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**USS WILHOITE
ALBUQUERQUE, NEW MEXICO
OCTOBER 8 THROUGH OCTOBER 11, 2018**

Name: _____

Spouse: _____

Address: _____

City St Zip: _____

Email : _____

Host Hotel MCM Elegante
 2020 Menaul Blvd NE.
 Albuquerque, New Mexico 87107
 Telephone Number: 505-884-2511
 Be sure to tell them you are with USS Wilhoite Reunion
 Rate will be \$90.00 per night

Reunion Activity Package will be \$135.00
Number that will be attending: _____

Payments due by September 1, 2018

Make checks payable to USS Wilhoite
 Mail to USS Wilhoite
 % Frank Roche
 411 Miller Street
 Luzerne, PA 18709

Questions, please call Connie Mauldin at 405-354-9204 or email me at:
cporetrn@cox.net.

SEE YOU IN ALBUQUERQUESMOOTH SAILING
You will find the itinerary on website: www.usswilhoite.org

Fellow shipmates

I hope that all of you are well and enjoying life. It is getting close to reunion time again and as all of you know this one is in Albuquerque, New Mexico. I believe a good one has been planned and our thanks to Connie Mauldin for her efforts along these lines.

For those of you who were at our last reunion in Dayton, Ohio we were to reach out to the crew members of the USS Finch, a sister DER. I did this and they seem to be very interested in joining us. I would like to hear from all of you in regards to this matter. From all that I have been led to believe it would entail renting a larger bus than is presently reserved. Please let us know your feelings.

Also the crew members would like to have a reunion on the West Coast, however we would need a volunteer to spearhead this effort. Are any of you willing to take this on, if so again please let us no. I do believe that Ross and Cindy Thompson have volunteered to host a reunion in the Great state of Michigan around Saginaw.

We hope to see all of you in Albuquerque.

Tom Morrissey

'Push button' captains in the Navy now one step closer to reality

Mark D. Faram

The Navy is one step closer to recruiting officers with much-needed skills into the service and immediately promoting them to a pay grade up to captain – O-6 – without any prior military experience.

It's a move the Navy has been asking Congress to allow for the past couple years, specifically in the hope of adding high-powered cyber experts to expand the service's uniformed information warfare capabilities.

Though it's not a done deal, the move has passed its first hurdle in the approval process and was announced by the House Armed Services Subcommittee as one of its personnel proposals included in the latest mark-up of the FY19 National Defense Authorization Act.

Despite being rocketed up the ranks, these officers won't be commanding ships. Instead, the skillful software engineers will serve the critical role of ensuring the military's ability to fight and wage cyber war, both on offense and defense.

"You gave us some legislative authority to bring them in with the equivalent of three years of experience laterally," the Navy's top uniformed personnel officer, Vice Adm. Robert P. Burke, told the House Armed Services Committee on April 13.

"That's about a lieutenant junior grade in the Navy, or a first lieutenant in the other services. But it's about a \$50,000 pay."

And that level of compensation just isn't enough to entice the level of expertise the Navy needs, Burke told the panel.

The Navy is not only competing with Silicon Valley companies for these skills, he said, but with the rest of the government, where there is already a program in place that can pay employees with these skills substantially more.

"In Silicon Valley, these folks would be, you know, up over \$100,000," Burke said. "The mission and the service appeals to these folks, but there's an equivalent accepted cyber civilian program that allows the government to pay in the closer to \$100,000 range."

As a result, Burke told the committee, the best and brightest tend to take the money and go into civilian government service. What Burke wants is a level paying field.

Furthermore, the law would not limit these direct accessions to exclusively cyber.

Instead, the law is being re-written to give wider latitude for future needs.

The new wording would allow lateral entry up to the O-6 paygrade to "any scientific or technical field designated by the Secretary of Defense" that "requires a high level of skill and that an insufficient number of officers possess in the military department concerned."



That Good Navy Chow!



CHICKEN RICE SOUP

Portion: 1 cup (approx. 8 ounces)
100 Portions

Ingredients

Onions, chopped	2 pounds, 12 ounces (½ gallon)
Celery, diced	2 pounds (½ gallon)
Rice, uncooked, washed	1 pound, 8 ounces (1½ pints)
Chicken Stock	(7 gallons)
Chicken fat, melted	1 pound, 8 ounces (1½ pints)
Flour	12 ounces (1½ pints)
Salt	4 ounces (½ cup)
Pepper	¼ ounce (¾ tablespoon)
Chicken, cooked, diced	2 pounds, 8 ounces (½ gallon)

Add onions, celery and rice to stock.

Heat to a boiling temperature. Let simmer 20 to 30 minutes or until rice is cooked.

Blend together fat and flour. Stir into soup.

Add salt, pepper and chicken. Cook 15 minutes or until thickened.

Source: The Cookbook of the United States Navy, Revised 1944

Your Navy

(/news/your-navy/)

A sailor was arrested for stealing grenades from this Navy destroyer

By: The Associated Press 📅 23 hours ago

SAN DIEGO — A sailor was arrested in Illinois on Tuesday on charges he stole 20 hand grenades from a San Diego-based Navy destroyer, authorities said.

Gunner's Mate 2nd Class Aaron Booker, 31, of Waukegan, Illinois, was taken into custody in Great Lakes by U.S. Navy criminal investigators and was expected to be returned to California. It was unclear whether he had an attorney.

Booker stole the concussion grenades — each of which contained about a half-pound (226 grams) of TNT — while he was assigned to the Weapons Department aboard the USS Pinckney, prosecutors said. Booker's job was to check the temperature of the secured locker where the grenades were kept.

The grenades were discovered missing from their storage crates in February 2017. He left the ship about a week later to drive to his new duty station in Great Lakes.

Tin Can Talk

SCUTTLE: A small, quick-closing access hole. To sink a ship by deliberate flooding.

LASH: To secure by turns of wire, line, or chain.

About two months later, a black military backpack containing 18 grenades was found leaning on a guardrail on the side of Interstate 15 in northwest Arizona, officials said. The words "GM2 BOOKER" were written on a tag inside the backpack, prosecutors said.

Booker told investigators that he had driven that road but said the backpack had been stolen from him and denied taking the grenades, according to a criminal complaint. Authorities continue to search for the two missing grenades, which Booker indicated to investigators might have wound up in Mexico, the complaint said.

It was unclear why the grenades were stolen or what the thief intended to do with them.

"A backpack full of grenades on the side of the road is obviously extremely dangerous and could have had resulted in injuries or death," U.S. Attorney Adam L. Braverman said in a statement. "The theft of explosives is a very serious offense, particularly if it is carried out by an insider with access to military weapons and secrets."

US Navy takes ownership of its second stealth destroyer

David Larter

WASHINGTON – The U.S. Navy announced Tuesday that it accepted delivery of the Zumwalt-class destroyer Michael Monsoor from Bath Iron Works, Maine, meaning the ship is officially U.S. Navy property.

Like Zumwalt, the ship is delivered from a hull, mechanical and electrical standpoint. Both ships still need combat systems installations. Zumwalt is expected to complete her combat systems activation in the coming months, while it will likely be 2020 until Monsoor has its combat system activated, according to a schedule obtained by Defense News.

Still, getting the ship out of Bath is a big step for the Navy and the builder.

“Delivery of DDG-1001 marks the culmination of years of dedication and hard work from our Navy and industry team,” said Capt. Kevin Smith, the program manager for DDG-1000, in a statement. “We have incorporated many lessons learned from DDG 1000 and are proud of the end result. DDG 1001 will be a tremendous asset to the Navy.”

Michael Monsoor is named for Master-at-Arms 2nd Class (SEAL) Michael Monsoor, who was posthumously awarded the Medal of Honor after jumping on a grenade to save his teammates in Ramadi, Iraq, during a mission in 2006.

The third ship, the Lyndon B. Johnson, is still under construction at Bath.

The class was given a new mission earlier this year, according to budget justification documents submitted in February.

The Navy added Raytheon’s SM-6 missile to the 610-foot behemoth and changed its mission from primarily a land-attack platform to a ship killer and strike platform.

In testimony last week, the Navy’s top requirements officer, Vice Adm. Bill Merz, told lawmakers the change in mission was prompted by delays in the ship’s Advanced Gun System.

The AGS, in conjunction with the Long-Range Land Attack Projectile, was supposed to fire a round more than 80 nautical miles. The Navy canceled the projectile after the cost per round increased to more than \$800,000 per round. Furthermore, the system was also failing to achieve the range it wanted out of the system, Merz said.

“Even at the high cost, we still weren’t really getting what we had asked for,” he said. “So what we’ve elected to do is to separate the gun effort from the ship effort because we really got to the point where now we’re holding up the ship.”

Loretta Perfectus Walsh



When the U.S. entered WWI Loretta Walsh was almost 21, and like many Americans she wanted to help her country. Walsh was the first female to enlist in the Navy on active duty and the first woman to serve in a non-nursing capacity in any of

the U.S. armed forces. Sworn in as chief yeoman on March 21, 1917, she also became the first female petty officer.

The duties of female yeoman, popularly referred to as “Yeomanettes,” ranged from clerical work to production tasks. Walsh was in charge of recruitment at the Navy home for the Naval Coast Defense Reserve.

She went through the same rigid examinations as male applicants for the chief yeoman positions. Notably, she was also one of the first women to enjoy the same earning as fellow male colleagues — \$28.75 per month, along with equal benefits. Walsh paved the way for the “Yeomanettes” and future generations of female sailors.

The Navy Log is a continuously growing National Registry of Sea Service veterans, with more than 684,000 records of active duty, retired and reserve personnel. Registration in The Log is free. If you know veterans who should be in the Navy Log, please help us preserve their legacy; enroll them today!

Tin Can Talk

ANCHOR: A metal device so shaped as to grip the bottom and hold a ship by means of the cable attached.

BOOT TOPPING: The surface of the outside plating between the light and loaded waterline. Paint for ship’s waterline.

JURY RIG: Any temporary or makeshift device, rig, or piece of equipment.

STERN: The aftermost part of a ship.

Most Navy C-130s remain grounded nearly one year after fatal crash

Geoff Ziezulewicz

Nearly a year after the fiery crash of a Marine Corps Forces Reserve [KC-130T](#) killed 15 Marines and a Navy corpsman, most of the Navy's [C-130](#) fleet remains grounded due to lack of new propellers, impacting one of the service's sole capabilities for transporting people and gear, according to U.S. lawmakers and service officials.

A propeller problem was identified during inspections of the fleet that occurred after the July 10 crash in Mississippi, when most Navy and Marine Corps C-130Ts and KC-130Ts stopped flying.

Only 10 of the 43 C-130s in the fleet are currently available for operations, according to Greg Kuntz, a spokesman for Naval Air Systems Command, or [NAVAIR](#).

As those aircraft sat grounded and Naval Reserve's lift capability diminished as a result, the sea service initially opted to place new propeller funding on an unfunded priorities list.

That was rectified in March, when the propellers were funded via a [\\$1.3 trillion](#) omnibus spending bill passed by Congress.

Marine Corps spokeswoman Capt. Sarah Burns said the 12 remaining Marine Reserve KC-130Ts are no longer grounded, and that the squadron conducted its first flight in October, a few months after the crash.

"Some of them are flying," Kuntz said. "We are bringing them back online as they are needed operationally."

Kuntz declined to say why some C-130 variants can fly today while others are still grounded.

Following last summer's crash, which pancaked the aircraft upside down and left it broken in two, scattering debris for miles, Kuntz said most Navy and Marine Corps C-130Ts and KC-130Ts stopped flying immediately.

NAVAIR issued a grounding bulletin on Sept. 1, 2017, "as a precaution based on the preliminary engineering investigation," he said.

During inspections after the grounding, a propeller issue "was one of the things identified," Kuntz said.

“It is not tied directly to that incident,” Kuntz said. “It was identified during the inspection that these needed to be replaced.”

The new propellers had been considered before the July crash, he said, and are “now the most expedient option to return the C-130T aircraft to the fleet.”

“It’s not uncommon after an incident to do a program-wide look at the aircraft,” Kuntz said. “If you were to identify something, such as the propellers, you would focus on what the solution was.”

Marine Corps officials declined to comment on the cause of last summer’s crash, citing the ongoing nature of the investigation.

Fourth Marine Aircraft Wing commander [Brig. Gen. Bradley James](#) said after the crash that the mishap began while the plane was at cruising altitude.

[The Associated Press](#) reported in August that some witnesses described the plane descending in a “flat spin,” where the plane twirls around like a boomerang.

The wire service quoted a local named [Andy Jones](#), who said he saw the plane corkscrewing downward with an engine smoking.

“You looked up and you saw the plane twirling around,” he was quoted as saying. “It was spinning down.”

In this Monday, July 10, 2017 frame from video, smoke and flames rise from a military plane that crashed in a farm field, in Itta Bena, Miss., killing several. (WLBT-TV via AP)

“The current fleet of C-130s has a long history of safe operations supporting Navy and Marine objectives with the current propellers,” Kuntz said.

As the C-130s sat grounded, the new propeller project was initially placed on the Navy’s unfunded priorities list, Kuntz said.

That list lays out programs the Navy wishes to see bankrolled if more money was available from Congress.

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But the initiative was recently moved to the Fiscal 2018 budget and is now funded via the massive [\\$1.3 trillion](#) omnibus spending bill passed by Congress in March.

Why the Navy did not initially prioritize funding the new propellers to get the C-130 fleet flying again remains unclear.

Kuntz said “probably multiple reasons” factored into the new props not being a funding priority for the Navy.

“It was really obvious when the funding became available, and we got the omnibus, that they were included,” he said. “We worked very hard to make that happen.”

South Carolina Congressman Joe Wilson, the House Armed Services Readiness Subcommittee chair, questioned the head of Navy Reserve, Vice Adm. Luke McCollum in March about how the lack of propeller money and C-130 grounding was affecting Navy readiness.

Navy Reserve “provides 100 percent of the inter-theater lift for the Navy,” McCollum told the subcommittee.

“Said another way, boxes, people, crews, parts, have to be sourced and delivered around the globe,” he said. “The capability that resides in a Navy Reserve that delivers this is in the C-40 Alpha and C-130 Tango.”

The grounding of the C-130Ts had led to a 42 percent loss of that capability, McCollum said, adding that it was “highly important” that the C-130T propellers get upgraded.

“The demand signal for Navy Reserve in this capacity is very high,” he said.

The new propellers cost \$2.7 million per kit and take a month to install. The Navy intends to replace propellers for all 43 aircraft in fleet, Kuntz said.

“The Navy has an aggressive schedule that could have the first aircraft with these new propellers returned to service in the fall and have the entire fleet back to service by Spring 2019,” Kuntz said.

The new propellers will offer increased thrust at the same engine torque, he said.

Navy and Marine Corps C-130T fleet age varies from 21 to 34 years, Kuntz said.

“Propellers, like other parts of the aircraft, are routinely inspected and replaced (in accordance with) maintenance procedures when required,” he said.

Now each of us from time to time has gazed upon the sea
and watched the mighty warships pulling out to keep this country free.
And most of us have read a book or heard a lusty tale,
about these men who sail these ships through lightning, wind and hail.
But there's a place within each ship that legend's fail to teach.
It's down below the water-line and it takes a living toll
- - a hot metal living hell, that sailors call the "Hole."
It houses engines run with steam that makes the shafts go round.
A place of fire, noise, and heat that beats your spirits down.
Where boilers like a hellish heart, with blood of angry steam,
are molded gods without remorse, are nightmares in a dream.
Whose threat from the fires roar, is like a living doubt,
that at any moment with such scorn, might escape and crush you out.
Where turbines scream like tortured souls, alone and lost in Hell,
are ordered from above somewhere, they answer every bell.
The men who keep the fires lit and make the engines run,
are strangers to the light and rarely see the sun.
They have no time for man or God, no tolerance for fear,
their aspect pays no living thing a tribute of a tear.
For there's not much that men can do that these men haven't done,
beneath the decks, deep in the hole, to make the engines run.
And every hour of every day they keep the watch in Hell,
for if the fires ever fail their ship's a useless shell.
When ships converge to have a war upon an angry sea,
the men below just grimly smile at what their fate will be.
They're locked below like men fore-doomed, who hear no battle cry,
it's well assumed that if they're hit men below will die.
For every day's a war down there when gauges all read red,
twelve-hundred pounds of heated steam can kill you mighty dead.
So if you ever write their songs or try to tell their tale,
the very words would make you hear a fired furnace's wail.
And people as a general rule don't hear of these men of steel,
so little heard about this place that sailors call the "Hole."
But I can sing about this place and try to make you see,
the hardened life of the men down there, 'cause one of them is me.
I've seen these sweat-soaked heroes fight in superheated air,
to keep their ship alive and right, though no one knows they're there.
And thus they'll fight for ages on till warships sail no more,
amid the boiler's mighty heat and the turbine's hellish roar.
So when you see a ship pull out to meet a war-like foe,
remember faintly if you can, "The Men Who Sail Below."

-Anonymous

“THE ICE MACHINE”

THIS IS ONE OF THOSE “SEA STORIES” THAT NOBODY BELIEVES AND STARTS OUT “THIS AIN’T NO SH T”.

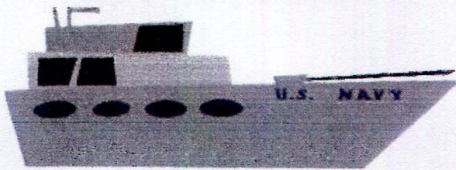
1ST LET ME TRY TO EXPAIN HOW OLD THIS ICE MACHINE WAS. AT THE TIME THIS HAPPENED I WAS ABOUT 25 YRS OLD AND I KNOW THAT THE THING WAS AT LEAST 10 YRS OLDER THAN THAT. IT WAS A YORK, THAT HAD A WEIRD SYSTEM TO IT. THE ICE FROZE IN 6 LONG TUBES AND WHEN IT BEGAN TO THAW IT WOULD SLIDE DOWN THE TUBE AND A CUTTER ON A CAM WOULD CUT IT IN ABOUT 1 INCH LONG CUBES. THE CUTTER IS PROBALLY THE ONLY THING THAT ACTUALY WORKED LIKE IT WAS SUPPOSED TO. I CAN REMEMBER HAVING TO PUT A ROLLED UP MATCH BOOK BEHIND A SWITH TO KEEP IT OPENED OR CLOSED, WHICHEVER I NEEDED. I ALSO CAN REMEMBER WORKING ON THE THING FOR ALMOST 24 HOURS TO GET IT TO WORK.

NOW, TO WHAT THE STORY IS ALL ABOUT. IF REMEMBER RIGHT IT WAS MAY OF 1969 AND WE WERE CARRYING RELIEF CREWS FOR “PCF’S” OFF THE COAST OF VIETNAM. THESE GUYS WERE QUITE A BUNCH. THEY WOULD TAKE THESE LITTLE BOATS, ABOUT 25 FT. LONG AND RUN UP AND DOWN THE COAST AND FIRE THEIR 50 CAL. AND TRY TO DRAW FIRE FROM THE VC. THEN WHEN THEY GOT FIRE THEY WOULD CALL FOR THE BIG GUNS ON A SHIP TO TAKE CARE OF THE PROBLEM.

I WAS STANDING ON THE FANTAIL TALKING TO THE CREW OF ONE OF THE BOATS AND DOING WHAT I COULD TO GET THEM READY FOR A NIGHT RUN. SUDDENLY I NOTICED THAT CAPT. GRIFFIN WAS STANDING THERE. I SALUTED AND SAID GOOD AFTERNOON AND THEN ASKED HIM IF I COULD MAKE A NIGHT RUN WITH THE PCF CREW. HE IMMEDIATELY SAID NO. SO A FEW MINUTES LATER I GOT BRAVE AND ASKED AGAIN TO GO WITH THEM AND CAPT. GRIFFIN SAID “NO GRAY I CAN’T LET YOU GO YOU ARE TO IMPORTANT AND I CAN’T AFFORD TO LOOSE YOU”

I KINDA CHUCKLED AND SAID “WHY PRAY TELL AM I SO DAMN IMPORTANT CAPT.”?. HE REPLIED “ YOU ARE THE ONLY MAN ON THIS VESSEL THAT KNOWS HOW TO FIX THE ICE MACHINE, YOU AIN’T GOING”. SO MY LITTLE CHANCE AT GLORY IN VIETNAM WAS SCREWED UP BY A DAMNED OLD YORK ICE MACHINE.

CLARENCE R.(BOB) GRAY
USS WILHOITE DER 397
MM 2
1968-1969



Treasurers Report

Frank Roche

Frank would like for everyone to know that we still have Hats and Coffee Cups for sale. Buy either and your shipping will be free. remember the reunion can always use more money.

AND FINALLY

Just a reminder to everyone to not pull a
“Bob Gray” and procrastinate and not
make the Reunion reservations.
Let’s make this the best and busiest
reunion yet.

HOPE TO SEE THE WHOLE CREW
IN LOVELY NEW MEXICO.

ALSO, REMEMBER THAT IT IS NOT A FORGEIN COUNTRY