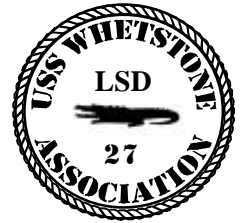
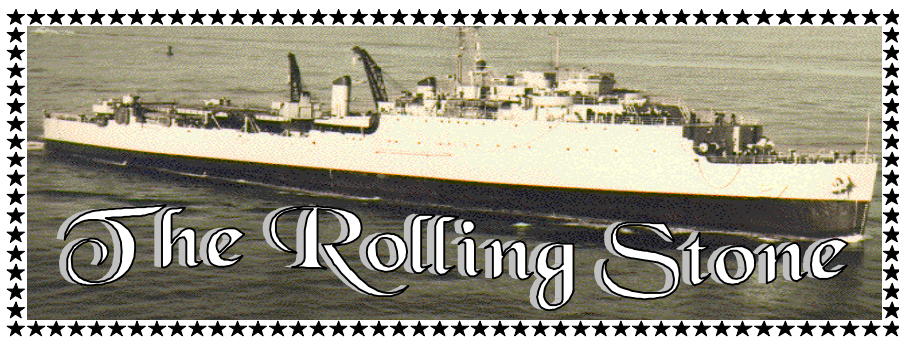




33rd Edition



Dec 2005

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The Rolling Stone is a Quarterly publication of the USS Whetstone LSD-27 Association, INC. The Association is a non profit, historical and educational organization dedicated to promoting fraternal, civic, patriotic and historical memories of those who served aboard.

**"Twas the Night Before Christmas" (Shipboard Version)  
(Submitted by Jim Dunn)**

"Twas the night before Christmas, compartments were still,  
The sailors were sleeping, as most sailors will.  
The ditty bags hung by the lockers with care,  
In hopes that St. Nicholas soon would be there.

The Sailors were all peacefully dreaming in bed  
As visions of liberty danced in each head.  
The Chief was in skivvies and hopped into the rack,  
Having just come up from a midnight snack.

When out on the deck there arose such a roar,  
I ran to the porthole to find out the score.  
I stuck out my head and started to shout,  
"Just what in the world is this noise all about?"

A moon made for boon docking showed with a glow,  
It was downright cold out, 'bout seven below.  
What I saw out there looked like those Mardi Gras floats,  
Twas a Captain's gig drawn by four white Navy goats.

In the boat was a man who seemed quiet and moody,  
I knew in an instant St. Nick had the duty.  
As quickly as Monday his Billy goats came,  
He whistled and shouted and called them by name.  
"Now Perry, now Farragut, Dewey and Jones,  
What's the matter John Paul, got lead in your bones?"

A little to Starboard, now hold it up short,  
No fluffing off now or you'll go on report!"  
He was wearing dress "Reds" that fit like a charm,  
His hash marks covered the length of his arm.

The gifts to be issued were all in his pack,  
The gedunk was ready to leave on each rack.  
His eyes they were watering, his nose caked with ice,  
He wiped it with canvass, then sneezed once or twice.

He opened his mouth and started to yawn,  
It looked like the Sun coming up with the dawn.  
With the stump of a pipe he held tight in his teeth,  
He took a small nip from a bottle beneath.

He wasn't so big, but seemed quite able,  
"A Bosun Mate" I figured - flossed his teeth with steel cable .  
He was chubby and plump, a right jolly old Tar,  
Who said Evenin' Matey, here have a cigar."

(See Christmas on page 7)

Dear John: Here are a few things I recall from my service aboard the Whetstone. You may use them as you please.

When I graduated from high school in June, 1945, the war was still on. I tried to enlist in the Naval Air Corps but flunked the physical. When I tried to enlist in the regular Navy, I was two pounds underweight. They told me to come back, and on the morning of the second physical I ate four bananas and drank a quart of milk. I passed and awaited the call. By the time I was sworn in, the A-bomb had ended the war. After boot camp and radar school I was assigned to the Whetstone. From Norfolk I and two other sailors were taxied out to the berth in Chesapeake Bay in a Higgins boat.

Because of discharges the crew lacked a quartermaster and a signalman. In spite of my radar training I was chosen to act as assistant to Chief Reams. In a short time I acquired most of the required knowledge and skills and enjoyed the job. It kept me topside most of the time and when on the bridge I had contact with Captain Keating and the Exec., Lt. Commander Zimmerman. After the navigation officer, Lt. Mancuso, was discharged, Chief Reams took on most of his responsibilities.

Others may not remember the night on Chesapeake Bay when the ship dragged one anchor, causing us to start a wide swing with the tide. We were headed for a nearby battleship or cruiser and would have collided but for the engineers, who managed to get up steam from cold iron in the nick of time. This happened on my watch at around 2 a.m. When the alidade readings indicated a drastic

(Continued on page 9)

# Deceased Shipmates



**TAPS**  
Gone the sun,  
From the lakes,  
From the hills  
From the sky  
All is well,  
Safely rest,  
God is nigh.

The shipmates listed below are assumed to be deceased. Information comes from shipmates, the V.A. and relatives of the shipmate.

**This information is not Official**  
Please advise of any errors or omissions

Alqueza, Christiano	Eshom, James M.
Anderson, Foster	Esteban, Eduardo
Attamont, Tony	Fern, Richard P.
Bagley, Donald V.	Fisher, Orval
Bailey, Finley A.	Flowers, Charlie J.
Barbarossa, Russell	Floyd, Brooks
Barber, George	Folks, Macie D.
Baxter, William	Folks, Tracie F.
Becker, Leon	Follis, Jerry
Black, Gordon	Fontenot, Royle
Blandin, Sherman	Foster, Freddie
Bloodworth, Robert	Foust, Roe
Bortle, Robert	Frank, Victor K.
Bourgeois, Clair C.	Franzen, Leroy C.
Brown, Kenneth	French, Dean M.
Bruce, Mavin D.	Fritz, Michael
Bullock, Charlse S.	Gafton, Frank C.
Burgess, Thomas R.	Galing, Capt. Searcy
Burney, John L.	Gamble, William
Burris, Richard E.	Geedey, Paul C
Call, Jay J.	Gentry, Alva "Pop"
Callahan, Alvin	Gifford, Gilbert
Chidester, Doug	Giovanetti, R. A.
Childs, Cecil C.	Giusti, Julius
Cobb, John V.	Glover, Joseph R.
Coker, Orval M.	Gold, Boyd O.
Conine, Bob	Gooslin, Don C.
Cooksey, Robert B.	Gorby, Gene E.
Cormier, Norman G.	Gore, Reefer E.
<b>Covey, Gene F.</b>	Gough, Terry G.
Covino, Frank	Graham, James
Crenshaw, Edwin L.	Gray, Amos
Cruz, Antonio R.	Greenhill, Edward
Dailey, Wilbur A.	Hanson, David
Dalton, Leo	Harbin, Sammie
Damron, J. S.	Harden, Herman R.
Davis, James	Hardy, George D.
Davis, Murate	Harrelson, Henry
Dea, David M.	Harrelson, Lonnie
Dilley, Richard J.	Harrington, Richard
Dixon, Thomas L.	Havelin, Wayne
Doherty, Harold E.	Hayter, Harvey R.
Donzell, Richard	Heitz, Richard
Dudley, Walter	Henderson, Thomas
Duerr, Joseph H.	Henry, Donald
Dunaetz, Hershel	Hestla, Charles W.
Dyches, Archie	Hicks, Vernon
Dykas, Edward J.	Hinson, William
Edge, Horace	Holt, Dennis A.
Edwards, Thomas F.	Houghton, Donald W.
Elder, Charles	Howell, Larry T.
	Huber, Ewald

Huckaby, Fuller O.	Pankonien, William
Hulon, Jack	Papa, John (Jack)
Hunt, John P.	Parkin, Arthur
Irvin, Herbert E.	Peerson, Jack
Isaac, Reuben E.	Pinder, Marcel
Isenberg, Emil	Pinzon, Alfredo J.
Janssen, Howard J.	Pitts, John W.
Jennings, Samuel S.	Poisson, Conrad
Jepsen, Darrell	Porteous, Joseph
Johns, Elwood	Proulx, Ronald
Johnson, Michael E.	Puckett, Nathan
Kadinger, Robert J.	Redfield, Russ
Kauk, Keith	Rein, Randall W.
Kermicle, Harlin R.	Reink, Robert
Ketchers, Lloyd R.	Richardson, Raymond
Klemm, Floyd P.	Rigdon, Charles E.
Kodesch, Charles	Rudd, Malcolm T.
Koelle, Benjamin	Rumley, III, William
Kress, Edward	Russell, Wayne
Kvidera, Larry	Ryan, Randall M.
Ladner, Winston	Sanders, Clark
Ladson, Ulmer	Sanders, Morgan G.
Landon, Neal F.	Sandoval, Edward M.
Lanpkin, Gerald T.	Sapp, William C.
Lattiner, Goerge	Savel, John J., Jr.
Ledbetter, Robert L.	Schaaf, Donald T.
Locicero, Joseph	Scharnhorst, Fred
Lohmann, Gayle A.	Scholly, Victor
Loudermilk, John D.	Schuette, George
Lund, Larry Thomas	Siciliano, Louis
Macayan, Florentin	Sitton, David
MacDonald, Paul J.	Smith, Jay
Maceri, Angelo	Smith, Jimmie C.
Machen, Elton	Smith, Richard L.
Maphet, Steve	Spruance, Edward
Martin, James R.	Starke, Martin
McCord, Warren	Staubs, Jr., William
McCracken, Harry	Stelzig, Delbert
McCullough, Don J.	Stewart, Jack
McDougald, Robert	Tahamont, David
McFadden, William	Taylor, John C.
McInarnay, Michael	Terrell, Alex
McKay, Verlon	Thomas, Albert E.
McMahon, Walter S.	Thome, Christian R.
Miller, Clarence	Tibbets, Joe
Milligan, Delester, R.	Trigg, George
Moen, Robert	Tucker, Milton J.
Morrison, Joe	Walker, George
Morritt, Etrall	Wallis, Larry
Murphy, Calvan H.	Waymack, James L.
Murray, James L.	Webb, William H.
Nelson, Larry A.	White, Eddie
Newell, Darrel K.	Williams, Carlie
Nolte, Lester	Wilson, Glen W.
Olaveson, James L.	Winders, George
Oleson, Ken	Zinn, Franklyn K.
Ostotio, Ricardo T.	Zunick, Joseph L.

## DECEASED LIST

If anyone knows of someone that should be included on this list, please contact Kay Goble, 6200 Emerald Pines Circle, Ft Myers, FL 33912 or via e-mail at mkgoble67@earthlink.net

**Bold Print is Recently Deceased**



## The Chaplain's Corner

Jane and I wish you all a very Blessed New Year in 2006.

A local high school had students write short articles on, "WHAT IS A VETERAN." I want to share just a part of one of the articles with you as we start this new year.

*Veteran: I hear it spoken and I think sorrow, death, and pain. But my heart understands that it really means strength, pride and bravery. The honor you received on the 11th, bells tolling for what you have lovingly done and the prayers you will gain all add to this one word. Veteran.*

*You gave me something that I couldn't live without: God. You, whether you are Christian, Atheist, Muslim or any other religion, have given me the gift of loving my God. My life is built on God. My love is formed from God. My family is tied by God. My talents are produced by God. My life is built on God.*

*You are someone I will always look up to and learn from. I will continue to thank you and pray for you that you will receive your just reward in heaven. Veteran: someone who carries themselves with pride, can give of themselves without thinking twice and has a heart full of love for their country and would gladly, proudly, selflessly, bravely do it all over again. You fought for our freedom so when people we love die, we can look to the greatest being, God without fear. Love, Gracie..*

Thank you Gracie, for your tribute to Veterans! This past summer her Mother passed away from a rare form of cancer. She added her heartfelt thanks to veterans that she had the freedom to pray to God.

Blessings,

Chaplain Marvin Watson  
(RM-3) (60-63)  
3149 Sequoia Drive  
Lincoln, Nebraska 68516  
(402) 421-8957

A man full of courage  
is also full of faith  
**Cicero**

# Voluntary Dues

Again, **thank you** to all shipmates that have sent dues and donations to the Association. Without your support, it would be impossible to publish "The Rolling Stone", maintain the Website, find lost shipmates and have our reunions. Dues are \$25.00 a year, are tax deductible, and are strictly **voluntary**. All dues are applied to the year they are received unless designated otherwise. We recognize that not all are able to support the Association, but we welcome support from whomever is able. Dues received to date for 2005 are listed below. An asterisk designates dues paid for additional year(s). If anyone has paid and your name is not listed, please accept our apology. Please contact Kay Goble, 6200 Emerald Pines Cir, Ft. Myers, FL 33912 or via e-mail: [sectreas@usswhetstone.net](mailto:sectreas@usswhetstone.net) Please make checks for dues payable to:

**USS Whetstone Association.**

*Please use this list as your receipt.*

Adams, Richard	Doerr, Gary T.
Alfaro, Manuel J.*	Draper, L.E. "Rusty"*
Alleman, Gerald L.	Dries, Arthur E.*
Alsleben, Keith L.	Driskell, Fred L.
Arata, Sil*	Edmunds, Anthony
Bayley, Russell	Edney, Edward
Bell, Charles S.*	Edwards, Millard H.
Berg, Alfred S.	Edwards, "Sonny"*
Blenkhorn, Charles	Erath, Jerry*
Bogusch, William*	Eshelman, Thomas
Boren, Ben*	Espointour, Maurice
Boso, Donald A.	Feathers, Paul J.*
Boswell, Robert G.*	Finlayson, Leonard
Brameyer, George A.	Finnes, Roger G.*
Breedlove, James E.	Flowerree, Robert*
Brewer, Melvin L.	Frans, Jack
Brown, James E.	Fraser, Douglas F.
Buchanan, Kenneth*	Fry, Steve
Bussey, Henry S.	Goble, Marion*
Butler, Eugene F.	Goodrich, Jesse*
Caldwell, William R.	Gordon, Ed
Carney, Thomas P.	Green, Kenneth*
Carrell, Zane*	Grubb, Jack L.
Carson, William	Hager, Robert W*.
Cickavage, Joseph*	Hall, Charles L.*
Clark, Richard	Hall, Leroy*
Coatsworth, Robert J.	Halvorson, G. "Hal"
Coldren, H. Wayne*	Hammons, Willis
Coleman, Richard	Harman, David
Conover, Jan W.	Harrelson, Glenn*
Cormier, Norman G.	Hitt, John W.
Cox, Millard A.*	Hnatovic, Ronald
Crawford, F. S.*	Holmes, Robert
Crowder, Frank	Hoover, Frederick*
Dewalt, Gary B.	Janssen, Denton
Dinda, Gerald*	Johnson, Orville

Jones, Dale	Raymie, Jerry
Joyce, Jon T.	Reid, James
Kirby, Joe*	Reinheimer, Theodore*
Kircher, Vincent G.	Remington, Richard A.
Klebacher, Gene*	Richetta, Raymond
Kloor, Bill*	Richey, Albert D.
Korschun, Sanford	Richter, Herbert B.
Krueger, Bill	Rowe, Horace
Lanphear, George	Royseth, Raymond
Lee, Romaine	Sandrock, John E.
Leopold, Vince	Savala, Manuel
Livingston, Darrell	Savoie, Donald*
Lonnon, Larry	Scott, Ralph V.
Lucas, Tom	Seabaugh, Raymond
Mackall, Terry L.	Shimmell, Thomas*
Maculaitis, Vincent	SilverRyder, William*
Maness, Jack L.	Smedstad, Randall L.
Matsuyama, James	Smith, Clinton
McClellan, G. A.	Smith, Don J.
McCray, David G.	Solari, Frank V.*
McDowell, Allen*	Spencer, Goodwin B.
McGrew, Joseph R.	Stanford, Roy S.*
McManus III, Peter	Stene, Larry A.*
McNitt, Russ*	Stergeos, James*
McQuillen, Tom*	Stevens, William M.*
Meismer, J. C.*	Stief, Bernard D.
Mezzanotti, Paul	Stout, William M.
Michels, James	Sylvester, Kim C.
Miller, Charles*	Tucker, George
Mitchell, Burley*	VanGuilder, David
Morgan, Jeffery *	Vaughan, Harold "Joe"
Mueller, James W.	Ward, Everett*
Mulholland, Howard*	Watson, Marvin*
Noffke, Henry A.	Weigt, Earl E.*
Ogletree, Ron*	Weston, Keith
Packer, Chuck	Wiesemann, Donald L.
Parris, Eddie R*.	Will, Howard L.*
Parsons, Harry S.	Williams, Herman
Paulus, David G.	Winslow, Leonard
Pearson, Ray	Wood, Gerald W.
Pennal, Floyd	Wright, Paul L.
Petersen, Richard L.	Yedowitz, Joe
Pierce, Charles A.*	Young, Lou*
Pilgreen, Vincie*	Young, Robert A.*
Pineda, Jamie*	Zdolsek, Martin F.*
Posey, Billy R.	
Proft, Gerald P.*	

## RECENTLY LOCATED SHIPMATES

SN 1959-62 Drake, Donald G.  
Norman, Oklahoma

FTG2 1964-66 Nice, John D.  
Philadelphia, Pennsylvania

## Treasurer's Report

Balance on Hand	
January 1, 2005	\$1,050.91
Received -- 2005	
Dues	\$2,847.60
Donations:	\$ 632.40
Website Donations	\$ 462.40*
Ship Store:	<u>\$ 757.50</u>
	\$4,699.90
Expenses -- 2005:	
Newsletters	\$2,265.02
Mailing & Permit	\$ 662.72
Ship Store Items	\$ 736.11
Website Fee	\$ 347.40
Miscellaneous	\$ 99.05**
Reunion Deposit	<u>\$ 200.00</u>
	\$4,310.30
<b>Balance on Hand</b>	
<b>December 31, 2005</b>	<b>\$1,440.51</b>

\* Includes website fee donation  
\*\*Office Supplies; Postage for Mailing Returned Newsletters and Ship Store Items

*Kay Goble  
Secretary/Treasurer*

## MY STATES WASHINGTON, DC HAWAII VERMONT WEST VIRGINIA

SF2	1957-59	Johnson, Kermit	Washington, DC
FN	1968-70	Gavino, Jr., Frank B.	Pahoa, Hawaii
YN	1956-57	Halvorson, Gunnard "Hal"	Kapolei, Hawaii
MM	1950-54	Phillips, Sr., David	Honolulu, Hawaii
RM3	1961-63	Breer, Mike	Huntington, VT
MRFN	1967-69	Dinan, Arthur L.	Lunenburg, VT
RM2	1967-68	Dearbeck, Jerry L.	Franklin, WV
FP	1951-54	Lively, Bernard	Charleston, WV
DC3	1955-59	McBride, James H.	Parkersburg, WV

My! I'm prompt, no matter how long it takes! As you can see, Vincent Leopold sent me this article 4 years ago. While going through my meticulously indexed Whetstone files (it looks more like I used a snow shovel to file things sometimes) I found it again. What better time to run it than when we are looking at the Whetstone history in the 50s.

I'll put off the 55-60 history until next month as

1. Nothing happened in that time period -or-
2. Lot's of things happened but everyone forgot. -or-
3. The 55-60 crew has been waiting until after Christmas to send in all their great experiences.

No doubt I'm hoping for #3.

I gratefully accept E-Mail (newsletter@usswhetstone.net)

My postal mail address is:

John Worman  
26 Yucca Dr.  
La Luz, NM 88337

Thank you, John

VINCENT E. LEOPOLD  
621 CYPRESS STREET  
HIGHLAND, IL 62249-1424

December 6, 2001

Dear John:

This is a followup and a more detailed account of the rescue by the Whetstone of nine Japanese fishermen, whose fishing boat overturned in rough water.

Gaile Yoder, MM, was a shipmate at the time and he read the article in the newsletter. It brought back memories. He took these pictures and saved the article from his local newspaper in 1953. He sent them to me and we both agreed that, maybe you can put them in the newsletter.

The overturned boat can be seen in a few dark spots in the center of the picture. The other picture shows the LCVP fighting the choppy water on the way to the rescue.

He also told me that we (the Whetstone crew) received a letter of commendation from the Japanese government for saving the lives of the Japanese fishermen.

Sincerely,

Vincent E. Leopold

VEL:jal  
Enclosures  
Email: joaleop@hometel.com

## Whetstone Crew Saves Japanese Fisherman at Sea

The USS Whetstone (LSD-27), which returned to San Diego recently, added another achievement to her record while in the Far East. Crewmembers of the Whetstone rescued nine Japanese nationals from a capsized fishing boat and returned them to safety.

The fisherman of the vessel, the Hauriha, were sighted as they clung to the hull of their overturned boat while the Whetstone was carrying out a routine operational assignment.

The Whetstone's skipper, Commander Richard J. Lavery, immediately dispatched a small boat from the ship's gigantic "well deck" to the swamped vessel.

Despite a heavy storm and turbulent waters the Japanese were rescued in a matter of several minutes.

Men of the boat crew which carried out the rescue were Lionel L. Wilks, SN; James C. Williams, FN; Charles H. Fowler, SN; Fred Grigsby, SN; and Ch. Bosn Howard S. Penrod, who was in charge of the boat.

The LSD interrupted her mission and delivered the survivors to a Japanese port.

The captain of the fishing boat was identified as Shimara Takehi, who said that the craft had departed from Ito, Japan, several days before.

Previously, in July 1951, the Whetstone became the first Navy ship to salvage a downed Russian MIG from Korean waters, rendering valuable technical information to UN forces.

### Teacher

While my third-grade class was completing a writing exercise one of the students asked me how to spell "piranha."

I told him I was unsure.

To my delight, he went to the dictionary to solve his problem.

That's when I overheard another pupil say to him, "Why bother to look it up? She doesn't know how to spell it anyway."



## 'Band of Brothers' Seek to Honor Captain

By STEVE SZKOTAK

RICHMOND, Va. -- In 1944, a young Navy band of brothers engaged in an epic sea battle and made naval history when they sank the Japanese battleship Fuso. Now, the aging crew is waging another battle \_ to honor their captain.

The aging men of the USS Melvin want to have a Navy ship named after retired Adm. Barry K. Atkins, who was awarded the Navy Cross for his actions in the Pacific and now lives in an assisted living center in Richmond. "Oh, I think it would be great," Dr. Edgar A. Hawk, 88, of Indianapolis, then a medical officer on the Melvin. "He well deserves it."

Military historians believe the Melvin is the only destroyer to sink an enemy battleship in World War II in the maritime equivalent of a heavyweight boxer being knocked out by a lightweight.

In the Battle for Leyte Gulf in the Philippines, the Melvin fired a torpedo about 11,000 yards that hit the Fuso broadside, starting an explosive chain reaction that ultimately split the Japanese vessel like a piece of cordwood.

The sinking of the Fuso was an exclamation point to an Allied rout of the Imperial Japanese Navy in the biggest naval battle in history. At the end of the three-day battle, Allied forces reported 3,500 dead to Japan's 10,000, including virtually all 1,400 crewmen aboard the Fuso.

Hawk recalls the 80-degree night as the 24-foot torpedoes were dispatched.

"... Six's gone, seven's gone, eight's gone ... Let's get the heck out of here," Hawk said of the moment the torpedoes were unleashed.

At the same time, star shells \_ flares fired high over the Pacific by the Fuso \_ illuminated the skies. "That meant that they were on to us," Hawk said. "The next thing I know a salvo of shells hits the water," he said. Bursts of orange flame on the horizon signaled the Fuso's engagement, and the Melvin's escape.

"The old man had thrown it on full rudder and we're getting the heck out of there," Hawk said of Atkins, only six years his senior. "He was zigzagging up a storm."

The Melvin put up smoke screens as it steamed north, its fantail fishtailing and its 2,000-ton hulk violently vibrating, one crewman recalled.

"We pulled out the stops getting out of there," said Brinton Turner, now 84, and a retired civil engineer in Palo Alto, Calif.

Atkins remained calm and in command.

"I told the bridge crew not to worry \_ they won't hit us. But I had no reason to think they wouldn't," he said in "The Last Epic Naval Battle, Voices from Leyte Gulf," by David Sears.

But the Fuso had been mortally wounded. The torpedo ruptured fuel tanks, which ignited an ammunition magazine. The ship broke apart, disgorging sailors into the water, Sears wrote.

"This was a real historic moment," Hawk said.

The Naval War College analysis, released 14 years after the battle, concluded the Melvin was the only one of three destroyers firing at the Fuso that landed its torpedo.

"The Melvin probably was the only destroyer to sink a battleship in World War II," spokesman Jack Green of the Naval Historical Center said, carefully quoting historians.

The center is the first stop for any proposal to name a ship.

"We are fully aware of Capt. Atkins' exploits and he certainly

is a Navy hero," Green said. "And he is one of many Navy heroes who would be considered in the future naming of ships."

Alex Parley, 79, retired from a career in public affairs, has tirelessly promoted his former commander. He wrote stirring narratives of the battle, enlisted the aid of a congressman and personally lobbied the Navy.

Getting a ship named after a person or place has become more difficult, said Capt. Kevin M. Wensing, who corresponded with Parley as a special assistant to the secretary of the Navy. The Navy's fleet of about 4,500 vessels after World War II has shrunk to just under 300, with eight to 10 ships named annually.

"Even if a name is not selected for a ship it always impresses me their (crewmen's) devotion and loyalty," Wensing said.

Sue Keener, whose ailing 94-year-old father was not able to be interviewed, said in an e-mail, "They are like a Band of Brothers that went through so much together and the events created a bond and connection that none of us can ever understand."

WASHINGTON - Lloyd Brown remembers Armistice Day in 1918 as few - ever so few - veterans can.

"For the servicemen there were lots of hugs and kisses," recalls Brown, of Charlotte Hall, Md., a teenage seaman aboard the battleship USS New Hampshire, in port stateside when the fighting stopped. "We were so happy that the war was over."

Now 104, Brown adds, "There's not too many of us around any more."

No one knows exactly how many of America's World War I veterans will celebrate Veterans Day, which marks the armistice of Nov. 11, 1918, that ended what then was considered the Great War. An estimated 2 million Americans served in Europe after the U.S. entered the war in 1917.

Today, the Veterans Affairs Department lists just eight veterans as receiving disability benefits or pension compensation from service in World War I. It says a few dozen other veterans of the war probably are alive, too, but the government does not keep a comprehensive list.

The Census Bureau stopped asking for data about those veterans years ago. Using a report of 65,000 alive in 1990 as a baseline, the VA estimates that no more than 50 remain, perhaps as few as 30.

World War I, fueled by intense nationalism and conflicting economic and colonial interests, began in the Balkans in 1914 and quickly spread across Europe because of military alliances. The major allied powers were Great Britain, France and Russia, and they were opposed by Germany, Austria-Hungary and a few others.

The U.S. remained neutral even as Germany threatened its shipping and as anti-German sentiment grew among Americans. Congress declared war on Germany in April 1917 at the urging of President Woodrow Wilson. "The world must be made safe for democracy," Wilson said.

More than 10 million troops died before the war ended with Germany's surrender. Of the U.S. troops, more than

(See WWI on page 7)

(Christmas from page 1)

He filled every sea bag with presents galore,  
And left us all leave papers, right by the door.  
One look at his watch and he started to frown,  
"This mid watch is certainly getting me down."

With "Anchors Aweigh" he climbed back into place,  
A broad smile creeping all over his face.  
Then out to the breakwater and into the night,  
The gig started fading, the landscape was bright.

"I can't share the Grog with you, you see!"  
"I must finish my rounds before reveille."  
"So, Thank You for serving" he said pulling away  
"Merry Christmas to all - Have a great Navy Day"

(WW I from page 6)

116,000 died and more than 200,000 were wounded.

Long-lived veterans are common among America's warriors. The last veteran to fight in the American Revolution died at age 109 in 1869, according to Defense Department statistics.

Other wars and the ages of their last veterans the year they died: the War of 1812, 105, 1905; the Indian Wars, 101, 1973; the Mexican War, 98, 1929; the Civil War, 112, 1958; and the Spanish-American War, 106, 1992.

The ranks of all World War I veterans grow thinner as the months pass. One of France's seven remaining veterans died two weeks ago, and the last Australian to serve in a war zone died a week earlier.

In the U.S., the last known American veteran wounded in the war died at 108 in January 2004. West Virginia's last veteran passed away in October 2004, and Iowa lost its only remaining Great War veteran two months later. An Alabama veteran of the war died last March at 110.

With each death, what was called "the war to end all wars" fades in American memory.

"It's a war that's out of mind," says Sean Flynn, who teaches World War I history at Dakota Wesleyan University in Mitchell, S.D. "The U.S. entered it late and we have no real connection to it."

Unlike the wars that followed, World War I doesn't have the visual record so important to becoming part of American consciousness, Flynn says. Yet its impact can be linked to many problems facing the world today, including conflict in the Balkans and the rise of Arab nationalism that occurred after the collapse of the Ottoman Empire.

"We learn about war through television and through film," Flynn says. "There's just not a lot of moving-picture footage of World War I. There's no visual image there for the public to identify with."

Lloyd Brown spends little time thinking about the days his ship escorted convoys in North Atlantic waters threatened by German submarines. Living alone in a house in southern Maryland, just a few blocks from his daughter, Nancy, he does not believe that his war has been forgotten and feels satisfied with the attention paid to its veterans over the years.

"You can't celebrate World War I year after year after year, because there are other events taking place," says Brown, who watches the news each day to keep up with the world. "You have to honor them."

## There is another! (LST 1166)

Submitted by: Marion Goble)

First LST update:

A working party went to the ship on Thursday the 1<sup>st</sup> of Sept. However as I was waiting in Rainier for everyone to show up I had a call that my daughter was in the hosp. So I returned to Vancouver and didn't go to the ship. It was mostly a ship check as it had been awhile since we had been to it.

We do have permission from the state of Oregon to move the ship and although a date is not set as of yet it should be this month. You can check our website to get the latest. (<http://www.amphibiousforces.org/1166.html>)

The 1166 will be anchored at the former Naval Base at Astoria for a period of time. While checking the anchorage Walt dove on a sunken boat and did some further diving this last Saturday (results unknown to me at this time) However it looks like it might be an old LCVP and that certainly would be an interest to us to try and raise and have on the 1166.

AFMM: We now have had three meetings with the officers and other interested folks and have assigned various persons to work on the long range planning of our goals for the AFMM, plus all of the legal steps we will have to go through. Other staff assigned liason with other groups, procurement of parts, memorabilia inventory on hand and list items for future display when a designated building or area is procured to house the items. A further meeting will be held in Oct, to tighten things up and hopefully write the goals.

LCI-713: Work continues on the ship to have it ready for opening this coming weekend for the NorthWest LCI convention. Have recieved the five 20MM machine guns and hopefully they will be mounted in the guntubs by this weekend.

Although not related to the AFMM, possibly another ship will be moored to Pier-39 in Astoria, the ex USS Highpoint, the Boeing built Hydrofoil the the Navy operated for a number of years.

With the rising gas prices and the longer distant between Portland/Vancouver to Astoria, we will have to do more car pooling when going to work on the ships, however the access to the Washtenaw will be much easier and we hope that restoring her paint work will at go a lot faster. Plus with the numerous Motels in the area some of us could say for a few days and work sunup to sundown on her and that will really speed things up from the four or five hours that are spent on her now each time a working party goes aboard.

That's it for now. Smooth Sailing. Al

### The Five Secrets of a Perfect Relationship

1. It's important to have a woman who helps out at home... who cooks and cleans from time to time & has a job.
2. It's important to have a woman who can make you laugh.
3. It's important to have a woman who you can trust and who doesn't lie to you.
4. It's important to have a woman who is good in bed and who likes to be with you.
5. It's very, very important that these four women never meet each other.

## Sweeping Down

By Tom Lucas

The US Navy likes for their ships to be kept clean. All the spaces in use on any ship were supposed to be swept down every day. This included all the engineering spaces, but most of them escaped that daily routine except for main control (starboard engine room). That space got swept every day, then when underway at the end of every watch.

The engine room exhaust fans located to the rear of the space drew out the hot air generated by heat rising from all the steam equipment down there. Because of the exhaust fans evacuating the air; new air had to be drawn down the ladder shaft in the forward end of the engine room. That air came into the ladder shaft by way of the uptakes located above the engine and fire rooms. The hatch above the ladder into the uptakes from the main deck was just below the fire room stacks. Even though you couldn't see it, there were smoke particles from those stacks drawn down into the engine rooms by the moving air. These particles collected on the shiny aluminum deck plates in the engine room and dirtied up the place requiring frequent cleaning. Main control was where the engineering officer of the watch was stationed while underway and thus another reason to keep the space clean.

To sweep down the upper deck in the engine room, it was necessary to shut off the exhaust fan, because of the breeze created by that fan. The sweeping was done as quickly as possible and the fan was then turned back on.

There was an Electrician's Mate CPO that transferred aboard the Stone from the sub fleet. I have forgotten his name but the first time he was engineering officer of the watch, I was the messenger. It was my duty at the end of that watch to sweep down the upper level in main control, so I turned off the exhaust fan and begin sweeping.

It didn't take long for the heat to begin building up and when I was about a third done the chief yelled, "Turn that fan back on" I yelled back, "Chief you can't sweep this space with that fan running" and I went back to sweeping. When I was about half done he yelled, "I said turn that #@%&\*!+# fan back on". I walked over and turned the fan back on, then I walked to where the chief was sitting and handed him the broom. He asks, "What is this for"? I replied, "Show me how to sweep down with the fan running". If looks could kill, I would have been dead; he jumped up and scurried up the ladder.

I turned the fan off again and had to sweep the entire upper level all over because the air moved by the fan had re-stirred what I had already swept.

Walkenshaw MM2 and Callahan MM3 really got a kick out of that but after a few minutes they tried to scare me about getting wrote up for what I had done. I'll be honest about it; it did worry me for a few days, but I never heard another word about it. I figured Rutledge MMC told him to drop it.

From then until he was transferred off the Stone, that EMC would leave main control just before time to sweep down.

Tom Lucas  
MM3

## Found at Last!

### World War II Navy Seaman MIA Identified

The Department of Defense POW/Missing Personnel Office (DPMO) announced today that the remains of a U.S. serviceman, missing in action from World War II, have been identified and returned to his family for burial tomorrow with full military honors.

Seaman 2nd Class Dee Hall, of Syra, Okla. He is to be buried at the Ft. Sam Houston National Cemetery in San Antonio.

Hall was one of seven crewmen aboard a U.S. Navy PBY-5 Catalina that took off from Kodiak Island, Alaska on June 14, 1942, to attack Japanese targets in Kiska Harbor, Alaska.

The crew encountered inclement weather and heavy Japanese anti-aircraft fire near the target. Their plane crashed on the Japanese-held Kiska Island, Alaska with all seven crewmen on board.

In August 1943, the United States retook Kiska Island from the Japanese. Wreckage of the PBY-5 was found on the side of Kiska volcano. The remains of the crew were buried in a common grave marked "Seven U.S.N. Airmen" with a wooden marker. Following the war, attempts to locate the common grave were unsuccessful and the remains of all seven were declared to be non-recoverable.

In 2002, a wildlife biologist notified DPMO that he had found the wreckage of a World War II aircraft on the slope of Kiska volcano. Using that information, the Joint POW/MIA Accounting Command (JPAC) excavated the crash site in August 2003 and found debris from the PBY-5 as well as crew-related items. The JPAC team also located the wooden marker as well as the remains buried nearby. Subsequent JPAC laboratory analysis led to the individual identification of all seven crewmembers.

Of the 88,000 unaccounted-for Americans from all conflicts, 78,000 are from World War II. For additional information visit the DPMO Web site at <http://www.dtic.mil/dpmo> or call (703) 699-1169.

## Surprise

A couple go for a meal at a Chinese restaurant and order the "Chicken Surprise".

The waiter brings the meal, served in a lidded cast iron pot. Just as the wife is about to serve herself, the lid of the pot rises slightly and she briefly sees two beady little eyes looking around before the lid slams back down.

"Good grief, did you see that?" she asks her husband.

He hasn't, so she asks him to look in the pot. He reaches for it and Again the lid rises, and he sees two little eyes looking around before it Slams down. - Rather perturbed, he calls the waiter over, explains what is happening, And demands an explanation.

"Please sir," says the waiter, "what you order?"

The husband replies, "Chicken Surprise."

"Ah... so sorry," says the waiter, "I bring you Peeking Duck."

(Continued from page 1)

change of position, I ran breathlessly down into officers' country, waking up everybody, starting with the doctor. He showed me where the captain's cabin was located.

Because I was pretty skinny at that time some of my shipmates nicknamed me "Spooks." Captain Keating had another name for me. One evening when I was making the 8 o'clock report to him in his cabin, I scrambled some of the words and had to backtrack to get them out correctly. After that he fondly referred to me as "the missing link." He was sarcastic in a way that I found amusing rather than offensive. Once, when I was in the wheelhouse with Lt. Mancuso, the Captain stuck his head in and quipped: "Well, Mancuso, naviguessing again?" On another occasion, when he saw me trying to coil a manila line by winding it around my arm, he came out of the wheelhouse, took the rope from me and showed me the proper way to do it. His remark was "You look like an old washerwoman winding up a clothesline." On yet another occasion he confiscated a workshirt on which I had written my initials in peroxide. He said he wouldn't tolerate anyone out of uniform topside. I had no reason for resentment: he was Captain of a United States Navy vessel and I was a Seaman second class. I never found his attitude harsh or spiteful. But I soon learned that I was in a tiny minority. Most of the crew regarded him as a tyrant.

Eventually we steamed out on our way to the Canal. One nice day the Captain had the bosun announce swimming call. He ballasted down so that there was about ten feet of warm Caribbean water in the well deck. But in the meantime we ran into ground swells that caused the ship to roll heavily. Before anyone could get into the water it began sloshing from side to side so violently that even the Captain's gig was torn from the place where it had been gripped down by wire rope and tossed about like a bobber on a fishing line. It was in danger of being smashed to pieces against the sides of the well deck. Some of the crew seemed to enjoy seeing the Captain in such a predicament. But he changed course, causing us to run athwart rather than parallel to the ground swells, thus eliminating the problem. But swimming call had to be canceled.

In the last issue R. L. Huneven mentioned that his special sea detail was after steering. After we went through the Canal it became my assignment. I disliked it as much as he did. It was right at the stern near one of the huge shafts which drive the screws. The only good thing about it was the flossy material stored there for mopping up oil. It made a nice bed to lie on. Almost immediately after taking up my position, I dozed off. Only someone's voice coming over the sound powered phone would rouse me.

I also remember the all hands ammunition loading operation that took place while we were still on the East Coast. At barely 130 pounds I felt extremely insecure toting a sixty-pound projectile over a narrow gangway. I carried three of them, and each time I was sure I and the projectile would end up in the water.

I remember the gunnery practice Huneven mentioned. We were shooting at radio controlled drones. On the bridge, from where I observed the action, I was exposed to the noise of the 40mm guns in tubs just aft and outboard of the wheelhouse, and of the five-inch gun. That gun, our only large weapon, made a nearly deafening explosion. I was glad when the whole business was over.

I spent only nine months aboard the Whetstone. In late 1946 BuPers issued an order transferring a number of radarmen from sea duty to duty in the Air Corps. Unfortunately, I was one of those chosen. Leaving the Whetstone was an unhappy day for me, especially because she had just received orders to sail for China. Well, it was nice while it lasted. *Tom Eshelman RD3 teshdor@ptd.net*

## Tricks on the Boots

In the navy it is almost a tradition to play tricks on the new recruits (Boots) after they come aboard. I have seen Boots sent out looking for a bucket of "stack gas" and quiet a few were sent back to aftersteering for all kinds of things. Some were even sent up on the crane looking for a "sky hook" Then there was the bucket of "prop wash" back on the stern. Occasionally a new Boot would be sent up to officer's quarters for some made up reason. The most common trick in M division was the one about the "golden rivet" down in the shaft alley. There were even tails of ghost hiding in secluded places on the ship. Once a new Boot; ask me how to find the poop deck. Grant you some ships do have something called the poop deck, but there wasn't one on the Stone. The closest thing we had to that description was the small flat space above the forward hatches opening onto the bow. If you remember, that is where the rope reels were mounted; those ropes were used to tie up the ship forward. People were always trying to test your wits and for some victims it never ended. There were a couple of guys in M division you could always pull one over on.

When I came aboard as a FN there were petty officers who tried to pull the wool over my eyes for a few laughs. I managed to see through their tricks, because I had been duped by the best when I was sacking groceries as a teenager.

M & B division's quarters were just off the mess decks and we had ready access to the galley all the time. During my first week on the Stone, I stepped out of the mess decks into the M & B compartment with a cup of milk in my hand. Just inside the compartment was what we called a picnic table, where there were always some of the guys gathered around. As I stepped through the hatch, Salonaker MM2 stopped me to talk for a bit. It was the normal chit chat; - what's your name - where are you from - what's your rate, and the likes. Then he hit me with the big one.

"Lucas" He said, "Around here we have what is called a point system; if you do things for certain people then you get points, the more points you have, the better things will be for you". Then he pushed his coffee cup toward me across the table and said, "I would like for you to get me a cup of coffee".

It only took me a moment to respond; I said, "If you want a cup of coffee, then you will get it yourself". Salonaker was shocked at my quick response and after some of his friends who were standing around started laughing, he really got hacked. I turned and walked away. After a few days he was over it and he never tried to trick me again. I pulled a few tricks on unsuspecting Boots myself before I left the Stone. *Tom Lucas MM3*

My Parents had not been out together in quite some time.

One Saturday, as Mom was finishing the dinner dishes, my father stepped up behind her. "Would you like to go out, girl?" he asked.

Not even turning around, my mother quickly replied, "Oh, yes, I'd love to!"

They had a wonderful evening, and it wasn't until much later that Dad finally confessed that his question had actually been directed to the family dog, laying near Mom's feet on the kitchen door.



## Greetings from Your President



Shipmates: Happy New Year!

Hard to believe it's 2006, isn't it? Seems like just yesterday we were entering the 21<sup>st</sup> century and our biggest worries were the dot com implosion and how Y2K would affect our computers. Certainly the latter didn't happen, but plenty else has.

I'm not much on resolutions, but I do have a couple of hopes for 2006. I hope we can get past the political divisiveness and come closer together as a nation. I hope we are successful in installing a stable democracy in Iraq and can bring our military home. And I hope we stand resolute in the war on terror and do whatever is necessary to secure our borders. Seems like a lot to ask for, but if we all keep the faith, we can make it happen.

Looking forward to the October reunion in Corpus, we have some exciting events planned. Details on times, costs, etc., will be published in the April newsletter, but you can look forward to the following:

USS Lexington (CV-16) tour  
The Texas State Aquarium  
Corpus Christi Museum of Science & History  
Dinner cruise  
And much more

You might check out [www.usslexington.com](http://www.usslexington.com). This website gives complete details about the Lady Lex as well as area attractions.

Start making your plans to attend now, and call a couple of your shipmates who have been "UA" on past reunions and encourage them to attend. Finally, best wishes for a great year in 2006. See you all in October.

*Jim Dunn (LT 1967-70)  
President*

In the June 2005 Newsletter, Martin Zdolsek wrote an article entitled "Memories" regarding his time on the "Stone." One item he mentioned was about a recreational beer party with different groups going ashore at different times. When the first group went ashore, they came back to the ship and found that one of the sailors was missing. "Zeke" says that he was finally found while trying to swim back to the ship.

A short time after the article was printed, we received a letter from Jim Michels (MM3 1959-63) and he told us that he was the one that swam back to the ship. His account is "I really enjoyed the letter from Martin Zdolsek. For the record, it was I that swam back to the "Stone." I had help from another ship for the last part. I went before the Ole Man but got off with only one week extra duty. I was a minor and the Ole man gave me the beer so I figured it was his fault I got drunk and fell asleep and had to swim back to the ship."

Glad you made it back Jim and thanks for sharing your story.

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## How A Civilian Can Simulate Being A Sailor

(Submitted by Gene Klebacher (BT 1966-68))

1. Buy a steel dumpster, paint it gray inside and out, and live in it for six months.
2. Run all the pipes and wires in your house exposed on the walls and repaint your entire house every month.
3. Renovate your bathroom. Build a wall across the middle of the bathtub and move the shower head to chest level. When you take showers, make sure you turn off the water while you soap down. It is important that the shower drain is plugged and that the shower be filled with dirty shower water from the previous 4 occupants. Finally, there must be a trail of dirty shower running down the hallway past your living quarters.
4. On Mondays, Wednesdays, and Fridays, turn your water heater temperature up to 200 degrees. On Tuesdays and Thursdays, turn the water heater off. On Saturdays and Sundays tell your family they use too much water during the week, so no bathing will be allowed.
5. Raise your bed to within 6 inches of the ceiling, so you can't turn over without getting out and then getting back in.
6. Sleep on the shelf in your closet. Replace the closet door with a curtain. Have your spouse whip open the curtain about 3 hours after you go to sleep, shine a flashlight in your eyes, and say "Sorry, wrong rack."
7. Have your neighbor come over each day at 0500, blow a whistle so loud Helen Keller could hear it, and shout "Reveille, reveille, all hands heave out and trice up."
8. Have your mother-in-law write down everything she's going to do the following day, then have her make you stand in your back yard at 0600 while she reads it to you.
9. Submit a request chit to your father-in-law requesting permission to leave your house before 1500.
10. Empty all the garbage bins in your house and sweep the driveway three times a day, whether it needs it or not. (Now sweepers, sweepers, man your brooms, give the ship a clean sweep down fore and aft, empty all sh\*tcans over the fantail.)
11. Have your neighbor collect all your mail for a month, read your magazines, and randomly lose every 5th item before delivering it to you.
12. Watch no TV except for movies played in the middle of the night. Have your family vote on which movie to watch, then show a different one.
13. When your children are in bed, run into their room with a megaphone shouting that your home is under attack and ordering them to their battle stations. (Now general quarters, general quarters, all hands man your battle stations.)
14. Make your family menu a week ahead of time without consulting the pantry or refrigerator.
15. Post a menu on the kitchen door informing your family that they are having steak for dinner. Then make them wait in line for an hour. When they finally get to the kitchen, tell them you are out of steak, but they can have dried ham or hot dogs. Repeat daily until they ignore the menu and just ask for hot dogs.
16. Get up every night around midnight and have a peanut butter and jelly sandwich on stale bread. (midrats)
17. Set your alarm clock to go off at random during the night. At the alarm, jump up and dress as fast as you can, making sure to button your top shirt button and tuck your pants into your socks. Run out into the backyard and uncoil the garden hose.
18. Every week or so, throw your cat or dog in the pool and shout "Man overboard port side!" Rate your family members on how fast they respond.
19. Put the headphones from your stereo on your head, but don't plug them in. Hang a paper cup around your neck on a string. Stand in front of the stove, and speak into the paper cup "Stove manned and ready." After an hour or so, speak into the cup again "Stove secured." Roll up the headphones and paper cup and stow them in a shoebox.
20. Place a podium at the end of your driveway. Have your family stand watches at the podium, rotating at 4 hour intervals. This is best done when the weather is worst. January is a good time.
21. When there is a thunderstorm in your area, get a wobbly rocking chair, sit in it and rock as hard as you can until you become nauseous. Make sure to have a supply of stale crackers in your shirt pocket.
22. Make coffee using eighteen scoops of budget priced coffee grounds per pot, and allow the pot to simmer for 5 hours before drinking.
23. Have someone under the age of ten give you a haircut with sheep shears. Sew the back pockets of your jeans on the front.
24. Every couple of weeks, dress up in your best clothes and go to the scummiest part of town. Find the most run down, trashiest bar, and drink beer until you are hammered. Then walk all the way home.
25. Lock yourself and your family in the house for six weeks. Tell them that at the end of the 6th week you are going to take them to Disney World for "liberty." At the end of the 6th week, inform them the trip to Disney World has been canceled because they need to get ready for an inspection, and it will be another week before they can leave the house.



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**Items for Sale:**

Ball Caps (With Silhouette)	\$20.00
Golf Shirts (S,M,L,XL)	\$30.00
T-Shirts (S,M,L,XLG, XXL)	\$20.00
Jackets (S,M,LG,XLG)	\$40.00
Jackets (XXL & XXXL)	\$42.00
Yosemite Sam Patches	\$ 8.00
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Also available are 1957, 61, 66, 67/68 and 69 cruise books for \$20.00.

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**A Medal? Hey! The Rocket Missed!**  
**Crews earn combat ribbon**

By Andrew Scutro

The crew from the amphibious assault ship Kearsarge and dock landing ship Ashland have been awarded the combat action ribbon for an Aug. 19 incident in Aqaba, Jordan, according to Navy information.

While Kearsarge and Ashland were tied up pierside in port, a rocket flew over Ashland's bow and past Kearsarge, hitting a nearby warehouse. The Katyusha rocket killed a Jordanian soldier and wounded another who were standing watch on the pier.

Two other rockets launched over the harbor. One landed in Israel and the other near a Jordanian hospital.

Islamic militants claimed responsibility.

No Americans were hurt and no equipment sustained damage.

Kearsarge and Ashland were in the area for Infinite Moonlight, an exercise with the 26th Marine Expeditionary Unit and Jordanian military.

The ships had been in port seven days prior to the attack.

According to Navy rules, anyone assigned to the ship's crew at the time of the incident is entitled to wear the combat ribbon.

"Robust" force protection measures were credited with saving the ships from direct attack.

Senior Chief Dave Nagle, public affairs officer on Kearsarge, said Navy and Jordanian force protection in port were critical.

"Those measures really put the terrorists in a position where they had to launch their rockets from outside of town," he said.

Aqaba was the most serious attack on an American warship since October 2000, when the destroyer Cole was hit by suicide bombers in Yemen.