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## 60th Anniversary Korean War Issue

June 25, 1950: North Korean troops crossed the 38th Parallel, invading South Korea; the USS Ernest G. Small, in transit through the Panama Canal to her new home port of San Diego, California receives orders to proceed directly to Pearl Harbor to prepare for deployment to the Sea of Japan. Small had two tours of the Korean Conflict, returning to the U.S. in February 1951 and deploying for the second tour in September 1971. The second tour was short lived as the Small struck an underwater object, presumed to be a mine on October 7, 1951. In 2001, Captain R. Nyman recalled the mine incident, below.

## *The Adventures of the Ernest G. Small DD-838 1951*

By Robert L. Nyman, Captain, US Navy (Retired)

I took command of the ERNEST G. SMALL in San Diego on June 25, 1951, after her minor overhaul in that port and toward the end of her refresher training

during 1946 and 1947 we had visited South Korea and China, and now it appeared that the SMALL was destined to help solve the problem that had been created by the war that had broken out between North and South Korea.

We proceeded with DesDiv 72 across the Pacific to Pusan, Korea and became part of Task Group 77. Pusan looked considerable different from the sleepy port that I had visited in 1946, with many more port facilities and much more activity ashore. After a couple of weeks of training we were ordered to join Task Group 95, which was a NATO carrier task group in support of Douglas MacArthur's landing at Inchon for the purpose of recapturing Seoul.

The Task Group Commander was

a British Admiral aboard the British carrier HMS LADYBIRD. I was the senior officer among the destroyer CO's and became the screen commander. We provided the ASW screen for the group and also provided a rescue ship behind the launching carriers for recovery if a plane crashed. Many planes were launched and recovered, and the operation proceeded without incident. I found out much later that I had been awarded a Bronze Star Medal for my part in the action.

Then we proceeded with the cruiser USS HELENA to the small east coast port of Hungnam, which we bombarded on 6 October, using a large amount of our 5" ammunition. That evening we proceeded north to the Wonsan area and provided star shell

*Continued on page 2*

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exercises. This would be my second destroyer command. The first one was the USS HARWOOD (DD-861. On the HARWOOD,

# Adventures of the Ernest G. Small

(From Page 1)

illumination at the cruiser's designated target area, so that their planes could give corrective spotting.

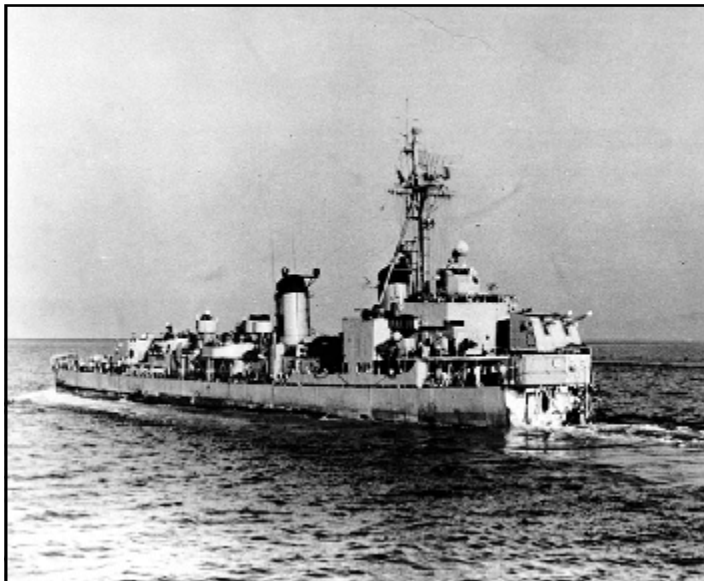
Next day, on October 7: we were back at Hungnam. Now we had some minesweepers working inshore to clear enemy mines that had been planted there. I was assigned to ASW patrol beyond the cruiser. While I watched the minesweepers through my binoculars I could see that they were being subjected to artillery fire from the shore. In particular, I could see the gun flashes from an emplacement in the hills. Since there was obviously very little danger from non-existent Korean submarines in this area I requested, and received, permission to proceed inshore to try to silence the gun that was harassing the sweeps.

We had received messages regarding the area that was considered to be cleared of mines, and noted this on our chart. Then I called the crew to their battle stations and proceeded toward the beach, backing in so as to be ready at all times to clear the area. When well within range we opened fire on the offending gun emplacement. but had trouble getting a direct hit. I went up into the director and tried it myself, and had the satisfaction of seeing a shell splash directly at the entrance and then people bring in some stretchers, and figured that the mission has been accomplished. Back on the bridge I then saw shell splashes around our stern, obviously mortar fire from the beach area. At about that time, also, the after gun mount reported that they were running out of ammunition, so we started sending it aft along

the main deck from the forward gun mounts. That was when I decided it was high time to get more distance from the beach and signaled the engine room to go ahead.

Then the explosion occurred, shaking the whole ship, Reports indicated that it had been on the port side, underwater, about even with No.2 gun mount. Once safely out of range we stopped and assayed our damage. The whole forward part of the ship was flooded back to the forward watertight bulkhead.

There was no immediate danger of more flooding, Nine men failed to answer muster, and at least eighteen had been seriously injured. Boats from the HELENA evacuated our wounded, and when the mes-



sages subsided we had been ordered to proceed to Sasebo accompanied by the tug USS HITCHITI (ATF-103).

Sasebo was on the southwest coast of Honshu, the main island

of Japan, and if they had let those instructions stand we probably would have made it with our bow intact. However, while still enroute, our orders were changed to make Yokosuka our destination. This meant going through the Shimonoseki Strait between Honshu and the southern island, into the Pacific Ocean, and then up the eastern coast of Honshu.

We transited the strait at night, sending a diver over to inspect the keel, which seemed to be intact. Next morning as we exited the strait the ocean was fairly calm, but with a slight ripple. But apparently this ripple was just enough to cause the forces working upward on both parts of our hull, to snap what was left of our keel in the damaged area. The bow came up,



bending the main deck, which acted as a hinge, until the bow, still attached, was at a sharp angle to the rest of the ship. I backed the ship down to break the bow clear, and it did. In a few minutes the bow was well clear,

and we stopped to assess the situation. Because the bow might become a hazard to navigation if it continued to float, I ordered the tug HITCHITI to sink it, using its small deck gun. This may be somewhat of a first in the history of naval warfare.

One of my officers was on the bridge with his camera, and took a series of pictures documenting the whole event. The pictures were later printed in LIFE magazine.

At this critical moment the radio shack brought me an urgent weather report which said that a strong typhoon was headed our way. Obviously, we were in no condition to ride out a storm of that nature. Also, we had notified the force commander of what had happened, and it wasn't long before we received a new change of destination. Instead of Yokosuka we were to proceed to the port of Kure.

Kure was in the inland sea of Japan. It is a few miles south of Kobe which was recently devastated by a large earthquake. But Kure had dry dock and ship repair facilities which is what we needed. The inland sea is an extensive complex of channels, islands, and peninsulas at the southern end of the large island. This area had been heavily mined during the war, both by our forces to bottle up Japanese ships, and by the Japanese as a protection against our threatened invasion. Mine free channels had been swept in the six years since the war, but you have to be careful to stay within those swept channels.

To get to Kure we had to navigate through about 100 miles of

# Adventures of the Ernest G. Small

(From Page 2)

these waters and we had already had more than our share of mines.

The best way to move the ship, now, was to go stern first in order to avoid undue strain on the forward bulkhead, which was the only bow we had. So I instructed the HITCHITI to pass us a tow cable through our stern chocks and around the after gun mount. We then went astern, using our engines and steering with the rudder, and HITCHITI was told to keep most of the slack out of the cable and to help us stay on course. In this fashion we approached and entered the channel, which was not far away.

The USS EVERSOLE, another destroyer whose skipper was a classmate of mine, and who greeted us with a wisecrack about how the SMALL was now SMALL-ER, joined us and acted as an escort. She was welcome. We could use all the help we could get. When darkness approached we found a safe place to spend the night as it didn't seem prudent to find our way

through those channels in the dark, especially without reliable navigational aids. We had been tracking the progress of tube typhoon, and it was still beaded our way, but it was far enough away to allow a few hours delay.

Next morning, the 9th of October, we arrived at Kure, took on a local pilot and with the aid of a local tug, moored at a berth. The typhoon was our next concern and we had some difficulty securing the forward part of the ship because of a lack of chocks and bitts, but we managed. The typhoon, although somewhat weakened, hit us shortly thereafter. In fact, the eye passed right over us. Then it was gone. HITCHITI and EVERSOLE went on their way.

Next day the ship was moved into dry dock, and workers went to work with acetylene torches to remove those parts of the ship still remaining forward of the watertight bulkhead. The first thing that was noted was that the explosion had occurred in the vicinity of the magazines for the forward gun mount, and

there was quite a bit of live ammunition that had to be removed. Some of it was damaged. Fortunately, being case ammunition, it hadn't caused a secondary explosion, but the potential was there.

It took the Japanese workmen several weeks to install our new stubby bow. In the meantime, no longer needing a full complement of men, a good part of our crew was detached for further assignment. We had lost the boatswain's storeroom, the chain locker and anchor gear, the crew's forward living compartment, messing compartment, most of our refrigeration equipment, and the chiefs' forward quarters, and the No.1 gun mount and magazine. Alternate arrangements had to be made.

When ready for sea we proceeded to Yokosuka for provisioning and further instructions. As expected, we were ordered back to the U.S., with stops at Midway and Pearl Harbor. On our trip to Midway we were accompanied by the USS TORUGA (LSD-26), and the rest of the way LSMRs 409, 412 and 525. It was a long trip at an average of about eight knots. Our stubby bow acted like a huge drum, and at higher speeds or in heavy seas it became intolerable. About 27 days in all to cross the Pacific. Fortunately, we had good weather.

We arrived in Long Beach on the 19th of December, received a warm welcome from the Long Beach City Council, and most of us were home by Christmas. The ship was decommissioned on the 15th of January 1952, then moved into a large dry dock next to the uncompleted SEYMOUR D

OWENS (DD-767) whose bow was then grafted onto the SMALL. She was recommissioned on 2 December, 1952, as DDR-838.

That's the true story of the adventures of the USS ERNEST G SMALL (DD- 838), as best as I can remember it after nearly fifty years. As a postscript I should add that I was not without my share of personal anxiety during this whole episode. In addition to the knowledge that I had to bear the responsibility for the deaths of some of my crew and injuries to others, the Commander of the Seventh Fleet was not at all happy about losing another destroyer. He apparently determined to make an example of me, and had convened a Court of Inquiry on the ship while we were in Kure. The recommendation of this court, as concurred in by him, was that I be tried by General Court Martial for hazarding my command during a time of war. So I had this hanging over my head for more than three months. In January this recommendation was overruled by the Commander, Pacific Fleet, and I went on to serve nine more years in the Navy, with duties in Allied Forces Northern Europe, the Naval Gun Factory, the USS MANA TEE (AO-31) and the Naval Ordnance Plant at Macon, Georgia.

In retrospect I believe that our actions at Hungnam and Wonsan were part of a feint to make the North Koreans believe that we intended to land some troops in that area, and in that way relieve the pressure on the allied troops fighting on the west side of the peninsula.

Photo # 80-G-435673 USS Ernest G. Small with temporary bow, November 1951



## ACTION REPORT, HUNGNAM &amp; SONGJIN, KOREA, 5-6-7 OCTOBER, 1951 (DECLASSIFIED)

## Part V - Personnel performance and casualties

This was the first opportunity this vessel had had since commissioning to actually engage the enemy. As a result, morale was particularly high, and all hands directly associated with the shore bombardment demonstrated a keen interest in doing their jobs to the best of their ability. No confusion, or lack of efficiency, was apparent while the ship was under fire from enemy batteries.

Particularly noteworthy is the excellent performance of all personnel during the emergency conditions which occurred immediately following the underwater explosion at 1801, 7 October. The repair party isolated and limited the damage immediately. Main engines continued in operation despite temporary loss of suction forward due to ruptured oil tanks. Repair party personnel, assisted by volunteers, removed the injured from the damaged area to the forward battle dressing station, where they received prompt and efficient first aid. All but two of the fifty-one injured have been restored to duty, and these two are also expected to be fully recovered in the near future.

## Personnel Casualties

Hungnam, Korea - October 7, 1951

### Deceased

GRUBB, Frank Clark, 425 53 63, SOSN, USN

HAMILTON, Thomas Ray, 340 49 64, SN, USN

KRAVETZ, Edward (n), 719 00 78, SO3

MANNING, Elija Keith, 930 02 95, SO3, USN

MIDDLETON, Rex B, 765 13 44, SOG1, V-6, USNR

MUNIER, Joseph Francis Jr., 303 04 44, ME3, USN

OBEE, Melvin Dale, 284 19 45, SO2, USN

PORTER, Ronald John, 569 23 08, SO3, USN

SCHLUETER, Allen Francis 361 35 82, DC3, USN

### Injured

ARMENTROUT, Graham Lee, 422 05 31, SN, USN

BATES, Wilbur Dean, 345 49 32, SN, USN

BAUER, Vernon Jake, 345 49 54, SN, USN

BRANDON, Quentin "V", 342 05 53, HMC, USN

BROWN, Melvin LeRoy, 345 49 47, SA, USN

BROWN, Delwyn Raymond, 989 13 37, SN, USN

BROWN, William Vincent, 718 88 78, SN, USN

CAMPBELL, Marshall Lee, 327 42 49

CLARK, Paul Aaron, 988 85 83, FN, USN

CLARKE, Bruce Elmer, 366 56 35, SK3, USN

COOPER, Franklin Delano, 427 70 69, SA, USN

DOAN, Joseph David, 954 66 42, SN, USN

DOYLE, John Cleve, 281 10 45, SN, USN

EARL, Richard Bartlett, 260 59 55, SA, USN

EDWARDS, John Lester, 260 86 88, SN, USN

EGAN, Herbert Winfred, 231 278 48, SN, USN

FARMER, Rex "D", 393 79 59, GMSN, USN

FRANZEN, Marion LeRoy, 989 21 88, SN, USN

FRAZIER, Jimmie Allen, 340 40 02, SN, USN

GALYARDT, Marvin Dean, 345 49 28, SN, USN

GERLACH, Frank Leon, 351 88 90, SA, USN

GLENN, John Joseph Jr., 280 19 28, SN, V-6, USNR

HILL, Frank Orlin, 724 77 55, TMT2, V-6, USNR

HOGAN, Jack (n), 348 06 98, SA, USN

HUBER, Leo Frederick, 393 72 94, ENC, USN

JEFFERSON, David William, 710 86 67, SN, USN

JOHNSON, Harry Wesley, 321 05 53, GMC, USN

KEARNEY, William Theodore, 954 91 41, SN, USN

KEMP, Herman Wesley, 280 45 27, TN, USN

KNUDSON, Edward Cassidy, 988 68 09 SN, USN

LIGHT, Bennie Lee, 423 12 72, FA, USN

MARDON, Arthur Lawrence, 326 94 65, SA, USN

MARLIN, Frank Taylor, 296 76 01, SN, USN

MENZYK, John Stanley, 244 13 16, BM3, USN

MORRISON, Robert Henry, 373 08 05, SN, USN

MYIRSKI, Edward Steven, 254 20 90, BM3, USN

NELSON, James Ransom, 262 80 338, GM2, USN

OHMAN, Arnold Algot, 959 30 37, GM2 USN

OSBURN, Kenneth Walter, 283 58 61, BM2, USN

RATHBUN, Arthur LeRoy, 875 93 95, BM3, USN

SACKET, David John, 652 881 65, BM3, USN

SHAWGO, Ralph Edward, 302 11 12, SN, USN

STATHAM, "J" "E", 211 49 06, SN, USN

STEED, Charles Thompson, 752 67 27, SN, USN

TURNER, John Benjamin, 336 86 97, BM1, USN

WARD, Charles Quinton, 799 12 31, FN, USN

WHELAN, Charles Joseph, 361 66 79, FA, USN

WHIPPLE, Robert Earle, 211 53 76, BM3, USN

WHITED, Carl Gene, 297 05 45, SA, USN

WILLS, Finley Lavin, 280 95 50, SN, USN

ZERN, William Alvin E., 316 29 37, BMC, USN

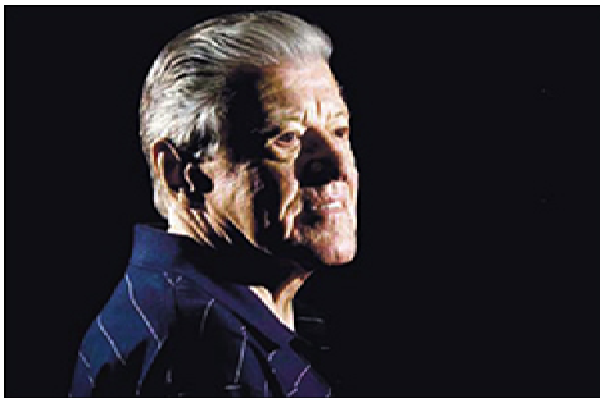
# Claremont Man Survived Mine Attack

By Diana Sholley, Staff Writer

CLAREMONT - Not only 10 years to the day, but 10 years to the very minute.

That's when the crippled USS Ernest G. Small sailed into Hawaii's Pearl Harbor - 8:05a.m., Dec. 7, 1951 - exactly a decade after the Japanese attacked warships docked at the tropical paradise.

Aboard the USS Small was Claremont resident Herb Wetenkamp, who had joined the Navy right after his freshman year of college. "I went to Loyola to play basketball," said Wetenkamp, now 79. "Then I broke my leg." Wetenkamp, active in Air Force ROTC, could have taken a deferment. Instead, in January 1951, he and four of his best friends from his Santa Monica neighborhood went down to the recruitment office and signed up.



After boot camp in San Diego, Wetenkamp was assigned to the Small and eventually became one of the ship's radar operators.

"The Small was a destroyer, what they called 'tin cans' because of how thin the steel is," he said. "It was a small ship, only about 315 people and more informal than carriers or battleships. The training was still hard and rigorous. There was no fooling around and we respected the officers, but the atmosphere was a little more relaxed."

The Small set sail for Korea in March 1951. Its job was to bombard coastal areas. The Small's guns were powerful enough that the ship could stay a safe distance off the coast while still being able to blow up bridges and trains inland.

"We generally harassed the enemy," he said.

One of the biggest dangers in the Korean waters were mines floating just below the surface. Minesweepers were in constant motion in the area.

On Oct. 7, while bombarding Hungnam, the Small was close to shore.

"All of a sudden we saw splashes off the bow and knew the enemy was shooting at us," Wetenkamp said. "We were getting ready to fire back when the commander of the USS Helena sent us a message to get the hell out of there. As we started to go, we were hit by a mine right through the bow."

Wetenkamp was in the combat information center in constant communication with the captain and at the time wasn't sure what was happening. "All the power went down," he said. "We didn't have much gear stowed, but what there was, was flying."

Crew casualties or damages were not immediately known and when he did find out, Wetenkamp was deeply saddened.

"The mine blew a hole at the bottom of the ship," he said.

"The sonar bubble is at the bottom, about 34 feet deep. There were sonar operators in there and though we couldn't see the damage we were pretty sure they were dead. You have to understand that the sonar guys, radar guys and the radio operators all stayed together. We slept together, ate together and spent a lot of time together - we knew those guys well, when we couldn't contact them, it was no question where we were hit."

When the smoke cleared there were nine dead and 51 injured - 18 seriously. The explosion blasted a 50-foot-hole in the port side. The hole extended from the main deck to the keel and the entire forward third of the ship was critically weakened. As the Small trudged across the high seas trying to get to a safe harbor for repairs, a typhoon hit.

"We were scared," Wetenkamp said. "We didn't know if we were going to make it or not. The next morning we heard a horrible ripping sound. It was the bow separating from the ship. When the bow broke off we could see the burned bodies of our shipmates. We buried them at sea." The typhoon again rocked Small as it docked at Kure Harbor in Japan. The violent storm destroyed the small town and its harbor.

"I was lying there thinking, 'What the hell is happening?' There were telephone poles, horses and bodies floating in the water," he recalled. "We could have been tossed out to sea, but two tugs were bumping against us, keeping us in the harbor."

*(Continued on Page 6)*

# Taps



Small Talk was notified of the death of the following shipmates. The entire crew extends our sympathy to family and friends. If anyone knows of a deceased shipmate please inform the Small Talk so he can be recognized in TAPS and also be listed on the honor roll at the reunion memorial service.

Norman Bourdeau <i>Lake Charles, LA</i>	SN <i>Passed: 2004</i>	1951-1952
Harold Caro <i>San Rafael, CA</i>	GMG1 <i>Passed: 11/1997</i>	1951-1952
Wayne Fisher <i>California, MD</i>	RM1 <i>Passed: 2007</i>	1964-1965
Robert Gage	SA <i>Passed: 2002</i>	1951-1952
Philip J. Lawson <i>Hilton Head Island, SC</i>	EM2 <i>Passed: 5/19/2009</i>	1944-1945

*Phillip was a Plank Owner, serving on the Ernest G. Small from 1944 until he was transferred to the Bath Iron Works in 1945. After WWII he graduated from University of Florida, Engineering. He worked in the space industry until 1974 when he established his own engineering firm that specialized in investigating reasons for equipment failure for the insurance industry.*

*He died from complications of Parkinson's Disease on Hilton Head Island, SC where he his wife lived since his retirement in 1987. He his survived by Nadeen, his wife, and his 4 sons,*

# Welcome



The Ernest G. Small Association welcomes the most recently located members of ship's crew to our Association.

*Carl Breaux, BT3* *1960-1963*  
*205 Huckleberry Dr., Lafayette, LA 70508*  
*(337)856-6592*

## Claremont Man Survived Mine Attack

*(Continued from Page 5)*

The Small was fit with a temporary "stub" bow and returned to Hawaii and into a unique piece of history, sailing into Pearl Harbor at a significant date and time.

"A lot of us were assigned to other ships, then back on the Small bombarding beaches," he said.

Wetenkamp was discharged after serving four years. He got a job with General Telephone, from which he retired in 1991. He has five sons and two grandsons. He and his wife Jacque married in 1999 and frequently attend reunions for USS Small personnel.

"We all talked about it a lot about when we bombed our targets," he said. "You know - we really never saw the damage we caused and we didn't think about it. But then when it happens to you, well, it changes your perspective."

With permission - Inland Valley Daily Bulletin

# Crewman buried at Arlington 60 years after he died

By Lauren Sausser, AP

ARLINGTON, Va. — U.S. Navy Ensign Robert Langwell would have been destined for a dark, watery grave if not for the kindness of a fisherman in South Korea who pulled his body from the ocean some 60 years ago.



Thanks to a tip from that same fisherman, family members were able to bury him Monday at Arlington National Cemetery.

Langwell, a native of Columbus, Ind., died aboard the USS Magpie when the ship hit a mine and exploded off the coast of South Korea on Oct. 1, 1950, months after the start of the Korean War. Twelve soldiers survived; Langwell was one of 20 lost at sea. He was 26.

Days later, his body got tangled in that fisherman's net and was pulled from the sea. Local residents buried him in a shallow grave in Chuksan-ri, South Ko-

rea, where he remained for decades.

Two years ago, the fisherman's tip led South Korean officials to search for Langwell's body. In April of last year, they recovered his skeletal remains and an old identification card from a shallow grave three miles from where the ship sank.

A genealogy search led U.S. Navy officials to Brenda Showalter, also of Columbus, Langwell's second cousin.

"I just didn't believe it. I was sure it was some kind of scam," Showalter said. "I was very skeptical. I told my husband, he didn't believe it. I told my sister, she said 'No way.'"

Showalter and her sister submitted DNA swab kits that helped identify his remains, and dental records from when he served in World War II confirmed the body was a match.

Nine of Langwell's relatives attended the graveside service at Arlington on Monday morning. He was buried with full military honors, including a firing party and a horse-drawn caisson. A military band played "Eternal Father, Strong to Save," the

Navy hymn, as Langwell's casket was carried to the grave site. Many of his relatives had never met one another before the service.

"It's kind of funny. I didn't ever know him, but he's my family. I don't quite know how to put that in words," said Showalter, 50. "I have cousins not very far away that I'm just now finding out about. Even in his death, he's doing some nice things for our family."

A delegation from the Korean Embassy, including Ambassador Han Duk-soo, also attended the funeral. Han said Langwell's ceremony was a symbolic way to pay tribute to the courage and sacrifice of all American soldiers who fought for Korea's freedom 60 years ago. After the service, embassy officials took Langwell's family to lunch at a Japanese restaurant nearby.

The funeral was one of 31 held at Arlington on Monday. Another was for World War I Army Pvt. Thomas Costello of New York City, who died of a shrapnel wound and was buried in a wooded area in northern France in 1918. Dental records also confirmed his identity. His only surviving relative lives in Maine.

**THE HUMAN COST OF THE KOREAN WAR**

<b>So. Korean Casualties</b>	
Dead	227,800
Wounded	717,100
MIA	43,500
Captured	?
<b>Total</b>	<b>984,400</b>

<b>USA Casualties</b>	
Dead	54,246
Wounded	103,284
MIA	8,196
Captured	3,746
<b>Total</b>	<b>169,385</b>

<b>All Other UN Allied Casualties</b>	
Dead	3,212
Wounded	11,280
MIA	1,671
Captured	1,095
<b>Total</b>	<b>17,258</b>

*Small's Korean casualties seem light in comparison to the overall loss incurred by the US and her allies. But to the Small survivors, the loss of nine friends and shipmates and the injury of 51 others has left images that will last a lifetime. Their friends have not been forgotten.*

*Today, fifty-seven years after the Korean War cease fire was signed at Panmunjom, the United States maintains a combined presence of greater than 29,000 U.S. Army and Air Force personnel in the Republic of South Korea.*

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# Small Talk ©

OFFICIAL NEWSLETTER OF USS ERNEST G. SMALL  
DD/DDR-838



## STATEMENT OF PUBLICATION

The SMALL TALK is the official publication of the USS ERNEST G. SMALL ASSOCIATION. It will be published quarterly; February, May, August and November. SMALL TALK is funded by voluntary contributions from our membership. There are no dues. All members are encouraged to support the voice of the Ernest G. Small. A financial statement appears in each issue of the newsletter.

SMALL TALK is a medium for members to share their experiences, express opinions and offer suggestions or creative criticism.

Unless otherwise stated, all views and opinions are those of the contributing writer, and do not represent the opinion of the Association leadership or the Editor.

All letters and stories submitted will be considered for publication, except letters that are unsigned. Letters requesting 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 and letters promoting a political position will not be printed.

SMALL TALK editors are not responsible for the accuracy of articles submitted for publication. Articles of historical merit should be researched and verified by the author for their accuracy.

SMALL TALK reserves the right to edit letters to conform to space limitations and proper grammar.

## Financial Statement

### August 29, 2010

Beginning Cash 1/1/2010	\$736.07
Year to date donations 8/29/2010	<u>\$1,884.63</u>
<b>Year to date cash</b>	<b>\$2,620.70</b>
<b>Expenses &amp; Liabilities</b>	
Expenses Paid through 8/1/2010	\$2,020.57
August Newsletter & overhead est.	<u>\$390.00</u>
<b>Total YTD Expenses</b>	<b>\$2,410.57</b>
<b>Est. 9/1/2010 balance</b>	<b>\$210.13</b>

Please send your donation to:

**USS Ernest G. Small Association.**  
**P.O. Box 3485**  
**Hayward, CA 94540**

Thanks to our contributors

Carl Berthelot	RM3	1956-1957
Richard Besch	RD3	1955-1957
Donald Cooper	FN	1952-1954
Sean Coyle	GM2	1949-1952
Paul DiFillipo	GM2	1956-1959
Ted Meeker	LJTG	1968-1969
Frank Nash	RD3	1958-1960
Ronald Palinkas	PC2	1967-1970
Llewellyn Parsons	HMC	1968-1970
Tom Rowe	MM2	1968-1970
Alex Salvati	F 1/C	1945-1946
Gene Sauer	QM3	1949-1951
David Scott	FT3	1962-1966

***We will end this issue of Small Talk on a lighter note. If you wish to relive the seagoing life, simply do one or all of the following:***

- \* ***Buy a steel dumpster, paint it gray inside and out and then stand watch in it fours hours twice a day.***
- \* ***Raise the thresholds and lower the headers of your front and back doors so that you trip and/or bang your head on them every time you pass through them.***
- \* ***Repaint your entire house every month.***
- \* ***Put lube oil in your humidifier and set it on high.***
- \* ***Once a week, blow compressed air up your chimney. Then wait for your neighbor to scream about the smoke and soot.***
- \* ***Once a month, take all your major appliances apart and then reassemble them. Keep a log on each one.***
- \* ***Replace your closet door with a curtain, then sleep on the shelf in your closet. Have your spouse whip open the curtain about three hours after you have gone to sleep, shine a flashlight in your eyes and say "Sorry, wrong rack".***
- \* ***Sweep your entire house and driveway and empty all trash cans off the back porch three times a day.***
- \* ***Get up every night at midnight and have a peanut butter and jelly sandwich.***
- \* ***Place a podium at the end of your driveway and have family members stand watch at it, rotating at four hour intervals.***
- \* ***Every week or so, throw your cat in the pool and shout "Man Overboard, Port Side". Rate your family members on how fast they respond.***
- \* ***Post a menu on the kitchen door listing steak for dinner. Then have family stand at the door for an hour. When they come in, tell them that the steak ran out but they can have a hot dog or baloney. Do this until they just ask for hot dogs or baloney.***