

# THE DECKPLATE

Volume 3, Issue 2

October 2004

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



### *Points of Special Interest*

- **USS SCHOFIELD 2005 REUNION WILL BE APRIL 29-MAY 1 IN CHARLESTON, SC AT THE TOWN & COUNTRY INN.**
- *Read about the ships at Patriot's Point which you will be visiting on your trip to Charleston. Our cover story tells their stories.*
- *Your coordinator has his message on page two.*
- *Michael Clark tells a story of a fire aboard which then caused a lot of extra work.*
- *See pictures from the reunion on page four.*

## SHIPS AT PATRIOTS POINT

Four of the ships on display at Patriots Point in Charleston, SC are the USS Yorktown, the USS Laffey, the USS Clamagore and the Coast Guard Cutter Ingham. Each ship offers its own distinct points of interest and are preserved to help all understand what life was like aboard. Read on for a brief description of each ship.

### **USS YORKTOWN**

The YORKTOWN (CV-10) is the tenth aircraft carrier to serve in the United States Navy. She was named for the old YORKTOWN (CV-5), lost while repelling the Japanese Fleet at the Battle of Midway in 1942.

Built in Newport News, Virginia, as an ESSEX-class carrier, the new YORKTOWN was commissioned on April 15, 1943. YORKTOWN participated significantly in the Pacific offensive which began in late 1943 and ended with the defeat of Japan in 1945.

The 888-foot YORKTOWN displaced 27,100 tons during World War II and carried a crew of 380 officers, 3,088 enlisted men, and an air group of 90 planes. In the 1950s, she was modified with the addition of an angled deck for jets, which increased her tonnage to 41,000, and then she was converted into an antisubmarine carrier. In

this capacity she served in the Vietnam War in the 1960s and recovered the Apollo 8 astronauts, the first men to reach the vicinity of the moon, in 1968. Decommissioned two years later, the YORKTOWN was towed from New Jersey to Charleston in 1975.

### **USS LAFFEY**

The USS LAFFEY was one of the most famous destroyers of World War II. She was named for Seaman Bartlett Laffey who distinguished himself in the Civil War. The first LAFFEY was sunk at Guadalcanal in November 1942.

This 2200 ton ship was the most heavily armed

*(Continued on page 2)*

*(Continued from page 1)*

destroyer of World War II. She was built by Bath Iron Works, Bath, Maine. She joined the Fleet in February 1944. Some notable events in her career are as follows:

- Normandy invasion at Utah Beach
- Cherbourg bombardment
- Rescued a Japanese pilot while in the Pacific with Admiral Halsey's Third Fleet
- Supported the Army's 77th Division that landed at Ormoc on western side of Leyte Island
- Supported Army troops that seized Mindoro Island
- Escorted ships of huge armada that took Army troops to Lingayen Gulf for the invasion of Luzon
- Was with the fast carrier task force that raided Japan when our Marines landed in Iwo Jima.
- On the picket line at Okinawa the LAFLEY was subjected to a sustained attack by 22 Kamikaze suicide planes over an 80 minute period. Each enemy plane carried a bomb. Her gunners shot down 9 Japanese planes but 5 Kamikazes crashed their planes into the ship. Three others dropped bombs on her,

jamming her rudder. It is estimated that at least two tons of explosives struck the ship. Thirty-two of her crew lay dead and another 71 were wounded. Famous historian Samuel E. Morison wrote, "Probably no ship ever survived an attack of the intensity she experienced." She received the highest award of any US ship can receive—the Presidential Unit Citation. She became known as "the ship that wouldn't die."

- She was also at Bikini for the atomic bomb tests.
- At Wonsan during the Korean War, she engaged enemy guns

U S S L A F F E Y w a s  
decommissioned in 1975.

#### USS CLAMAGORE

The World War II submarine CLAMAGORE (SS-343) was commissioned June 28, 1945. She operated in the Atlantic and Mediterranean throughout her entire career and patrolled tense Cuban waters during 1962. Twice modified into a Guppy II sub, she survived as one of the U.S. Navy's last diesel-powered subs until decommissioned in 1975. Her

length is 325 1/2 feet, displacement over 1,800 tons, speed 20 knots on the surface, 10 to 17" submerged. Armed with ten torpedo tubes, she carried a crew of 8 officers and 72 men. CLAMAGORE was decommissioned at Philadelphia in 1975 and towed to Patriots Point in 1981. The CLAMAGORE's tour route covers her control room, berthing and messing areas, engine rooms, maneuvering room, and displays of submarine warfare.

#### USS INGHAM

This historic Coast Guard Cutter joined the Patriots Point Fleet in the fall of 1989. Commissioned in 1936, the INGHAM took part in 31 World War II convoys, six Pacific patrols, and three Vietnam tours. The INGHAM battled through the "Bloody Winter" of 1942-43 in the North Atlantic and was credited with the sinking of U-626. INGHAM's World War II service included the Mediterranean, Caribbean, Atlantic, and Pacific theaters. She was awarded the Presidential Unit Citation for duty off Vietnam. In recent years, the cutter tracked illegal boat immigrants and drug runners. Decommissioned in 1988, she now open for on-board tours.

## COORDINATOR'S COLUMN

Dear Schofield Family,

Well, it is hard to believe that three months have already passed since we met for our third Schofield Reunion in San Diego. I want to thank all of you who elected me to serve as this year's coordinator.

I think I speak for most when I say that it was a great reunion, with the opportunity to see some new faces. The only disappointment was that some of the our shipmates that attended one or more of the previous reunions didn't make it. I hope that will change, and I am confident it will with the help of those who attended the business meeting, who pledged to reach out to those

shipmates.

With summer passing, at least for those of us who live in that part of the world with four season, and with fall arriving, unfortunately many of us are racing to get ready for winter. In addition to that, we have been out straight getting many things done to prepare for our move to Idaho next year. I imagine Robert Cichowski and some of our other shipmates are hoping for winter, considering the pounding they have received over these past several weeks. Our prayers go out to Robert and to all those affected by the hurricanes.

During our business meeting, one area we didn't really touch on was our newsletter. In talking to Karen Hoyle at MLRS, we had enough funds for this one, but will

have to come up with monies for the next Deckplate. Given the expense and difficulty in raising funds, and lack of stories submitted, I think we might want to consider publishing the Deckplate every six months. Let's say a month or so before the reunion and a couple of months after. Please give me your feed back by either e-mail knoblock-jack@hotmail.com or call (802) 426-3314 or write P.O. Box 72 Marshfield, VT 05658. In any case, we will need funds for our next publication. Please send those to: ML&RS, Inc. PO Drawer 11399, Hickory, NC 28603 attn: Schofield Newsletter.

As the seasons change, I hope all of you have Smooth Sailing and Farir Winds until we meet again in Charleston, SC.

Jack Knoblock (Doc)



## WELCOME MAT

The following shipmate has 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:

*Thomas Dowdy FTG2*  
4823 S 162 St  
Omaha, NE 68135  
402-777-3304

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## TAPS

The Schofield Deckplate has learned of the following death since the last newsletter. Our deepest sympathy goes out to the family and friends of the deceased.

*Alan Gilchrist (1968-69) RM1*  
Died February 2004

Anyone who knows or learns of a shipmate's death, you are requested to notify the newsletter so that person can be listed in TAPS and also on the Honor Roll at the next reunion.

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*"Our Reunions Work So You Don't Have To"*



## MAIL CALL

*Editor's Note: I made an e-mail plea for stories for this issue, but only one reply came from my request. Thanks so much to Michael Clark.*

Well, one story that stands out in my mind is when the ship was delivered to Bremerton. We were all on the ship getting it ready for sea trials. The entire superstructure of the ship and main deck were painted one day. Around 4:30 PM, paint still not dry, a massive fire broke out in the engine room. There was a lot of black smoke and soot blowing all over the place. Guess what the superstructure and main deck looked like after it was all over? You got it! It had to be cleaned and repainted.

Here's another story from our West-Pac Cruise of 1969. We were training in ASW exercises off the coast of Japan. Part of the exercise was to pull into port so we pulled into Yokosuka, Japan. The exercise was to see how fast they could gather the crew in the event of enemy submarines being sighted. Lo and behold, we got a report of two submarines out in the bay, and they called for us to go to sea and hunt them out. So we went to sea and the late, great Schofield found them. After hunting them down, we discovered they were not our submarines, but two Russian subs. The exercise turned into the real thing and the squadron, headed by Schofield, chased them all the way up off the coast of North Korea.

Michael Clark

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## STATEMENT OF PUBLICATION

This is the official publication of the USS Schofield Association. From now on it will be published quarterly in March, June, September and December, *subject to receiving sufficient funding.* The Newsletter is funded by voluntary contributions from the membership. All members are encouraged to support the voice of the Schofield. A financial statement will appear in each of the following issues. **Send contributions to ML&RS, Inc. PO Drawer 11399, Hickory, NC 28603.**

The newsletter is intended to be a vehicle for the members to express opinions, make suggestions and especially share experiences.

Unless otherwise stated, the views and opinions printed in the newsletter are those of the article's writer, and do not necessarily represent the opinion of the Association leadership or the Editor of the Newsletter.

All letters and stories submitted will be considered for publication, except unsigned letters will not be published. Letters requesting the writer's name be withheld will be honored, but published on a space available basis. Signed letters with no restrictions will be given priority.

Letters demeaning to another shipmate will not be printed; letters espousing a political position will not be printed.

ML&RS, Inc is not responsible for the accuracy of articles submitted for publication. It would be impossible to check each story. Therefore, we rely on the submitter to research each article.

The editor reserves the right to edit letters to conform to space limitations and grammar.

**You are encouraged to actively participate in the newsletter family by submitting your stories and suggestions.**

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## FINANCIAL REPORT

Balance after 07/04 issue  
**\$227.62**

Funds received since 07/04 issue  
**\$35.00**

Funds available for 09/04 **\$262.62**

Expended 09/04 newsletter-  
**\$229.65**

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**Balance for 12/04—\$32.97**

**Funds will be needed for the 12/04 issue.** Contributions should now be made to ML&RS, address to the left.

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# PICTURES FROM 2004 REUNION



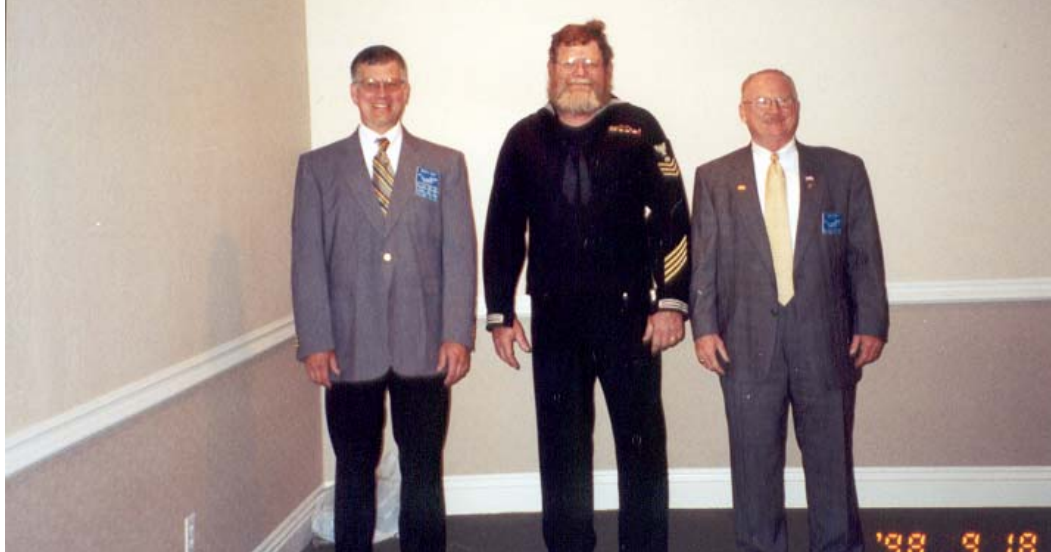
## 1960's Group

John Winschel,  
Charles Dickens,  
Lou Clark,  
John Knoblock,  
Kenneth Wilson,  
Jack Walling,  
Lee Witham,  
Charles Murtowmaki



## 1970's Group

Bill Ayers,  
Mark Fletcher,  
Andrew Golden,  
Robert Cichowski,  
Charles Jansen,  
Steven Serbus,  
Richard Scott,  
Charles Knowles,  
Robert Scott,  
Jonathan Sage,



## 1980's Group

Michael Harper,  
Edward Malchow,  
Bruce Reed