

WEEPING WILLIE

DE-DER 397

July, August, September 2016

NEWSLETTER

Written by Mother Teresa

"Life is an opportunity, benefit from it.

Life is beauty, admire it.

Life is a dream, realize it.

Life is a challenge, meet it.

Life is a duty, complete it.

Life is a game, play it.

Life is a promise, fulfill it.

Life is sorrow, overcome it.

Life is a song, sing it.

Life is a struggle, accept it.

Life is a tragedy, confront it.

Life is an adventure, dare it.

Life is luck, make it.

Life is life, fight for it."



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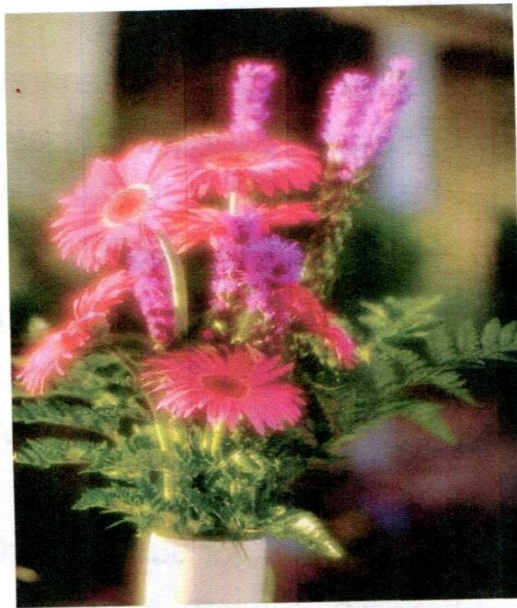
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GET WELL WISHES TO THE FOLLOWING:

Stan Satterfield

Mr. and Mrs. Juliud Kaczmariski

Billie Strickland

Caroline Anderson

These are shipmates or spouses of shipmates that I have heard is under the weather. If anyone would like to send a card to them, let me know and I'll send you their address.

If you know of someone, be sure to let me know and I'll send a card.

Liz

Question: What popular soft drink was originally called "Brad's Drink"? See answer elsewhere!

SUBMARINES

The Navy has awarded an \$18 billion contract to General Dynamics Electric Boat to build ten more Virginia-class submarines service officials announced April 28.

The award is the latest contract in an ongoing multi-year effort to build the next generation attack submarine able to replace the retiring Los Angeles class submarines. So far, ten Virginia-class submarines are in service, eight Block III submarines are under construction and now ten Block IV boats are under contract.

Electric Boat also works closely with its major subcontractor, Huntington Ingalls Industries - Newport News Shipbuilding when it comes to constructing the boats.

"The Block IV contract is a \$17.6 billion fixed-price incentive fee, multiyear procurement contract with economic order quantity that continues the program's two-per year build rate for fiscal years 2014 through 2018," the announcement said.

also, the Navy will take delivery of the first of the Block II Virginia-class submarines, the USS North Dakota, this summer. Johnson said the Block IV contract lowers the per boat unit price compared with the Block III deal.

"The Block IV award is the largest shipbuilding contract in U.S. Navy history in terms of total dollar value and builds upon the Virginia-class program's successful Navy and industry relationship," Program Executive Officer for Submarines Rear Adm. David Johnson said in a written statement.

The multi-year Block purchase contract is a strategy intended to save money for the Navy and also secure the engineering expertise and production capacity of the U.S. industrial base.

"We're continuing with a two per year build cycle. We saved over \$2 billion dollars in this contract as opposed to doing it in annual procurements," a Navy official said.

Submarines (cont)

The Navy's 2014 30-year shipbuilding plan calls for the construction and delivery of Virginia-class submarines through at least 2043, an acquisition strategy which plans for a total of 48 to 50 boats, Johnson said.

Since the expected service life of a Virginia-class submarines is 33 years. The timeline means they will be expected to serve well beyond 2060, Johnson explained.

Block IV Virginia-class submarines are also being engineered to need fewer shipyard maintenance availabilities, allowing them to increase full-length deployments at sea, Johnson said.

The goal is to build submarines with longer-lasting parts so that they can deploy 15 times over the course of a 33-year service life, Navy and Electric Boat officials said.

MY FATHER THE CHIEF

(I am not sure who sent this, but it might have been Dick Scheeder, but if not I am sorry I did not put a name on documents which I usually do)

When I reported aboard the USS Wilhoite (DER-397), I was a brand-new Ensign just out of Maritime school. I had a maritime license from the Coast guard as third assistant engineer steam and diesel all horse powers all oceans. I was a Line Officer but had no interest in becoming Chief of Naval Operations. I was interested in becoming Chief Engineer and spent most of my time in the Engine rooms rather than on the bridge or chart rooms.

The senior chief was Andy Garten ENC, Chief Engineman. Andy was the Navy's version of Sgt. Bilko. Andy had been in service during the latter part of World War II and had many service medals and a personality that could manipulate a stonewall. Andy soon recognized that I had a very strong interest in the plant details and operation. It soon became a regular routine to tour the spaces with him early in the morning after quarters and then to retire to the Chiefs quarters for cup of coffee. My daily visits to the Chiefs quarters gained me a familiarity with most of the Chiefs on board that few of the other officers had opportunity to obtain.

MY FATHER THE CHIEF (cont)

The Chiefs quarters conversations were probably 15% about the engineering plant and the rest about personal issues. Mine and those of various Chiefs. The Navy frowned on close personal relationships between officers and chiefs and other enlisted personnel. The relationship between Andy and I was becoming far too close to satisfy Navy policy. While our personal relationship was becoming a problem-for me-I was benefiting from my relationship with Andy.

The problem of my relationship with Andy was to continue to grow worse. One evening I ran into him downtown Seattle. We were both in civilian clothes and he insisted I have a drink with him at one of the local bars. Then we had another drink at another one of the local bars. Sometime later in the evening we decided to return to the ship. As we entered the naval base at Pier 91 in Seattle there was a Chiefs club close at hand to the main gate. Andy got the idea that I should accompany him into the Chiefs club have one more drink before we returned to the ship. I more than willingly agreed to another Rum and coke.

When we entered the club he motioned for me to sit next to him at the bar. The club was crowded. After a few moments the bartender approached us to take an order. Andy and bartender were obviously very familiar. The bartender asked Andy who I was. In Andy's best Sgt. Bilko manner, he said this is my long lost son. He then filled in a fictitious history about our relationship and how long I was lost and how he found me in Seattle. The news that Andy had just found his long lost son spread throughout the bar very quickly. It was obviously the reason for more celebration and a few more drinks. When questions were posed directly to me he always interceded and provided the necessary history in response to the question. The bartender offered that at any time I felt like coming in for a drink, I would be welcomed.

Sometime later, I'm not sure whether it was hours or days later that we decided we had to return to the ship. It obviously would not have been good to see us returning hanging onto each other as we crossed the Brow. So we split up and he boarded the ship first and I boarded a few minutes later weaving up the brow crossing the deck down to the after Officers quarters.

MY FATHER THE CHIEF (cont)

The above described escapade was such fun that we decided to repeat it. We would leave the ship separately proceeded to town and meet at some predetermined location. Sometime later in the evening we would work our way back to the base and to the chiefs club. We would have a few drinks there and separate to return to the ship.

The end of this charade came one evening when I was returning to the ship my myself-in uniform. Three or four of the DER's were moored in a nest with my ship being outboard. As I approached the inboard ship I observed that a Chief Petty Officer was the officer of the deck. Wiith the distance between the Chief and myself decreasing with each step I took - I was becoming very nervous as I recognized him as one of the Chief's I had met during a Chief's Club visit. There was simultaneous facial recognition. My cover was blown and I did not know what to say to the chief. After saluting and requesting to come aboard, I made several silly comments that I cannot recall at this moment. Whatever the comments, I remember that it made the situation just that much more awkward.

I did not again visit the Pier 91 Chief's Club.

A few times thereafter I would run into one of the Chief's from the club who would then address me as Mr. Garten with a grin and a friendly salute. Andy never told me how he was kidded during his regular subsequent trips to the club-but he was Wilhoite's indomitable Sgt. Bilko - and proudly my mentor.

NAVY TRIVIA

In what year did the Forestry Green uniform of the U.S. Marine Corps was authorized for aviation officers as a winter working uniform. The earliest use of the uniform by enlistd men came in 1941 when Chief Petty Officers designated as Naval Aviation Pilots were authorized to wear the uniform. In November 1985 Aviation Working Greens were authorized for wear by women in the aviation community.

Find the year somewhere else.

THE MEANING OF THE RING FINGER

Your thumbs mean your Mother and your Father

Your second finger is your siblings (brothers and sisters)

Your middle finger represents you

Your fourth finger represents your life partner

Your fifth finger represents your children.

1st Put your hands together tips to tips and then bend down your third finger.

2nd Now open your thumbs. Your parents are not destined to be with you all your life. Some day they will leave you.

3rd Now open your second finger. Your siblings are not to be around. They will leave someday and have their own families.

4th Now open your little finger. This represents your children. They will leave you and have their own families.

5th Now try to open your fourth finger. You will see that you cannot because husband and wife are suppose to be together forever.

WONDERFUL FUDGE FOR CHRISTMAS AND VERY EASY

Using a large pan (one that doesn't stick easy) Melt 1 lb **real butter** and 1 lb Velveeta Cheese

After it has melted add 4 lbs Powdered sugar, 1 cup cocoa and you can add vanilla, nuts if you want to. This will be very thick and have plenty of room to take out of large pan. It makes a lot. I put either wax paper or Alumium foil down and spread on top of that. It does well in freezer or Refrigerate.

THE BATTLING BOY OF BENGHAZI

We're the battling boys of Benghazi, no fame, no glory, no paparazzi.
Just a fiery death in a blazing hell, defending our country we loved so well.
It wasn't our job, but we answered the call, fought to the Consulate and
scaled the wall.
We pulled twenty countrymen from the jaws of fate, led them to safety and
stood at the gate.
Just the two of us and foes by the score, but we stood fast to bar the door.
Three calls for reinforcement, but all were denied, so we fought and we
fought and we fought 'til we died.
We gave our all for our Uncle Sam but our government did not give a dam.
Just two dead Seals who carried the load, no thanks to us...we were just
"Bumps in the Road".

TRIVIA CHALLENGE

Famous Generals and today it is MATTHEW RIDGWAY

1. Matthew Ridgway suffered a serious shoulder injury while commanding the U.S. XVIII Airborne Corps during what March 1945 operation?
 - Operation Slapstick
 - Operation Varsity
 - Operation Turkey Buzzard
 - Operation Hasty
 - Operation Colossus
2. Matthew Ridgway, who is often credited with turning around the UN forces during the Korean War--took command of the 8th Army in 1950 when what General died?
 - John Church
 - William F. Dean
 - Oliver Smith
 - Walton Walker
 - Douglas MacArthur

MARINE CORPS INFORMATION

The Marine Corps is modernizing one of its most reliable battle platforms: the M1A1 Abrams tank.

A trio of upgrades to the tank commander's weapon station will give tank commanders and gunners a "hunter-killer edge" over the enemy, according to an announcement from Marine Corps Systems Command. The improvements include better sights on the Abrams integrated display and targeting system (AIDATS), simplified handling with a single set of controls, and a "slew to cue" button that repositions the turret with a single command, officials said.

The display improvements will replace a black-and-white camera view with a color one and add thermal sights that can be used day or night. The color display is a particularly significant gain, said Michael Kreiner, AIDATS project officer in SYSCOM's Armor and Fire Support Systems division.

"Users didn't like the black and white camera that was in the tank before, because they have a hard time distinguishing between different color trucks," Kreiner said in a statement.

Taken together, these systems could be a significant boon for the tank commander. Officials said preliminary testing showed use of the upgrades reduced target engagement time from six seconds to three by allowing the commander and the gunner to work more closely and collaborate better on target acquisition.

Testing on the upgrades is ongoing at Aberdeen Proving Ground in Maryland. All three systems are expected to be fielded at the same time in the first quarter of 2018, according to the announcement.

MARINE CORPS INFORMATION (cont)

This additional capability allows the commander to assist the gunner when the tank is moving, making it easier to manipulate the turret toward a target, said Shaffer. Preliminary tests show the three systems used together reduce target engagement time from six seconds to three seconds. The team hopes to field all three systems simultaneously in the first quarter of 2018. Currently, the team is conducting qualification testing on five demonstration AIDATS systems at the Aberdeen Proving Ground in Maryland.

Famour Generals - Answers Below

- 1. Operation Varsity**
- 2. Walton Walker**

Brad's drink answered

*****Answer: Pepsi was first introduced as "Brad's Drink" in New Bern, North Carolina, United States, in 1893 by Caleb Bradham, who made it at his drugstore where the drink was sold. It was later labeled Pepsi Cola, named after the digestive enzyme pepsin and kola nuts used in the recipe. Bradham sought to create a fountain drink that was delicious and would aid in digestion and boost**

Date of Green Aviation Uniform answered

The Aviation Green Uniform was Authorized in September 1917

NAVY TERMS

Boatswain's, as required by 17th Century law, British ships-of-war carried three smaller boats, the boat, the cock-boat, and the skiff. The boat - or gig, was usually used by the Captain to go ashore and was the larger of the three. The cock-boat was a very small rowboat used as the ship's tender. The skiff was a lightweight all-purpose vessel. The suffix swain means keeper, thus the keepers of the boat, cock, and skiff were called boatswain and cockswain (or coxswain).

Brass Monkey - During the civil war, cannonballs were stacked up in pyramids called brass monkeys. When it got extremely cold, they would explode or break, hence the term "cold enough to freeze the balls off a brass monkey"

Bully Boy - A term prominent in Navy chanties and poems, means in its strictest sense, beef eating Sailors. Sailors of the Colonial Navy had a daily menu of an amazingly elastic substance called bully beef, actually beef jerkey. The term appeared so frequently on the messdeck that it naturally lent its name to the sailors who had to eat it. As an indication of the beef's texture and chewability, it was also called salt junk, alluding to the rope yarn used for caulking the ship's seams.

Chief Petty Officer in Baseball Hall of Fame - Bob Feller is the only CPO to be elected to the baseball hall of fame. He played for the Cleveland Indians, He was a pitcher.

First Navy ship named for an enlisted man - 1919 Lauching of Osmond Ingram (DD-255). Osmond Kelly Ingram, born in Pratt City, Alabama, 4 August 1887, entered the Navy 24 November 1903. Serving in Cassin when she was attacked by a German submarine off Ireland 16 October 1917, Gunner's Mate First Class Ingram spotted the approaching torpedo, realized it would strike close by explosives, thus dooming the ship, and rushed to jettison the ammunition. He was blown overboard when the torpedo struck, thus becoming the first enlisted man killed in action in World War I as he saved his ship and shipmates.