

WEEPING WILLIE

DE-DER 397

2017 OCTOBER, NOVEMBER, DECEMBER

NEWSLETTER

Hi Shipmate:

Several shipmates made the journey to Dayton, Ohio. We really enjoyed a good reunion. Lots of sea stories.

Had two shipmates came for the first time. They were James Knight from Burien, Washington and Ray Candor and his son from Masury, Ohio. Really enjoyed meeting them.

Don't forget that our reunion will be in Albuquerque, New Mexico. The hotel is Elegante. Their address is 2020 Menaul NE, Albuquerque, NM 887107. Phone No is: 505-884-2511. Please do not wait until the month of reunion to make reservations.

They must be made by September 1, 2018. It is better to make them ahead then if something happens and you can't come you can always cancel. It is \$90.00 a night and you can upgrade to another room for a different price if you so choose.

Have a marvelous holiday coming up with a very Happy Thanksgiving and a Merry Merry Christmas to you all.

"Smooth Sailing"

Elisabeth (Liz) Kimball

West Coast for 2019 - Hope all in that area will try to come.



Listed below are our Association Officers. If you need information, please feel free to contact one of them.

President: Tom Morrissey
Address: 3240 South 76th
Lincoln, NE 68506
Phone: 402-483-6889
Email: tommorri2010@hotmail.com

Vice President: Lee Robinson
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Email: bjr3645@sbcglobal.net

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Secretary: Bob Gray
3551 Valley Rd
Meridian, MS 39307
601-485-6021/595-2415
davdisabled@att.nett

Chaplain: John Caldwell
Address: 610 Saddle Ridge Ave
Durham, NC 27704-1237
Phone: 919-471-4513
Email: bcaldwell@nc.rr.com

Historian: Bill Endter
Address: 109 Larkspur Lane
Locust Grove, VA 22508
Phone: 703-323-8297
Email: eendter@cox.net

DUES PAID-2018

Aittala Gene
Alcorn Mike
Anderson Henry
Aument Carolyn
Bunker Rita
Cagle Richard
Candor Ray
Carlisle Martha
Compton Ed
Caron Bob
Cramer Peter
Cusato Paul
Dougher, Jr Jerry
Dougher Tom
Dutchuk John
Eertmoed Don
Ercek Ron
Frederiksen Geri
Gergens Steve
Gray Bob
Hackenberg Rich
Hagee Charles
Heller Richard
Horch Linda
Huml Vincent G.
Intemann Gary
Jensen Keith
Johnson Robert
Kaczmarek Julius
Knight James
Long Leroy
Mason Bill
McFadden Charles
McKenna Gene
Murphy Obie
O'Quin Edward
Papenfus William
Parker David
Payne Gary
Pohl Art
Pratt Shannon
Price Earl
Rice Darrell

DUES PAID-2018

Ringel Richard
Robinson Lee
Roche Frank
Rott Raymond
Scheeder Richard
Shanahan, Jr. John
Silhan Peter
Smith Ray
Strickland Gene
Thompson Ross
Torriglia Paul
Throm Larry
Valiant Vernon
West William
West Tom
Wiseman Leonard
Worden Charles
Yess Louis
Yonkofski Ben

**DUES ARE
NOW DUE!!!**

**PAYABLE TO
USS WILHOITE**

**OUR YEAR
RUNS FROM
SEPTEMBER
THROUGH
AUGUST**

**THANKS VERY
MUCH FOR
JOINING OUR
ASSOCIATION**





Two recent collisions at sea have claimed the lives of 17 U.S. sailors.
(Photo: Atlas Photo Archive/US Navy/Gavi/Avalon.red/Newscom)

Commentary By

[Tom Callender](#)

Tom Callender is a senior research fellow for defense programs at The Heritage Foundation's Davis Institute for National Security and Foreign Policy.

In the past two and a half months, the Navy has experienced the worst peacetime surface ship collisions in over 41 years.

Two recent collisions—first the USS Fitzgerald (DDG 62), then the USS John S. McCain (DDG 56)—took place with commercial vessels and claimed the lives of 17 U.S. sailors during routine “independent steaming” operations in the western Pacific Ocean.

These tragic incidents, coupled with the USS Antietam (CG 54) grounding and the USS Lake Champlain (CG 57) collision in the past eight months, have raised significant concerns about the state of the Navy’s surface fleet readiness and operational proficiency.

Of additional concern is that all of these ships were part of the Seventh Fleet and the Navy’s Forward Deployed Naval Forces stationed in Yokosuka, Japan.

The Navy Is Having Collisions at Sea. Here's Why It's Happening and What Should Be Done. (cont)

In the wake of the McCain collision, the Navy swiftly responded by taking three actions:

1. Issued a worldwide, 24-hour "operational pause" or "safety stand down" to ensure safe operations and identify areas for improvement;
2. Launched a comprehensive 60-day review of surface fleet operations, training, and certification of deployed ships with a focus on the forward-deployed ships; and
3. Relieved Seventh Fleet commander, Vice Admiral Aucoin, due to a loss of confidence in his ability to command.

While these are significant responses, will they be sufficient to alter the wayward course of Navy surface forces and the Seventh Fleet?

Many in the American public have been asking how the "world's best navy" could suffer such drastic failures in basic seamanship and navigation. Shouldn't avoiding collisions be relatively simple for a Navy destroyer equipped with modern technology, such as GPS and radars?

There have been numerous warning signs of problems within the Navy, and the Seventh Fleet in particular.

Navy leadership has repeatedly warned of decreasing fleet readiness, while several legislative and Navy reports have warned of the impacts of increased deployment lengths, reduced training time, overworked sailors, and deferred maintenance on the operational readiness of the Navy.

The Navy investigators will no doubt find deficiencies with the McCain and Fitzgerald crews that ultimately led to the collisions. However, a broader examination of the Navy's surface forces and the Seventh Fleet in particular brings to light some deeper problems affecting the fleet.

While the reports and readiness warnings from Navy leadership thus far have focused on the poor material conditions of surface ships, it is the surface navy's eroded proficiency in basic seamanship and navigation—or "ship-driving"—that most likely played the major role in these tragic events.

How did the Navy get to the point where its ships collide while conducting, as Adm. Scott Swift, commander of the U.S. Pacific Fleet, stated, "the most basic of operations"?

Although numerous issues might be at play, the following are arguably the most substantial.

1. The Navy Fleet and its sailors are stretched too thin to meet the operational demands.

As the Navy has shrunk from 316 ships in 2001 to 277 ships today, it has maintained approximately 95-100 ships continuously deployed around the world. This has

The Navy Is Having Collisions at Sea. Here's Why It's Happening and What Should Be Done. (cont)

required longer deployments (from six months to nine months, or longer), deferred maintenance, and increased equipment failures, placing even greater strain on the available ships.

Substantial changes to the surface warfare community's training and professional development over the past 14 years have left little time for intensive navigation and mariner skills training for junior officers and sailors.

In the training time available, the focus is on learning to use modern electronic navigation aids such as GPS, digital charts, and radars.

With approximately one-third of a ship's crew rotating out each year, it can be a struggle just to train and qualify these new sailors to stand watch and operate the ship, let alone make them expert mariners.

2. The extremely high operational demands on these forward-deployed ships, and the lack of a formal training and deployment certification process, has left little time to train and evaluate their proficiency.

These forward-deployed ships are often tasked with performing missions based on availability, not mission certification.

By contrast, the Seventh Fleet submarine force has established requirements and procedures for periodic deployment certification of its assigned submarines.

3. Eight years of continuing resolutions and the Budget Control Act (or "sequestration") have taken a heavy toll.

In striving to meet the reduced funding limits imposed by these legislative actions, Navy leadership was often forced to cut near-term operations and maintenance funding. This further compounded the maintenance backlog and reduced non-mission-essential ship underway days, resulting in less operational ships and even less time for training.

Although the Navy has recognized the readiness problem and has prioritized operations and maintenance in its fiscal year 2018 budget, another looming continuing resolution for the first quarter of fiscal year 2018 would at a minimum delay these efforts, as well as any additional corrective actions that may result from the comprehensive review of surface fleet operations.

Navy leadership, as well as Congress, must prioritize surface ship seamanship and navigation proficiency and provide its commanders and sailors with the time, funding, and additional manpower to properly train and assess the proficiency in these most basic and critical seamanship skills.



Front Row: Donna Rott, Brenda Caldwell, John Caldwell, Ross Thompson, Cindy Thompson
 Second Row: Liz Kimball, Mary (Frank Roche sister) John Mauldin, Connie Mauldin,
 Cherry (friend of Bob Gray), Bill Endter, Helen West, Dana Alcorn, Marilyn Owens,
 Ruby Gergens, Addie Morrissey,
 Third Row: Frank Roche, James Knight, Raymond Rott, Tom West, Mike Alcorn, Peter Silhan,
 Steve Gergens, Allen Kimball, Tom Morrissey, Bill Owens, Bob Gray.

JOY

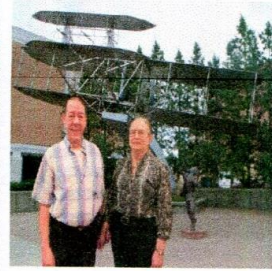
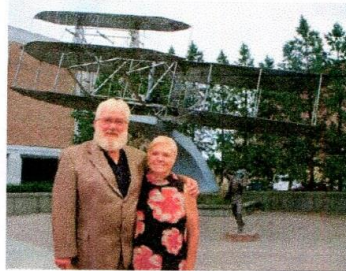
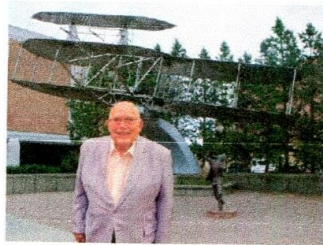
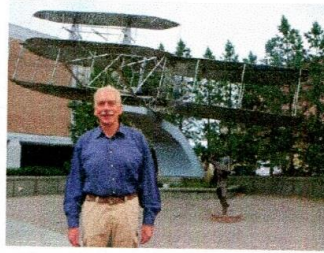
It is easy to be pleasant
 When life flows by like a song,
 But the man worth while, is one who will smile,
 When everything goes dead wrong.

For the rest of the heart is trouble,
 And it always comes with the years,
 And the smile that is worth the praises of earth
 Is the smile that shines thru the tears.

First Row: Mark and Ray Candor, James Knight, Ray and Donna Rott

2nd Row: Bill Endter, John and Connie Mauldin, Ross and Cindy Thompson

3rd Row: Steve and Ruby Gergens, Tom and Addie Morrissey, Tom and Helen West



4th Row:
Bob Gray and Cherry
Bill and Marilyn Owens



5th Row:
Allen and Liz Kimball
Frank Roche and Mary (his
sister)

NOTES

You can order cups or hats from Frank Roche at the following address:

USS Wilhoite
% Frank Roche
411 Miller Street
Luzerne, PA 18709

If you need his phone number look at Page 1 of newsletter. The cups are \$8.00 plus shipping and the hats are \$10.00 plus shipping. He can tell you what the shipping costs will be.

Received the following two names of shipmates that we have lost. If you would like to send a card to family their addresses are as follows:

Family of Mackie McLoy
325 Bartlett Ln.
Vacarville, CA 95687

Mrs. Maureen McKenna
15718 N. 168th Ln.
Surprise, AZ 85388-1349

The newsletter will be last for this 2017. Starting in January you will receive 4 for 2018.

If you did not see your name on the list in newsletter you need to check with Frank to see if you have paid dues since September. Those names listed in Newsletter has paid for 2018.

If you have questions, please contact either Bob Gray or Frank Roche and they are listed on Page 1 of newsletter.

If you know of illness of one of our shipmates or the passing of one of them, please send information to the following:

USS Wilhoite
% Bob Gray
Secretary
3551 Valley Road
Meridian, MS 39307

Phone: 601-485-6021/601-595-2415
Email: davdisabled@att.net

"SMOOTH SAILING"

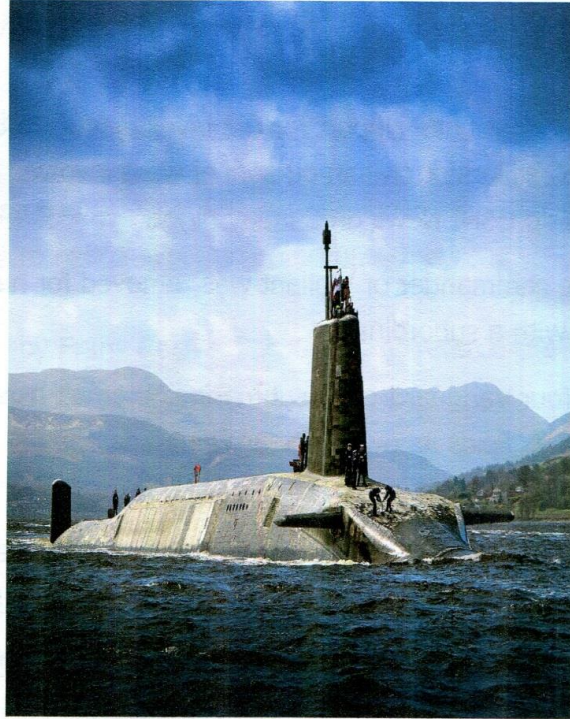
Liz Kimball
USS Wilhoite
www.usswilhoite.org

NCIS: U.S. Sailors, Personnel Not Involved in Florida

U.K. Royal Navy Incidents

By: [Sam LaGrone](#)

October 29, 2017 9:56 PM



HMS Vigilant in 2014. Royal Navy Photo

Neither U.S. sailors nor civilian personnel were involved in so-called “drug-fueled” parties with members of the crew of the U.K. nuclear ballistic missile submarine HMS Vigilant that resulted in the expulsion of nine sailors from the Royal Navy, U.S. officials told USNI News on Sunday.

According to reports carried by the [BBC](#) and The Daily Mail, member of Vigilant’s crew failed drug tests for cocaine when the boat was pier-side at the U.S. submarine base at Naval Submarine Base Kings Bay, Ga.

The reports indicated the U.K. sailors had abused drugs at series of ongoing parties for a month at nearby Florida hotels while Vigilant was at Kings Bay in September.

After anonymous notifications to Royal Navy superiors, the U.K. sailors were tested for drugs and nine failed and were removed from the service, according to the reports.

NCIS: U.S. Sailors, Personnel Not Involved in Florida

U.K. Royal Navy Incidents (cont)

"Defense Secretary Michael Fallon is understood to have ordered all U.K. submarine crews to be tested for drugs," reported the BBC.

"He is said to have given First Sea Lord Admiral Sir Philip Jones a 'roasting' over the incident."

The U.S. Navy provided logistical support for the investigation to the Royal Navy but there were no indication U.S. sailors or civilian personnel were involved in the incidents, NCIS spokesman Ed Buice told USNI News on Sunday night.

Earlier this month, the commander of Vigilant was removed for having an inappropriate romantic relationship with a subordinate.

Royal Navy operates four Vanguard-class submarines that act as the U.K.'s sole nuclear deterrent. While the U.K. fields its own nuclear warheads, they share a common stockpile of Trident II D5 located in Georgia.

"The missiles are randomly selected from the U.S.-U.K. stockpile at Kings Bay, Ga. and loaded onto submarines. The British submarines then sail for the Naval Armaments Depot at Coulport, [Scotland]," read an entry in the [U.S. Naval Institute's Combat Fleets](#).

An elderly Ukrainian man in lay dying in his bed. While suffering the agonies of impending death, he suddenly smelled the aroma of his favorite Ukrainian perogies with fried onions wafting up the stairs. He gathered his remaining strength, and lifted himself from the bed. Leaning against the wall he slowly made his way out of the bedroom and with even greater effort gripping the railing with both hands, he crawled downstairs.

With labored breath, he leaned against the door frame, gazing into the kitchen. Where, if not for death's agony, he would have thought himself already in heaven, for there, spread out upon waxed paper on the kitchen table was literally hundreds of his favorite perogies.

Was it heaven? Perhaps it was one final act of heroic love from his Ukrainian wife of sixty years, seeing to it that he left this world a happy man.

The aged and withered man trembled on his way to the perogies at the edge of the table, when he was suddenly smacked with a wooden spoon by his wife. "Bugger off!" she said. "They're for the funeral."

Minutes of our Business meeting

October 4, 2017

Dayton, Ohio

Those in attendance were the following: John Mauldin, Ray Rott, Steve Gergens, Bob Gray, Bill Endter, Tom Morrissey, Frank Roche, Bill Owens, Ray and Mark Candor, James Knight, Ross Thompson and Mike Alcorn.

The meeting was brought to order by President Tom Morrissey.

Minutes from 2016 was read by Elisabeth Kimball. She also stated that she was going to have to resign. They were accepted as read.

Treasurer report was given by Frank Roche. Bob Gray, moved that the Treasurer report be accepted and Bill Endter seconded it. It carried.

They were accepted as read.

Tom asked for reports from officers:

President: Tom said he did not have much to report

Vice President: Not present

Secretary and Treasurer already gave reports

Chaplain: ?

Historian: Bill said he was still working on history of the
USS Wilhoite

Old Business: Connie Mauldin gave a report on Albuquerque, New Mexico. She is working on tours. The hotel is Elegante'. The room is \$90.00 night with your choice of an upgrade of different prices. It was also discussed on having hosting again, and this was tabled.

New Business: A motion was made by Bill Endter and Bob Gray seconded it that the By-Laws stand and it was approved.

Discussion on where to have 2019 from Cindy Thompson about coming to Michigan, Liz for West Coast, Bob Gray, Mississippi and Frank Roche wanted something about Navy and water. It was decided by majority to go to West Coast.

Minutes from Dayton, Ohio (cont)

Had election of officers and they are:

President Tom Morrissey

Frank Roche made a motion to keep Tom Morrissey as President

John Mauldin seconded the motion, it carried.

Vice President Lee Robinson

Motion was made by Mike Alcorn and seconded by John Caldwell to keep Lee Robinson as Vice President it carried.

All in favor of the remaining offices for

Treasurer Frank Roche

Secretary Bob Gray

Majority okayed these two offices.

A BIG THANK YOU FOR

Mrs. Geri Frederkisen donating a book that will be auctioned off at the banquet.

Adjourned at 5:25 p.m.

Elisabeth Kimball

Secretary





I WOULD DO IT AGAIN IN A HEARTBEAT

I liked standing on the bridge wing at sunrise with salt spray in my face that you could taste when you wet your lips and clean ocean winds whipping in from the four quarters of the globe..the ship beneath me feeling like a living thing as her engines drove her swiftly through the sea.

I liked the sounds of the Navy..the piercing trill of the boatswains pipe, the syncopated clangor of the ship's bell on the quarterdeck, the harsh squawk of the 1MC, and the strong language and laughter of sailors at work.

I liked Navy vessels-nervous darting destroyers, plodding fleet auxiliaries and amphibs, sleek submarines and steady solid aircraft carriers.

I like the proud names of Navy ships: Midway, Lexington, Saratoga, Coral Sea, Atietam, Valley Forge..memorials of great battles won and tribulations overcome.

I liked the lean angular names of Navy "tin-cans" and escorts...Barney, Dahigren, Mullinix, McCloy, Damato, Leftwich, Mills..mementos of heroes who went before us. And the others..San Jose, San Diego, Los Angeles, St. Paul, Chicago..named for our cities.

I liked the tempo of a Navy band blaring through the topside speakers as we pulled away from the oiler after refueling at sea.

I liked Liberty Call and the spicy scent of a foreign port.

I even liked the never-ending paperwork and all-hands working parties as my ship filled herself with the multitude of supplies, both critical and mundane in order to cut ties to the land and carry out her mission anywhere on the globe where there was water to float her.

I liked sailors, officers and enlisted men from all parts of the land, farms of the Midwest, small towns of New England, from the cities, the mountains and the prairies, from all walks of life. I trusted and depended on them as they trusted and depended on me - for professional competence, for comradeship, for strength and courage. In a word, they were "shipmates" then and forever.

I like the surge of adventure in my heart, when the word was passed: "Now set the special sea and anchor detail - all hands to quarters for leaving port," and I liked the infectious thrill of sighting home again, with the waving hands of welcome from family and friends waiting pier side.

I WOULD DO IT AGAIN IN A HEART BEAT (cont)

The work was hard and dangerous; the going rough at times, the parting from loved ones painful, but the companionship of robust Navy laughter, the "all for one and one for all" philosophy of the sea was ever present.

I liked the serenity of the sea after a day of hard ship's work, as flying fish fitted across the wave tops and sunset gave way to night.

I liked the feel of the Navy in darkness-the masthead and range lights, the red and green navigation lights and stern light, the pulsating phosphorescence of radar repeaters-they cut through the dusk and joined with the mirror of stars overhead. And I like drifting off to sleep lulled by the myriad noises large and small that told me that my ship was alive and well, and that my shipmates on watch would keep me safe.

I like quiet midwatches with the aroma of strong coffee-the lifeblood of the Navy permeating everywhere.

And I liked hectic watches when the exacting minuet of haze-gray shapes racing at flank speed kept all hands on a razor edge of alertness.

I liked the sudden electricity of "General quarters, general quarters, all hands man your battle stations," followed by hurried clamor of running feet on ladders and the resounding thump of watertight doors as the ship transformed herself in a few brief seconds from a peaceful workplace to a weapon of war-ready for anything.

And I liked the sight of space-age equipment manned by youngsters clad in dungarees and sound-powered phones that their grandfathers would still recognize.

I liked the traditions of the Navy and the men and women who made them, I liked the proud names of Navy heroes: Halsey, Nimitz, Perry, Farragut, John Paul Jones and Burke. A sailor could find much in the Navy; comrades-in-arms, pride in self and country, mastery of the seaman's trade. An adolescent could find adulthood.

In years to come, when sailors are home from the sea, they will still remember with fondness and respect the ocean in all its moods-the impossible shimmering mirror calm and the storm-tossed green water surging over the bow. And then there will come again a faint whiff of stack gas, a faint echo of engine and rudder orders, a vision of the bright bunting of signal flags snapping at the yardarm, a refrain of hearty laughter in the wardroom and chief's quarters and mess decks.

Gone ashore for good they will grow wistful about their Navy days, when the seas belonged to them and a new port of call was ever over the horizon.

REMEMBERING THIS, THEY WILL STAND TALLER AND SAY. "I WAS A SAILOR ONCE AND WOULD DO IT AGAIN."

As I turn over the reigns to Bob Gray, I want to thank one and all for all your support and wishing you all a great and safe;

HAPPY THANKSGIVING AND A VERY MERRY CHRISTMAS TO ALL

**PLEASE PLAN ON GOING TO NEW MEXICO AND SUPPORT YOUR WONDERFUL
USS WILHOITE! I LOVE YOU ALL NOT AS A SHIPMATE, BUT AS A SPOUSE OF YOUR
FORMER SHIPMATE WHO LOVED THE NAVY AND THE USS WILHOITE SO VERY MUCH.**