? Guess you had to be there. I cannot remember the last time I laughed that hard.

I am already excited to go back to San Diego. That was where I first attended a reunion four years ago. It was not hard to fall in love with the area. Coming from Massachusetts we were not going to California for just a long weekend. We arrived the week before, and I was really glad we did, with so much to see and do. (We'll probably be early again this year. If you are, look us up.)

There are not enough adjectives to describe the wonderful women of the Schofield. Maybe it is because we are a small group, we've become an extended family. We hope to welcome you and make you feel included too!

Carol Fletcher

ARMY NAVY GO FISHING

Once there was a season when the Navy and Army football teams were not scheduled to play each other. It seemed so unusual that the coaches of both academies got together and decided that there should be some sort of competition between the two teams because of their great rivalry.

They decided on a week long ice-fishing competition. The team who caught the most fish at the end of the week would win.

So on a cold northern South Dakota lake (a neutral site so no one would whine about home field advantage), they began their contest.

The first day, after 8 hours of fishing, Navy had caught 100 fish and Army had 0. At the end of the second day, Navy had caught 200 fish and Army had 0.

That evening the Army coach got his team together and said, "I suspect some kind of cheating is taking place." The next morning he dressed one of his players in blue and white and sent him over to the camp to act as a spy.

At the end of the day, the spy came back to report to the coach. The coach asked, "Well, how about it? Are they cheating?"

"They sure are," the Army player reported. "They're cutting holes in the ice!"

HOW DID THE NAVY BENEFIT YOUR LIFE?

John Winschel:

The Navy!!!

When I first joined the Navy in 1955, it was due to the high unemployment rate in the Bay Area (San Francisco) and not as a career.

Having worked for several years prior to this at several jobs, and after leaving boot camp and driving my Co. Commander crazy in choosing the USS Gen. J.C. Breckenridge TAP 176 (Troop Xport underway 85% of the year) over the destroyer tender USS Piedmont (underway about <10%)...Mr. Bender (my Co. Comm.) was a first class boatswain— need I say more!!!

I soon found out that old ships underway this much took one hell of a lot of "hot" maintenance, as well as lost liberty in the short 3 day turnarounds in San Francisco to prepare for our next "milk run." I learned a lot about boilers and supporting machinery in this hectic demanding atmosphere, and thrived on it. In those days, I still had more time

than money for liberty!!!

Our "milk run" was to take troops (all services) and dependents with their belongings to their destination—Hawaii, Japan, Okinawa, Taiwan, Philippines, Guam, etc, etc.

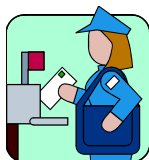
As my "job" developed into a career, my successive duty stations provided many opportunities to learn, to teach, to make new friends, and to be successful in what turned out to be my "career" not just a "job." One of the highlights that prompted me to realize I had a career and not just a job, was the first thing the chief engineer said to me as I reported aboard the USS O'Bannon in Hawaii. They were singled up and ready to get underway. I threw my sea bag over (along with a couple others) and jumped aboard. I turned to face the chief BT and chief engineer. He said, "You must be Winschel, (as we shook hands). Your reputation has preceded you. Welcome aboard."

The following were my home in

those fast twenty years: USS Gen J C Breckenridge TAP 176, Midway ISL, (Navy 3080), USS Marsh DE 699, USS O'Brannon DD/DER 450, NAS North ISL. San Diego, School Com. Philadelphia, PA, TEMDU San Diego, TEMDU USS Bradley DE/FF 1041, Precom USS A. David DE/FF 1040, Precom USS Schofield DEG/FFG 3, Shore Patrol HDQTS Long Beach, INACSHIPS San Diego (Long Beach Br.), Petroleum School (OIC) San Pedro to retirement. A fast twenty years that I really enjoyed...(the negatives aren't worth mentioning).

I feel blessed for the experiences, but most of all, for all the friendships!!! May God bless and keep them wherever they may be. God's speed to our reunion in San Diego. I look forward to seeing you all, God willing.

Love and prayers,
John



MAIL CALL

Tin Can Sailors
PO Box 100
Somerset, Ma 02726

It was with great fondness and memories that I really enjoyed reading Mr. A.D. Jensen's article on the USS Black.

My father, Henry D. Cichowski was a WT2 on board and, I believe, a Plank owner, and I grew up knowing many of his WWII shipmates. The first reunion I recall was in Asbury Park, N.J. in 1960. I was 7 at the time. They had it at a hotel that faced a lake near the Boardwalk and it was owned by shipmate P.D. Marion. Some of the stories they would tell would come back to haunt me during my 24 year Navy career. Such as the time a shipmate had to have his appendix taken out and they did it on the mess decks table. Dad said everybody on the ship had their hands in that guy's guts. As for myself in 1977 while serving on board the USS Schofield (DEG/FFG-3), I had a severe throat infection. That is when the corpsman discovered I had only one tonsil. Everybody that walked by

looked down my throat to see my "One" tonsil. Those hauntings are true.

But growing up with guys like Jim Bannon, Bob "Homerun" Baker, Bob Miskowitz, Mort Wolf, it was great!! Mort Wolf was the Storekeeper who informed the captain while the ship was in Norfolk harbor that the ship's supplies were on the other side of the harbor. The captain said "No Problem, we'll move the ship to the supplies."

As the Black was backing out into the harbor, the Jeep Carrier USS Block Island rammed the Black in the engine room and nearly cut her in half. The starboard screw stopped that from happening and Bob Miskowitz, I believe, was on watch and was mighty impressed when the bow started coming through. That collision did two things for the Black, she missed being stationed with the Atlantic forces and she had a rough time keeping 33 knots. Dad, being one of the ship "Top Watches", said before the collision she could hit 36 knots, but never after that.

The movie, "No Man Is an Island" portrayed a fram class tin can. It was the Black that was signal, but the Kidd, I believe, did the actual pick up, with the Black providing gunfire support. It was there that the Black also got strafed by a Jap tank. The Black could not open fire because of marines being close by and they called in air support to get the tank. A city street sweeper made the same sound and there were

many mornings that my mother got run over in bed as Dad reacted to "the staffing".

During the Battle of Leyte Gulf, the Black was on escort duty with 4 LST's and were jumped by 4 Kate Torpedo bombers. One bomber went after the LST's and thanks to their shallow draft, the torpedo went under them and the marines using .50 cal machine guns nailed him. The other 3 went after the Black. One torpedo dropped in front, the second was dropped astern and the third was coming amidships, collision definite. The captain ordered "Hard Right Rudder. All back on starboard. All ahead flank on Port screw. The Black reacted fast and the torpedo went down the Port side harmlessly. The 40mm gunners under the bridge wing could spit at as it went down the side. As a result of that battle, 4 planes shot down and no casualties, Tokyo Rose announced to the world that the American cruiser 666 was sunk with all hands. The crew thought that was great, not only were they all dead, the ship got promoted too!!

Then there was the time when the Black came upon a Jap sub on the surface during the night. But the concern for his crew was more important, so the captain did not attack immediately. He sent runners below to wake the sleeping sailors and get them on deck. Once done, the Black proceeded

(Continued on page 4)

(Continued from page 3)

to attempt to ram the sub, which dove under. The Black dropped 32 depth charges and they spotted oil. But as Dad said, they all did that.

The Black escorted the carrier USS Hancock on her maiden voyage in 1943. I had my Dad on board the Schofield for a "Tiger Cruise" in 1975. We escorted the Hancock back home on her final voyage. My Dad saw her on her first and, 32 years later, her last voyage. How cool is that!

My brother and sister were very pleased with the article as well. The shipmates I name, (and I hope I spelled their names right) I knew the best. Mort Wolf was a realtor in Orlando, Florida and sold houses to my parents, brother, and sister. All of them had a great impact on our lives. I believe they are all gone now.

There are many more stories as all shipmates have. I just want to say "Thank you Mr. Jensen" for bringing back some fond memories. Never underestimate the power of former shipmates and the impact they can have on your family.

Sincerely,
Robert S. Cichowski (USN STGC(SW) Retired)

Hi Karen,

I am finally getting around to this. My right hand is still not functioning (from a damaged ulner nerve) and though I can type well, I'm hunting and pecking this and it's taking forever.

First, I wish to tell everyone that I really missed seeing you at this last reunion. I really look forward to it each year. The feedback I got from "Doc" and Ken Wilson plus others on my absence was very heart warming and really moved me. I want to thank you for your concern, your prayers and kind words. I look forward to seeing you in San Diego this year.

(My knee replacement went well, and I start PT this week. God willing, this year will allow me more mobility.)

I wish you all a great new year in health, wealth and happiness.

Love & prayers,
John M Winschel (Chaplain)

AS I REMEMBER IT

The early morning was partly cloudy. We were forced to duck walk up to the fo'c'sle. There we were put to our knees only to find we had to row the ship across the equator. There

must have been 150 polywogs on this rowing exercise. My first class Varnell and I had 120 charges against us. (We antagonized the shellbacks maybe a little.) As we were lined up for the initiation, we were placed in the front of the line. We were brought to the royal court of King Neptune, where the charges against us were read. One of his royal members presented an egg to me. He put it in my mouth and told me I had to present this intact at the end of the initiations. Next we had to kiss the royal baby's belly and go on to various stations. DANG, I lost the egg in the garbage shoot. So I dove back into the garbage shoot to retrieve it. At the end the royal member asked for the egg, which I presented intact to him. I was allowed into the fresh water tank to clean off. At the end I was asked what are you and I was able to reply, "A Golden Shellback." An old Navy tradition. If anyone has knowledge of Dwain Varnell, I would appreciate hearing.

GMG2, Mark Fletcher
mcfletcher@verizon.net

If you have memories of your initiation, please send us your story at ML&RS's address on page two.

TREASURER'S REPORT 2008-Robert Cichowski, Treas.

Treasurer's reporting error in dues—Jack Knoblock	\$20.00	
Total Funds	\$1,121.92	
<u>Dues collected 12/27/07</u>		
David Maass.....	\$40.00	James Perry.....\$20.0
		Don Depiero.....\$40.00
Deckplate Funding.....	\$361.46	
Total Funds in the Association.....	\$860.46	
<u>Dues collected 1/22/08</u>		
Richard Gray.....	\$25.00	Larry Southworth.....\$20.00
Rick Martin.....	\$40.00	Earl Burks.....\$20.00
John Piatt.....		\$40.00
Total Funds in the Association.....	\$1,005.46	
<u>Dues collected 2/14/08</u>		
Kenneth Kotera.....	\$20.00	John Neumeister.....\$60.00
Neil Buck.....	\$30.00	David Burris.....\$20.00
John Harris.....	\$20.00	Chuck Knowles.....\$20.00
Steve Mikle.....		\$20.00
David Johnson.....		\$20.00
Total Funds in the Association.....	\$1235.46	
Cashier Check fees for "Deckplate" funding.....	\$6.00	\$1.00/issue—never collected
<u>Dues collected 4/1/08</u>		
Thomas Fritsch.....	\$20.00	Nathan Sturre.....\$20.00
		Gary Guesto.....\$20.00
Total Funds in the Association.....	\$1289.46	