

# THE DECKPLATE

Volume 5, Issue 2

December 2006

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



### *Points of Special Interest*

- *Your coordinator has some requests for you. See his column on this page.*
- *“Ladies Corner” on page two has a letter from Frani Spagna and a recipe from the Martin Family.*
- *Mail Call, starting on page two, has letters full of memories for two of your former ship-mates.*
- *Learn about two new ships that are about to be added to the U.S. Navy. See pages three and four.*

## COORDINATOR'S CORNER

Dear Schofield Family,

Well by the time all of you receive this newsletter, most of us will have tasted the chills of winter. All the Ski Areas near us have been open for the past couple of weeks, and the Snowmobilers have been heading up our road.

At the time this Deckplate was ready to go to press, details still had not been worked out regarding the reunion, except the hotel we will be staying at is the El Tropicana, on the river. It is looking like the Working Ranch may be out of the question, since it is booked-up for the month of October on the weekends. BUMMER!!!

I had been thinking it would be a neat idea, rather than a formal dress for our banquet, we could do a Western Theme, dress that is. Would like your feed back on this idea.

I continue to hear from many of you, but apparently some have changed your e-mail address or I don't have yours listed. Other than through the Deckplate, this is the easiest way for me to keep you informed, so if you could just send me a brief message at [knoblockjack@hotmail.com](mailto:knoblockjack@hotmail.com) I can add you to my e-mail list.

The Knoblock Family wants to wish all of you a MERRY CHRISTMAS and

a Safe and Happy New Year.

Jack Knoblock (Doc)

### **DUES REMINDER**

For those who have not paid their dues since May 2006, please send them to:

Robert Cichowski,  
Treasurer  
386 Holly Ridge Rd  
Winter Haven, FL 33880

Make checks out to him, not Schofield Association since we do not yet have our non-profit status. Annual Dues are \$10.00

## LADIES CORNER

Hi to the Schofield Wives,

I have been wanting to write this for months. I want to say that I had a wonderful time at the USS Schofield 2006 reunion in Reno, Nevada this past May.

I was not with my husband when he was stationed on board The Schofield, but I now feel part of the "Schofield family". Everyone was so warm, welcoming, and friendly. We talked, ate, laughed, and just had a great time. The Memorial Service for shipmates who have passed on was very touching and moving. It was led by John Winschel.

I am so looking forward to the 2007 reunion in San Antonio, Texas. I am hoping to see all the wives ( and husbands) from our last reunion, as well as some new ones. My thanks to all who made feel like I have always been a part of your "Schofield family".

Sincerely,  
Frani Spagna

### Martin Family Christmas Nutbread

*From Valarie and Rick Martin*

**Ingredients:**

- 3 c flour
- 3 T baking powder
- 1 c sugar
- 1 tsp cinnamon
- 1 tsp salt
- 1 beaten egg
- 1½ c milk
- 2 c chopped nuts (walnuts)
- 2 T melted shortening

**Instructions:**

Stir flour, cinnamon, sugar, baking powder, and salt together. Combine eggs and milk. Add eggs to dry ingredients. Add shortening. Pour into pan. Let stand 30 minutes. Bake at 350° for 50 to 60 minutes. Can be frozen.

My Mother baked this bread for the family while I was growing up. Now I bake it every Christmas for our celebration. Of course, you have to serve it Christmas morning along with bacon and eggs or it does not taste the same.

## SCHOFIELD REPRESENTATIVES

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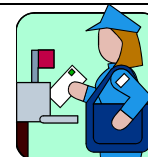
## TAPS

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

**Hugh Good OS2**  
*Died March 25, 2005*

**Philip Mack Baker**  
*FTM2 (Plankowner)*  
*Died June 2006*

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.



## MAIL CALL

Schofield Shipmates,

My name is Chuck Kiser and I was stationed on the U.S.S. Schofield in October 1970 right out of Great Lakes boot camp. I receive the Deckplate and read it enthusiastically. I regret that I do not recall any of the names I see mentioned except for Frank Conlon. He was the Captain during my short 9 months on board.

I made the West Pac trip and became a shellback in April of 1971. When we returned they put the Schofield in dry dock. I was part of a crew that was sent to the barracks on base to do inventory of all the parts on board the Schofield. During my stay on base I ran into a friend from home (Ohio) who was stationed in Long Beach on the U.S.S. Juneau LPD-10. We spent liberty time together in Long Beach. The U.S.S. Juneau was getting ready to deploy for a West Pac and

*(Continued on page 3)*

## SCHOFIELD HATS



Schofield Hats are available at a cost of **\$15.00**, including shipping. Send you check to:

**Jack Knoblock**  
**P.O. Box 464**  
**Cascade, ID 83611**

Make sure you include your address.

### Financial Statement

The cost of this issue is **\$306.34**. This newsletter is being mailed to 356 members.

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there was a seaman (my rank also) on his ship that had a pregnant wife in Long Beach and he wasn't fond of going overseas. We both sent paper work in to Bupers and they granted us a swap of ships.

I do not recall his name but I spent the rest of my Navy days on the U.S.S. Juneau until my discharge in June of 1974. By the way, they sent me to mess cooking for another three months on the Juneau and I ended up becoming a commissary third class.

If the Reunion ever makes it to the East Coast I would like to attend one. I am not much of a flyer. I would rather drive.

Chuck Kiser  
395 Skylark Dr.  
Troy, Ohio 45373  
(937) 339-9970

## THANKS FOR THE MEMORIES

*(With apologies to Bob Hope)*

By Neil Hamilton, BMC USN (Ret)  
Schofield Plank Owner '68 – '70  
September 2006

Within the last week or so several events have renewed my Schofield memories more vividly than I thought possible. The latest copy of Deckplate contained an ad from what I will fondly dub "The Knoblock Haberdashery" for Schofield ball caps. Since my collection of miscellaneous caps is still less than 50, I wrote a check and emailed Doc to let him know that it was in the mail. His reply startled me since there seemed to be a rumor running around the Mess Deck surmising that I had expired and my 'portliness' donated to the Mothball Fleet to be used as ballast. Well, maybe not that extreme, but think of the fun Mark Twain had with the subject. After my initial shock, I realized that it isn't fair to the crew I spent so many adventures with, and who variously and collectively contributed much to my own career, for me to sit here in isolation without at

least trying to give something back. By this time, I am elated with the prospect of swapping sea stories again with my old shipmates. There's nothing like good sea stories to 'elate' an old sailor.

Doc emailed me back and as I was opening the email, the phone rang and my wife, Fil, tells me that there's a Mr. Clayton from Schofield who wants to talk to me. It took me a minute to realize that she didn't mean Schofield Barracks in Hawaii. Elliot and I enjoyed a very long conversation and he brought me up to date on a lot of events and people. Among them, the whereabouts of the then GMG1 Ron Ayers. I've been looking for several shipmates for years, and Ron was one of them since we spent a lot of time together "hummin & strummin". Elliott seems to be a fountain of info on Schofield happenings, and after an hour or so of "do you remember" and "where is's", we promised to keep in touch.

I've been meaning to contact Doc for a long time and decided that there's no time like the present and put in the call. Doc still sounds like Doc and that brought up flashbacks of him digging foreign objects out of my hands, arms and eyes. What a guy! After all, how many people can say that they trusted one of their shipmates to go digging around in their eye sockets? We had also spent many hours together playing Spades and Hearts on the Mess Deck and a good many more in Helo, refueling and replenishment ops. So there is another large repository of great memories.

After talking to Doc, I was as pleased as it was the day Schofield got "Certified" and was officially recognized as a US Navy Man-O-War and we put the "Little Beaver" up on the Bridge wings. We were pretty pleased, but I'm not sure how anyone today would take a statement like "I belonged to the Little Beaver Squadron".

My call to Ron had to wait until the next day since I had just spent a couple of hours talking and emailing about all my old Schofield stories and it was now very late on the East Coast. Time flies when trying to sort

out memories that are thirty-five years old. But I did call Ron the next day and that was the catalyst. We're now burning up the web with emails. And I am now gleefully anticipating finding and talking with more shipmates like Randy Sweet, Jim McAbee, John Cooper, Captain Conlon (I'll have his phone number if/or by the time you read this), Larry Martin, and next year's reunion at San Antonio. Sheese, I just moved out of Corpus Christi and now I'm going back to San Antone. There's a song out there somewhere about that, but I disremember who sang it. Maybe SM2 Larry Martin did in the days of the "Southern Echoes" Anyone remember that?

So how many memories does any of this remind you of? Do any of you remember that Schofield had two of the most unlikely "runnin-mates" in the Navy? Need a hint? One was Swedish and the other Guamanian. That's the only pop quiz for this issue.

What's the point here? Get back in touch with your Schofield shipmates. Try it – You'll be elated too!

Neil Hamilton  
Brookings, OR

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

**MERRY  
CHRISTMAS  
&  
HAPPY NEW YEAR**

**From the Staff at ML&RS, Inc**

## GEORGE H. W. BUSH CONSTRUCTION

- Contract awarded January 26, 2001
- Seven-year construction time-frame
- Keel laid September 6, 2003
- Christening scheduled for October 7, 2006
- Delivery scheduled for late 2008
- 47,000 tons of structural steel and about a million pounds of aluminum
- Modular construction process forms large individual units of the ship much like interlocking building blocks
- Units welded together to form a module or superlift weighing up to 900 tons

### Capability

- Top speed exceeds 30 knots
- Powered by two nuclear reactors that can operate for more than 20 years without refueling
- Expected to operate as Navy warship for about 50 years
- Typical *Nimitz*-class ship carries 80-plus combat aircraft
- Three two-inch diameter arresting wires on the deck bring an airplane going 150 mph to a stop in less than 400 ft

### Size

- Towers 20 stories above the waterline with a 4.5 acre flight deck
- 1,092 ft long: nearly as long as the Empire State Building is tall
- Four bronze propellers, each 21 ft across and weighing more than 30 tons
- Steering accomplished by two rudders, each 29 ft and weighing 50 tons.
- Four high speed aircraft elevators, each more than 4,000 square ft, bring planes to the flight deck from the hangar below.

### Capacity

- Home to about 6,000 Navy personnel

## USS NEW YORK

With a year to go before it even touches the water, the Navy's amphibious assault ship USS New York has already made history. It was built with 24 tons of scrap steel from the World Trade Center. USS New York is about 45 percent complete and should be ready for launch in mid-2007. Katrina disrupted construction when it pounded the Gulf Coast last summer, but the 684-foot vessel escaped serious damage, and workers were back at the yard near New Orleans two weeks after the storm.

It is the fifth in a new class of warships—designed for missions that include special operations against terrorists. It will carry a crew of 360 sailors and 700 combat-ready Marines to be delivered ashore by helicopters and assault craft.

"It would be fitting if the first mission this ship would go on is to make sure that bin Laden is taken out, his terrorist organization is taken out," said Glenn Clement, a paint foreman. "He came in through the back door and knocked our towers down and (the New York) is coming right through the front door, and we want them to know."

Steel from the World Trade Center was melted down in a foundry in Amite, LA to cast the ship's bow section. When it was poured into the molds on Sept. 9, 2003, "those big rough steelworkers treated it with total reverence," recalled Navy Capt. Kevin Wensing, who was there. "It was a spiritual moment for everybody there."

Junior Chavers, foundry operations manager, said that when the tradecenter steel first arrived, he touched it with his hand and the "hair on my neck stood up." "It had a big meaning to it for all of us," he said. "They knocked us down. They can't keep us down. We're going to be back."

The ship's motto?—"Never forget"

## 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.

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.**