More on Paravane Duty
By: John Worman (and Google)

I looked further, regarding Tom Carney’s letter and I discovered some information about Paravanes—John

The Paravane is a form of towed underwater “glider”. It was developed by Cdr Osborne and Lt Burney financed by Sir George White, founder of the Bristol Aeroplane Company.

Initially developed to destroy naval mines, the paravane would be strung out and streamed behind the towing ship. If its wings or the tow cable snagged the cable securing a mine then the mine and the paravane would be brought together and the mine exploded harmlessly. The cable could then be retrieved and a replacement paravane fitted.

Explosive paravanes were developed by Burney as an anti-submarine weapon, as the "high speed sweep". It was a paravane, containing 80 lbs of TNT towed by an armoured electric cable. The warhead was fired automatically as soon as the submarine touched the paravane or towing cable, or by hand from the ship’s bridge. It could be quickly deployed into the water, could be towed up to 25 knots, and recovery if unsuccessful was reasonably simple.

A paravane being lowered into the sea from an Australian warship in 1940

Tom Carney Remembers
By: Tom Carney

Dear John,

My name is Tom Carney, I am writing this letter in recognition of the very nice article you wrote, on page one of the July 07 edition of the Rolling Stone publication, concerning my letter about demagnetizing the Whetstone in 1946. It is nice to know there is someone like you who shows concern about the achievements of the Whetstone in past years.

You asked if there were any Plank owners who could increase your knowledge of Paravane Duty that the Whetstone was involved in. I don't suppose there are that many old salts still around from 1946.

Here is another story about the Whetstone, that may be remembered by only a few. After our Shake-down, we returned to Boston to have repairs on a faulty engine. When we left Boston, we proceeded to Norfolk Virginia. Our next step was going through the Canal & having Liberty at both ends. Enclosed, find two pictures going through the Canal. One is of the locks & the other is the large fresh water lake, after the Canal, where the ship was all hosed down. We then made stops all along the West Coast till we reached Puget Sound in the state of Washington. It was there that the ship was demagnetized. From there, we headed North to Kodiak Alaska & liberty.

The ship anchored & we then went to shore on one of our LCVP’s. At one time when the LCVP was in the water, the weather turned bad. Capt. Keating decided to hoist the LCVP on to the ship. As the LCVP got above the deck, it started to swing port & starboard. Before it could be lowered in place it swung & crashed into the smokestack, which caused some damage. Capt. Keating then received orders for 40 day & night duty in the North Pacific area, near Attu & Kiska searching for submerged mines laid by the Japanese. At this time, the crew for the new 5th gun was posted. I was made a Powder Man as the enclosed order sheet shows. On our first test of the new 5th gun, settings were fouled up & the gun fired prematurely. The starboard side of the ship was raked with shrapnel. No one was hurt, but Keating blue his cork.

The ship then strung one Paravane on the Starboard side which was held in place with a Pelican hook above & outboard of the ship. It was a Chief's (See CARNEY on page 7)
**Deceased Shipmates**

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.

TAPS
Gone the Gone the Gone the Gone the Gone the Gone
From the From the From the From the From the From the From the
lakes, lakes, lakes, lakes, lakes, lakes, lakes,
Safely rest, Safely rest, Safely rest, Safely rest,
God is nigh. God is nigh. God is nigh. God is nigh.

Alqueza, Christiano Anderson
Foster Attamont, Tony
Bagley, Donald V.
Bailey, Finley A.
Barbarossa, Russell
Barber, George
Barkas, John C.
Baxter, William
Becker, Leon
Bell, Rex
Bell, W. A. "Bill"
Black, Gordon
Blandin, Sherman
Bley, Loyd L.
Bloodworth, Robert
Bortle, Robert
Bourgeois, Clair C.
Brown, Kenneth
Bruce, Mavin D.
Bullock, Charlse S.
Burgess, Thomas R.
Burney, John L.
Burris, Richard E.
Call, Jay J.
Callahan, Alvin
Chidester, Doug
Childs, Cecil C.
Cobb, John V.
Ciha, Welsey
Coker, Orval M.
Conte, Bob
Cooksey, Robert B.
Cormier, Norman G.
Covey, Gene F.
Covino, Frank
Crenshaw, Edwin L.
Cruz, Antonio
Dailey, Wilbur A.
Dalton, Leo
Damron, J. S.
Davis, James
Davis, Murate
Dea, David M.
Dilley, Richard J.
Divine, Orlando
Dixon, Thomas L.
Doherty, Harold E.
Donzell, Richard
Dudley, Walter
Duer, Joseph H.
Dunaetz, Hershel
Dyches, Archie

Page 2

Alqueza, Christiano Anderson
Dykas, Edward J.
Edge, Horace
Edmunds, Anthony
Edwards, Thomas F.
Elder, Charles
Eshom, James M.
Esteban, Edurado
Fern, Richard P.
Fish, Orval
Flood, Brooks
Folk, Mottis
Folks, Charlie J.
Flory, Brooks
Frank, Vitor K.
Franzen, Leroy C.
French, Dean M.
Fritz, Michael
Gaflon, Frank C.
Galing, Capt. Search
Gamble, William
Geedey, Paul C.
Gentry, Alva "Pop"
Gifford, Gilbert
Gililliam, Cleland R.
Giovannetti, R. A.
Giusti, Julius
Glover, Joseph R.
Gold, Boyd O.
Gooslin, Don C.
Gorby, Gene E.
Gore, Reefer E.
Gough, Terry G.
Graham, James (Shakey)
Gray, Amos
Greenhill, Edward
Hall, Fred L.
Hanson, David
Harbin, Sammie
Harden, Herman R.
Harrellson, Henry (Guss)
Harrellson, Lonnie
Harrington, Richard L.
Harwood, Boyd L.
Havelin, Wayne
Haydu, David
Hayter, Harvey R.
Heitz, Richard
Henderson, Thomas
Henry, Donald
Hestla, Charles W.
Hicks, Vernon
Hinson, William
Holt, Dennis A.
Houghton, Donald
Howell, Larry T.
Huber, Ewald
Huckaby, Fuller O.
Hulon, Jack
Huneven, Robert L.
Hunt, John P.
Irvin, Herbert E.
Isaac, Reuben E.
Isenberg, Emil
Janssen, Howard J.
Jennings, Samuel S.
Jepsen, Darrell
Johns, Elwood
Johnson, Dan
Johnson, Michael E.
Kadinger, Robert J.
Kalina, Joseph L.
Kauk, Keith
Kermicle, Harlin R.
Ketchersid, Lloyd R.
Klemm, Floyd P.
Kodesch, Charles
Koelle, Benjamin
Kress, Edward
Kvidera, Larry
Ladner, Winston
Ladson, Umer
Landon, Neil F.
Lanpkin, Gerald T.
Larsen, Don
Lattiner, Goerge
Leat, William
Ledbetter, Robert L.
Lohmann, Gayle A.
Loudermilk, John D.
Lund, Larry Thomas
Macayan, Florentin
MacDonald, Paul J.
Maceri, Angelo
Machen, Elton
Magbuhat, Severino
Maphet, Steve
Martin, James R.
McCord, Warren
McCracken, Harry
McCullough, Don J.
McDouguald, Robert
McFadden, William
McNarnay, Michael
McKay, Veron
McMahon, Walter S.
Miller, Clarence
Milligan, Delester
Moen, Robert
Morrison, Joe
Morritt, Etrall
Murphy, Calvan H.
Murray, James L.
Nelson, Larry A.
Newell, Darrel K.
Nolle, Lester
Olaveson, James L.
Oleson, Ken
Osorio, Ricardo T.
Pankonien, William
Papa, John (Jack)
Parkin, Arthur
Peerson, Jack
Pinder, Marcel
Pinzon, Alfredo J.
Pitts, John W.
Poison, Conrad
Porteous, Joseph
Powers, Reginald
Proulx, Ronald
Provost, Don
Puckett, Nathan
Redfield, Russ
Rein, Randall W.
Reink, Robert
Rettig, Ivan Joe
Rhodes, Donald
Richardson, Raymond
Rigdon, Charles E.
Rudd, Malcolm T.
Runley, Ill., William
Ryan, Randall M.
Sanders, Clark
Sanders, Morgan G.
Sandoval, Edward M.
Sapp, William C.
Savel, John J., Jr.
Schaaf, Donald T.
Scharnhorst, Fred
Scholly, Victor
Schuette, George
Siciliano, Louis
Silverryder, William
Sitton, David
Smith, Jay
Smith, Jimmie C.
Smith, Richard C.
Smith, Tommy B.
Spruance, Edward
Starke, Martin
Staubs, Jr., William
Stelzig, Delbert
Stewart, Jack
Sullivan, Tom

Sutherland, Geroge
Tahamont, David
Taylor, John C.
Taylor, William A.
Terrell, Alex
Thomas, Albert E.
Thome, Christian R.
Tibbets, Joe
Trigg, George
Tucker, Milton J.
Walker, George
Wallis, Larry
Waymak, James L.
Webb, William H.
White, Eddie
Williams, Carlie
Wilson, Glen W.
Winders, George
Yount, Bobby
Zinn, Franklyn K.
Zunick, Joseph

Greetings Whetstone family!

The football season is here again. Our "Big Red" may not be so BIG this year but all of Nebraska continues to cheer them on. May we all be as vocal when we speak of our Lord. In football, we become disheartened and disappointed at times, but we continue to support our team. May we continue to trust our Lord and believe in His everlasting love. Let's cheer for our Lord by giving him praise and honor and thank him for our blessings.

Please pray for Millard Edwards (DK2, 1950-54) for his complete recovery from heart surgery. Millard recently went through heart surgery and has been at San Diego Hospital for over 2 months recovering. May he continue to recover and we look forward to seeing him and Lois at the Reunion in Charleston. Lois tells us that he has set a goal to get well before the reunion so he can meet up with the many shipmates and friends he has met since 1996 when the Association began. Lois and Ed have attended every reunion and don’t want to miss the upcoming 2008 reunion.

I am getting excited to see you all in Charleston in May 2008. We look for a special time together!

God bless you.

Chaplain Mary Watson

**NOTICE**

**PLEASE ADVISE IF YOU HAVE MOVED.** We would appreciate you notifying us if you have moved as it costs an additional $1.00 each time we receive a newsletter back due to change of address.

**E-MAIL**
We would like to update Email addresses in our database. Please e-mail Marion Goble with your current e-mail address.
to membership@usswhetstone.net
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 and have our reunions. Dues are $25.00 a year, are tax deductible, and are strictly voluntary. Dues are applied for one year (using date of check as beginning point, i.e. 4/1/07 check applies dues until 4/1/08). We recognize that not all are able to support the Association, but we welcome support from whom ever is able. Dues received to date for 2007 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 and contact Kay Goble at 6200 Emerald Pines Ct, Ft. Myers, FL 33966, (239)768-1449, or e-mail: membership@usswhetstone.net. Please make checks payable to:

USS Whetstone Association.

Please use this list as your receipt.

Acton, Charles
Adams, Richard H.
Adams, Jr., Carzie
Allemen, G. J.
Alsleben, Keith L.
Anderson, Robert E.*
Arata, Sil*
Bell, Charles S.
Berg, Alfred
Berry, Dewey
Blenkhorn, Charles*
Bogusch, William*
Boren, Ben
Boswell, Robert G.
Bradach, Jack
Brameyer, George A.
Breedlove, J. E.
Brewer, Melvin L.
Brillon, Paul
Brown, James E.*
Buchanan, Kenneth*
Caldwell, William*
Carney, Thomas
Carrell, Zane*
Carson, William G.
Cickavage, Joseph*
Coakley, Bill*
Coldren, Wayne
Conover, J. W.*
Cox, Millard*
Cunningham, Michael
Czarneczi, Vincent
Del Rosario, Vergel
Doerr, Gary T.
Draper, L. E. "Rusty"*
Dries, Arthur E.
Edney, Edward
Edwards, H. "Sonny"
Elder, Bob
Engelken, Ralph L.
Erath, JerryEshelman, Thomas
Espointour, Maurice
Fayard, Gary
Feathers, Paul J.*
Finlayson, Leonard
Finn, John
Flowerree, Robert*
Fortune, Archie*
Fox, Sebastian
Frans, Jack
Fry, Steve
Fulghem, Richard*
Garza, Luis
Goble, Marion
Goodrich, Jesse*
Gordon, Eddie*
Grubb, Jack L.
Hager, Robert W.*
Hall, Charles L.*
Hammons, Willis*
Harrelson, Glenn*
Haynes, Earl R.*
Hol-leman, Jimmy
Holmes, Bob
Hoover, Frederick R.
Ingraham, Floyd
Johnson, Merrill E.*
Johnson, Orville J.
Joyce, Jon
Julian, Frank
Keen, Charles*
Kiffmann, Helmet*
Kirby, Joe
Kircher, Vincent
Kloor, Bill
Lanphere, George*
Larson, Jr., Leslie.
Lee, Romaine
Livingston, Darrell
Lonnion, Larry*
Mackall, Terry L.*
Maculaitis, Vincent
Matsuyama, James*
McCray, David G.
McCurley, Wilburn*
McGavock, Bert*
McKee, David E.*
McManus, Peter
McNitt, Russell D.*
McQuillen, Tom*
Meismer, J. C.*
Mezzanotti, Paul
Miller, Charles*
Mitchell, Burley B.*
Morgan, Jeff
Moore, Lane*
Mulholland, Howard
Norcross Sr, Peter
Oremus, Vern C.
Parris, Eddie R.
Parsons, Harry S.
Patterson, Peter
Pennal, Floyd
Pierce, Charles*
Pierce, Charles R.
Pilgreen, Vince
Proft, Gerald P.*
Raymie, Jerry*
Reid, James P.
Richey, Albert D.
Savala, Manny
Savoie, Donald*
Scott, Ralph V.
Sebaugh, Raymond*
Seaton, Walter
Shimmell, Thomas
Shrader, Daniel L.
Skelly, Jr., Daniel
Smith, Clinton*
Smith, Donald*
Smith, Ray
Solari, Frank V.*
Stanford, Roy S.*
Stark, Clifford H.
Stene, Larry
Stergoes, James
Stief, Bernard D.
Stoll, Edwin
Throener, Larry*
Timmons, Garrett*
Tucker, George
Arthur, Everett*
Ward, Robert H.*
Watson, Marvin*
West, Cdr. Gordon*
White, David*
Wiesemann, Donald
Will, Howard L.*
Wilson, Buddy
Wood, Gerald W.
Woodbury, Ronald
Yedowitz, Joseph J.
Zdolsek, Martin

The Old Outfit
Submitted by Ron Hnotivic
(EMC – 1965-66)

Come gather round me lads and I’ll tell you a thing or two About the way we ran the Navy in nineteen forty two. When wooden ships and iron men were barely out of sight. I am going to give you some facts Just to set the record right!

We wore the ole bell bottoms with a flat hat on our head and we always hit the deck at make sure her stockings are straight.

What happened to the KiYi brush and old salt-water bath? Holy stoning decks at night cause you stirred old Bos’n’s wrath! We always had our gedunk stand and lots of pogey bait. And it always took a hitch or two, just to make a rate.

In your seabag all your skivvies, were neatly rolled and stopped. And the blankets on your sack had better have a three-in-fold. Your little ditty bag, it’s hard to believe just how much it held and you wouldn’t go ashore with pants that hadn’t been spiked and belled.

We had scullery maids and succotash and good old S.O.S. And when you felt like topping off, you headed for the mess. Oh we had our belly robbers but there weren’t too many grippes. For the deck apes were never hungry and there were no starvation stipes.

Now, you never hear of Davey Jones, Shellbacks or Polliwogs and you never splice the mainbracce to receive your daily grog. Now you never have to dog a watch or stand the main event. You even tie your lines today; back in my time they were bent.

We were all two-fisted drinkers and no one thought you sinned if you staggered back aboard your ship, three sheets to the wind. And with just a couple hours of sleep you regained your usual luster. Bright eyed and bushy tailed, you still made morning muster.

Rocks and shoals have long since gone and now it’s U.C.M.J. Back then the old man handled everything if you should go astray. Now they steer the ships with dials and I wouldn’t be surprised if some day they sailed the damned things from the beach, computerized.

So when my earthy hitch is over and the good Lord picks the best, I’ll walk right up to Him and say, “Sir, I have but one request. Let me sail the seas of Heaven in a coat of Nay blue, like I did so long ago on earth, way back in forty two.”

Jim, the Chief.
Charleston: Day ONE
By Everett Ward

We have been talking about Charleston for some time. Now we are going to do it—not the dance, but the town! Let us pretend....

This is the first full day of activity. We have had a grand time at the reception Sunday evening—lots of talk, questions, meeting old shipmates, lots to eat, refreshments aplenty—quite a buzz. But this is the first day of reunion outing. We're underway for Fort Sumter and then downtown Charleston. More people are arriving and checking in, but this group signed up early and want the full monte. No time for late sleepers, heave in the brow and cast off!

Our coach will take us to Liberty Square on Concord Street. That's right on the Charleston waterfront about two blocks from the famous City Market. We will board the Spirit of Charleston and head out to a very famous island just about in the middle of Charleston Harbor. That will be Fort Sumter. From the waterfront its looks like a mound. It is. It is a mound spiked with history. That's where the War Between the States started. That's where the course of the nation changed 12 April 1861. As historians say everything in our history points to the Civil War, everything after the Civil War points back to it. As hollowed ground, Fort Sumter is the tip of the pointer. There is a lot to learn from the park rangers there, not only about the War Between the States, but also about coastal defenses in WW I and WWII.

On the way out we can see a whole history book dating back to the Revolution. There is, for example, the Castle Pinckney ruins dating back to its usage by the British as a dungeon, and later as a battery to first attack Fort Sumter an then to help defend it. To the north is Fort Moultrie. That's where South Carolina repulsed a British fleet and developed its symbol, the Palmetto Tree. They did it twice, first in 1776; another time in 1778, but the British finally bagged Charleston 1780 and held it for two years. Fort Moultrie later served in the attack on Sumter, but it is also famous for Edgar Allen Poe and his setting for "The Gold Bug." Today we will see the signal flags that spell out "Harbor Control" from the garrison mast above the fort's casemates.

Looking seaward and then to the south we see in the distance the northern part of Morris Island and the site of another battle. It took place 18 July 1863. Marked now by an abandoned lighthouse and now virtually washed away was Battery Wagner, the setting for the movie, "Glory," the story of the all Black 54th Massachusetts, another tragic episode of the Great War of the Rebellion.

Charleston Harbor is very active. Besides huge freighters, tankers, barges, and hundreds of small craft our scan of the harbor is dominated by the presence of the Arthur Ravenel, Jr. Bridge and the Patriot's Point Naval Museum Site. There USS Yorktown, USS Laffey, USS Clagamore, and CGC Campbell beacon especially to the Whetstone group, waiting patiently for our visit there tomorrow. "Now, come on, you Rolling Stones!" Ah, yes, this sea breeze is just wonderful. "Brings back old memories.

The best way to enjoy Ft. Sumter is to follow the ranger guides who explain events that led to the start of the Great War. It is often rumored that a planter by the name of Edmund Ruffin fired the first shot from Ft. Sumter. He was an ardent states right man, a hold-over from the old quids of Jacksonian Democracy. Also noted also for his research in crop rotation and soil conservation, he was a firebrand secessionist. When Lee surrendered, he fired the one of the last shots of the war—into his head. Ah, hem, now we will note the ruins of the fort. First came the Confederate bombardment, then the magazine blew up. This occurred when the flag was being saluted during the surrender and resulted in the only casualty of the entire two-day bombardment. In 1862 there was an intense fire (Origin is unknown but highly suspect as contributing factors were free whiskey and loose gunpowder,). and then a series of intense bombardments over a span of three years.

Ft. Sumter was a red flag to the Union blockading fleet. That's why from the distance it looks like a mound. Time and time again the Yankee navy appeared and attempted to retake the fort to no avail. From April, 1861 until February of 1865 it remained defiant to the Union cause, though practically reduced to rubble. We can see shells imbedded in the brickwork.

One of my favorite spots there is a casemate that was sealed sometime after all the Unpleasantness, perhaps in preparation of making a coastal battery to protect Charleston from the Spanish in 1898. It remained sealed with its battery in place until sometime after WWII. The guns were well preserved and serve as hands on examples of 1860s ordnance.

And who fired the first shot for the Union side? Why, Captain Abner Doubleday, of course, later renown for baseball—second in command.

Today, we are part of history that shaped the nation as our imagination drifts through the events of those terrible days. Drop back to 18 February 1864. It is cold and dark. Now, look eastward to sea, to the mouth of the harbor just south of Sullivan's Island, and envision the CSS Hunley engaged on a desperate mission to break the Union blockade as it rams its spar torpedo into the side of USS Housatonic---the world's first successful submarine attack. The Housatonic sinks. The Hunley disappears. The sub gains immortality but is not seen again until 1970 when its long lost hull with its ghost crew still aboard is found in 27 feet of water about 500 yards from the wreck of its victim. It is raised in 1996 after being "officially" rediscovered, and now undergoes archeological research and preservation in North Charleston, not far from our hotel.

We will have plenty of time at the Fort before the boat sounds its whistle for our return to the Concord Street dock. On the way back we hear a continued narration of the historic sites that abound in the harbor. There is just no end to the magnificence of Charleston's history, its beauty, and appreciation of its well preserved 1800's skyline even though a shell or two from the Union fleet did manage to find their way downtown; then, there was the earthquake of 1886. . .

'Pretty near eight bells and time to set the afternoon watch. The Plan of the Day says we debark from Ft. Sumter and tour the city for the rest of the day. Our coach will be at Concord St. to pick us up for the return to hotel at 1630. Since its about dinner for the crew time (lunch, these days!) we need to head on up about two or three blocks and seek out an eatery. It will be a good time to review what to do in downtown Charleston and get an action plan together. Mostly we are going to have fun!
When you get ashore you will understand why Charleston is featured extensively in the book, *A Thousand Places to See Before You Die.* This is it, baby! Whatever you like to do, you will find it do this afternoon.

There is just too much to do so the group follows normal group instincts and scatters. Some go on the carriage tours and listen to the narrative of the drivers with all the tidbits about the houses and people that lived there in the good ole days. Everybody wants to see Captain Rhett Butler’s place and, yup, the narrator will point it out. I’m partial to the home of John C. Calhoun and General P. G. T. Beauregard and the story of how his hair grew gray. Here’s a good one: Why do the old homes face inward with the ends facing the street? Does it have something to do with taxes? Humn! ‘Must have been a sale on green paint after “The War,”’ otherwise, why are so many painted green? What are those big bolts?

Beside the Battery, the carriage clomps by Heyward-Washington House (1772), owned by Thomas Heyward, signer of the Declaration of Independence and later host to George Washington on his 1791 southern tour. A signer of the Constitution, John Ruthled, at 116 Broad St., built his home in 1763. Others include the 1803 Joseph Manigault house, the Nathaniel Russell House (1808) the Old Exchange and Provost Dungeon (1771), The 1712 powder magazine—that’s where Col. Christopher Gadsden designed the “Don’t Tread on Me” flag—the present Jack on US Navy ships, down on past Cabbage Row. Cabbage Row? What’s that? What is that red sign, “Catfish Row?” You can tell when the carriage gets to this spot ‘cause everybody hums “Summertime.” The poor old horse with his straw bonnet looks back at this, grins, and seems to chime in, saying, “I got plenty of ‘nutin, and ‘nutin is plenty for me!”

Clopity! Clopity! On down past the churches—St. Philips Episcopal—Its steeple was used as a line of sight target by the Yankees during the war, St. Michaels, French Huguenot, the Romanesque Circular Congregationalist Church, founded by dissenters of the Church of England around 1681. Each church has a cemetery—haunted cemeteries. Oh, I forgot, if you are afraid of ghost avoid some of the houses. Some of them are supposed to be haunted to. There is more. Its an old house lover’s dream. You could take them all and get new stories each time you gotta do the carriage tour! After it, most people want to take the house tours and go into the houses they heard about, or take the walking tour and get a closer perspective.

Some go to museums. There are several. One group spends the afternoon in the Charleston Low Country Museum by the Visitors Center. It is outstanding. Tar, pitch, turpentine, cotton, rice, indigo—plantations of the Tidewater region, the culture of the old South; how the people lived and prospered, and how some lived and did not prosper; the Sea Island people and the Gullah, pirates, the French, English, and Spanish influences—- It’s all there and more. It’s so good some people don’t want to leave! Railroad buffs seek out the “Best Friend” Railroad Museum. Which tour or deciding which sites to see might be a problem. There are so many. And, yes, talk to the ladies doing the sweet straw baskets. Walking tours, carriage tours, trolley tours, shopping tours, city market tours, church yard tours, grave yard tours, self guided tours, just looking tours—-tours, tours, tours!! It’s all there. Frankly, as for me, I just assume the role of Ferdinand, sitting at the waterfront park with my bag of peanuts and Pepsi Cola. Sometimes I just sit and think, and sometimes I just sit. Instead of smelling the flowers, I’m looking at the ships.

The common denominator of conversation as the group reconvenes on Concord Street for the coach ride back to the hotel is, “This is great!” Then, “We went to such and such and it was wonderful!” Or, “You should have seen it!” Or, “Gee, we missed that”. “We’ll see it next time!” “Did you see. . .?” And, “We didn’t want to leave the museum!” There is more than enough to enjoy in Charleston.

We are cruising back to the hotel, loaded with goodies, trading stories—-lots of experiences to share, ready for dinner (supper for the old salts). It is like a busload of kids coming back from a day at the beach, tired and happy. It was a good one. This was Day one. Day two is next and it’s a zinger. Just wait.

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**About the Hotel:**

**By Everett Ward**

With all the talk about Charleston and the reunion something must be said about the hotel selected for the Reunion. It is unique in that it specializes in Navy Reunions. In fact, the crew of USS Monterey calls it “Reunion Central.” You’ll know you are in the right place when you see “Welcome USS Whetstone” greeting you at the door and hear the excited buzz coming from the hospitality room.

Chris Walz, Sales Manager, runs a reunion like a fussier purser on a luxury liner. Reunion hospitality is redefined on her watch. Her dedication and particularly attentive energy generates a ship’s reunion of truly memorial proportions.

When you enter the hotel lobby you will immediately be taken by the displays on exhibit that reflect three decades of Navy ships. You will see sister ships, Ashland, Bell Grove, Tortuga, Casa Grande, Catamount, and many more, including marine units, air force, and army types.

There are over 127 displays of other military units, representing other very successful reunions, some of which Whetstone steamed with in the course of her career. Reunion groups extend back to WWII on carry on to present units.

In 2006, among others, the hotel hosted Henley (DD-762; Skagit (AKA-105); 67th Field Hospital (WW II, I believe); USS Barton; USS Denebola (AF-56); Monterey (CVL-26)—Gerald Ford’s ship, the one he almost got washed away in Halsey’s typhoon. By May of 2008, the Hotel will have hosted 150 military reunions, most of them navy. We can have confidence we are in the right place.

In short order you will see the presentation in the Hall of Honor of the latest contribution to the framed and posted ships’ pictures, Whetstone (LSD-27). There are plaques, flags, bunting, and an aura that makes one think he’s back on a quarterdeck.

*(See Hotel on page 6)*
checking aboard. Chris gives an enthusiastic special touch to hospitality and good work that makes your reunion an unparalleled occasion. She is proud of her work and it shows. You’re going to like this place.

The hotel features a complementary full course hot breakfast buffet. Of course there are cold items to, including juices, fruits, cereals, and plenty of tea and coffee. Other amenities include:

- A Complimentary transportation van to and from Charleston International Airport (within a five mile radius), and it can be available for group jaunts to local restaurants around the hotel, though there is a fine restaurant right there.
- Room microwave, refrigerator, coffee pot, iron and ironing board, and hairdryer.
- Indoor heated pool; outside pool, and patio bar.
- Exercise and business center.
- Plenty of parking including room for RVs.
- Want to go shopping---at least two malls? ‘Need something from the drug store---all within walking distance.
- Of course our transportation comes to the front door. This is a good place. ‘Better sign up early!

Greetings from Your President

Ahoy Association Members,

SEASONS

For most of you, summer is slipping into the fall season bringing a reprieve from the summer heat and humidity, but for me, the weather in Arizona has gone from hotter to just plain hot! My favorite season is fall, the turning of the leaves soon to begin, a slight indication of crisp, cool air, football season... what more could a sailor want?

The word “seasons” has multiple meanings. It can be the changing of climate or the seasons of our lives. Many of us are either approaching or have entered the fall season of our lives. We have raised our families, spent some time in the “fast lane”, and many of us have retired to a quieter life style. As I reflect on seasons, I relate to my spring season, my time aboard the “Stone” as a period of learning, preparation for life ahead, and the time when I acquired life-long friends like you.

Speaking of seasons, I had the good opportunity to be in San Diego over the Labor Day holiday and conjured up some old memories of my spring season by visiting the training ship USS Recruit, otherwise known by us new recruits as the “USS Neversail”. She was the Navy’s only commissioned ship (July 1949), never to reach water and was the first of three similar structures built by the Navy following WWII, it is the sole survivor of the three. The USS Recruit was decommissioned in March 1967 when she could not be classified in a computerized naval inventory. Nevertheless, she continued to train recruits, and was reconditioned in 1982 as a training guided missile frigate. For those of us that were “invited” to attend boot camp in beautiful San Diego, the experience of shipboard operations and basic naval procedures were some of the first lessons we learned on board her. I remember being blindfolded and having to tie several different types of knots for my “final exam”; in fact, I still remember and use a couple of them even today! The good news about the USS Recruit is that she has been saved, is once again being renovated, and is a historic landmark (NO. 1042) to the some 50,000 recruits trained every year during her decades of service. The sad news is that the Naval Training Center (NTC), as we knew it, has been demolished, turned into shopping centers, airport parking, and condominiums. However, the contractor on this project has managed to renovate some of the old buildings that will house offices, restaurants, and a health club. There remain some government offices and military housing although completely modernized from what we remember.

One of the things I noticed while visiting the old base was the beauty of the Spanish architecture accenting the arches and outlining the perimeter of the buildings. Do any of you remember this? I did not! I guess I was too busy doing push ups or holding my piece (rifle) in the air for what seemed like hours at a time, and doing calisthenics on the “grinder”. Oh well, we were tough then, and so it went, in the spring of our lives.

As you finish reading this issue of our Association Newsletter and tuck it away in its special place, we will soon be looking forward to celebrating the seasons of Thanksgiving, Christmas/Hanukah, and New Years, all of which bring memories of past seasons and hopes for good health, prosperity, and continued good fortune for our future seasons during 2008. I wish you wonderful blessings for 2008 and a very happy holiday season. As fall slips into winter, remember the seasons past and plan for the future when we will join together in Charleston, South Carolina.

Wishing you all “fair winds and following seas”.

Chuck Hall
Chuck Hall, RM2
1962-1966
duty to hit the Pelican Hook with a sledge which released the Paravane. For some reason, instead of swerving outboard, the Paravane dove under the ship & came up on the Port side. All hell broke loose. Keating refused to stop the ship & insisted that the Paravane be retrieved while underway.

The next incident happened very early one morning, when an Alarm sounded & everyone was ordered to take cover on the Port Side because a mine was discovered. Detonation with Rifle fire did not work, so the mine was exploded with one shell fired from the starboard twin 40. During this patrol I had the (12 to 4 am & pm) bridge watch.

The temperature was so cold I had to put my gloves on my feet to prevent freezing from the steel deck.

When 40 day's & nights were up, we returned to Puget Sound & Capt. Keating received enclosed cablegram from Rear Admiral Daubin, Commander of the Alaskan Sea Frontier on a job well done. We then left for Frisco where I left the ship. I traveled by train from Frisco to N. Y. where I was discharged. I then heard from a shipmate, who told me the Whetstone was on it's Sound & Capt. Keating received enclosed cablegram from Rear

I hope you find these exploits interesting. I'm sure no one else has informed you of all these events.

Thanks again & good luck on a job "Well Done".

Tom Carney S 2/e

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**Tip: Keep inconveniences in perspective.**

In all my years of traveling, I have learned that each time a plane has the opportunity to stop, there is potential for unexpected challenges. Flight delays, weather and airline crews can create unanticipated challenges on any trip. Therefore, I always try to fly non-stop between my destinations.

About an hour into this particular flight, the Captain’s voice rang over the intercom. He asked if there was a physician or nurse on the plane. If so, he asked them to identify themselves by ringing the flight attendant call button beside their seat.

I listened carefully but heard no one ring their bell. I immediately began to wonder what was happening.

In a few minutes the Captain informed us that there was a medical emergency on board and asked again if there was a physician or a nurse who could help.

When there was no response, we were told that we were going to make an emergency stop in Denver, Colorado. He apologized but told us that there would be a medical emergency team waiting to meet us at the gate and that we would probably be delayed by about thirty minutes. Though it was necessary, we knew we would all be inconvenienced by the extra stop.

About half an hour later, we landed at Denver International Airport and the medical crew immediately came on board. However, everything took longer than had previously been expected. An elderly gentleman, about 85 years old, had suddenly taken ill. It was not clear whether he had experienced a stroke or heart attack.

Even after the gentleman was carried off of the plane, we still sat there for quite a while. The original "short" stop turned into about an hour and a half.

When we finally pushed back from the gate and were in the air, the pilot apologized profusely for the unavoidable delay. He said that since the stop had taken longer than expected, those passengers who needed to make connections in Atlanta would miss their flights but would automatically be booked on the next flight out.

You could almost hear the moans and groans throughout the airplane of everyone who was being inconvenienced by the unexpected stop.

Then the pilot did one of the classiest things I have personally ever seen or heard anyone do.

He spoke into the intercom and said, "Ladies and gentlemen, I thought you might be interested in one bit of information. The elderly gentleman who was taken off the plane was a Marine in WWII. I am holding in my hand a copy of the Congressional Medal of Honor that was awarded to him and signed by President Harry Truman in 1945." The pilot went on to say, "I realize that we have all been inconvenienced today. However, in light of the fact that this gentleman was a war hero and was inconvenienced for four years of his life in order that we might experience the freedoms that we enjoy today, I thought you all should know that."

Immediately the airplane was filled with applause.

Tip: Keep inconveniences in perspective.

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Another warning in this world that's becoming crazier and crazier.

Be careful how you list names on your cell phone!

This lady has changed her habit of how she lists her names on her mobile phone after her handbag was stolen. Her handbag which contained her mobile, Credit card, purse, etc....was stolen. 20 minutes later when she called Her Hubby, from a pay phone telling him what had happened, hubby says "I've Just received your text asking about our Pin number and I've replied a little while ago."

When they rushed down to the bank, the bank staff told them all the money was already withdrawn. The pick-pocket had actually used the stolen hand phone to text "hubby" in the contact list and got hold of the pin number. Within 20 minutes he had withdrawn all the money from the bank account.

Moral of the lesson: Do not disclose the relationship between you and the people in your contact list.

Avoid using names like Home, honey, Hubby, sweetheart, Dad, Mom, etc...And very importantly, when sensitive info is being asked thru texts, CONFIRM by calling back. Also, when you're being texted by friends or family to meet them somewhere, be sure to call back to confirm that the message came from them. If you don't reach them, be very careful about going places to meet "family and friends" who text you.

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World's Largest Cargo Ship
Submitted by Jim Dunn

Get a load of this ship! 15,000 containers and a 207' beam! And look at the crew size (13) for a ship longer than US aircraft carriers, which have complements of 5,000 men and officers. Think it's big enough? Notice that 207' beam means it was NOT designed for the Panama or Suez canal. It is strictly transpacific. Check out the "cruise speed". 31 mph means the goods arrive four days before the typical container ship traveling at 18 to 20 mph on a China-to-California run. So this behemoth is hugely competitive when carrying perishable goods.

This ship was built in three, perhaps as many as five sections. The sections floated together and then welded. It is named Emma Maersk. The command bridge is higher than a ten story building and has eleven rigs that can operate simultaneously.

Additional info:
Country of origin - Denmark
Length - 1,302 ft
Width - 207 ft
Net cargo - 123,200 tons
Engine - 14 in-line cylinders diesel engine (110,000 BHP)
Cruise Speed - 31 mi/h

Cargo capacity - 15,000 TEU (1 TEU = 20 ft3 container)
Crew - 13 people
First Trip - Sept. 08, 2006
Construction cost - US $145,000,000+
The silicone paint applied to the ship's bottom reduces water resistance and saves 317,000 gallons of diesel per year

(Perspective from page 7)
gentleman had been cared for in a way that was fitting and appropriate. As we continued to fly, I thought to myself, "Isn't that interesting? We were concerned that we were inconvenienced for a couple of hours and yet, this gentleman's entire life was interrupted and inconvenienced for over four years while he went and fought in a war to protect the freedoms and values that we love and hold dear in this country today."
It is FREE!

And, it does not cost anything!

Okay, I know! It is redundant. But I did get your attention. Please give this a look-see.................A food-linked word game put on the Internet a month ago has proved a runaway success and has already generated enough rice to feed 50,000 people, the United Nations World Food Programme said on Friday. FreeRice offers participants multiple choice definitions to the meaning of a word, with each correct click generating 10 grains of rice for the WFP.

The brainchild of American online fundraising pioneer John Breen, the Web site (www.freerice.com) relies on advertising revenue to underwrite its rice campaign. "FreeRice really hits home how the Web can be harnessed to raise awareness and funds for the world's number one emergency," said Josette Sheeran, executive director of the Rome-based WFP. "The site is a viral marketing success story with more than one billion grains of rice donated in just one month to help tackle hunger worldwide," she added. The day it was launched on October 7 just 830 grains of rice were donated. But the Internet community quickly caught on, and on November 8 alone 77 million grains were donated -- equivalent to more than seven million correct clicks.

This is a safe site and does not ask for any information whatsoever.

It only took me a few minutes to add 100 grains this afternoon.
Located in North Charleston, SC just east of I-26 and about six miles north of the airport, this hotel is in close proximity to the major attractions in the Charleston area. This hotel offers 197 guest rooms. All rooms offer complimentary wireless internet access, cable TV and pay movies. Rooms include refrigerator, microwave, coffeemaker, hair dryer and irons/ironing board. A complimentary full buffet breakfast is provided each morning which includes Belgian waffles, eggs, grits, biscuits with gravy, bacon, sausage, cereals, fruit, breads, hot and cold beverages. The hotel offers an indoor pool, whirlpool, outdoor pool and fitness room. Additional amenities include a restaurant (dinner only) and lounge. Parking is free and pets are permitted ($25/day plus $50 deposit). The hotel operates a complimentary 24-hour airport shuttle. Shuttle is available to local restaurants and Northwoods Mall (within a 5-mile radius) provided shuttle is available and not picking up airport passengers.

Please call the hotel directly (843.572.2200). Request the group rate for USS Whetstone Association Reunion when making reservations to guarantee you receive the special rate extended to our group. Reservations must be made by 3:00 p.m. on 4/25/08 or rate will not be honored.

To confirm reservation, all guests will be required to (1) provide a major credit card at the time of making the reservation to establish a guarantee method of payment or (2) send a deposit equal to one night’s room and tax charges to the hotel reservation office within seven (7) days of making the reservation.

MAKE YOUR RESERVATIONS NOW!

REUNION OPTIONAL EVENTS OVERVIEW

Monday All Day Tour
Fort Sumter and
Old City Market

Depart Hotel for Liberty Square, board sightseeing yacht to Fort Sumter Tours. After Fort Sumter tour, return to Concord Street in downtown Charleston with free time in the Old City Market for lunch on your own, shopping and browsing before returning to hotel for the evening.

MONDAY EVENING - A free night to enjoy whatever you choose. Simply stay at the hotel, have dinner in the hotel and chat with shipmates in the hospitality room or take this opportunity to visit some of the sights in Charleston, enjoy one of the fine restaurants in the area or visit nearby Northwoods Mall (shuttle available).

Tuesday Day Tour
Patriots Point and USS Yorktown

Depart hotel for Patriots Point. Memorial Service aboard the USS Yorktown with lunch following in the CPO Mess on the Yorktown. Then explore the ships in Patriots Point Harbor. Visit the Destroyer Laffey, Coast Guard Cutter Ingham, Submarine Clamagore, Vietnam Naval Support Base and view 25 Aircraft and Medal of Honor Museum. This is truly a NAVY day.

Tuesday Evening - Harbor Dinner Cruise aboard the Spirit of Carolina. Harbor Cruise departs Patriots Point and features a leisurely cruise past the magnificent antebellum homes of Charleston’s historic waterfront and Harbour Tour. Yacht has two climate-controlled decks, each with live entertainment, dance floor, full service galley and a well-stocked bar. Third deck is ideal for viewing starry skies and Charleston’s magnificent harbor.

Wednesday Morning - Magnolia Gardens Tour.

Listed in the National Register of Historic Places, stately Magnolia Plantation boasts of several beautiful gardens, a restored slave cabin, antiques and all that you would expect in a real Southern Plantation.

No golf outing is planned. However, if you want to golf, there is a course near the hotel (fees $35.00). Information will be available on Sunday, 5/18 and transportation can be arranged.

Welcome Reception (Sunday Evening) and Banquet (Wednesday Evening) will be held at Ramada Charleston.

DOOR PRIZES AT REUNION
At this reunion, we are requesting that each shipmate bring a $15-$25 gift that reflects your part of the USA.
USS WHETSTONE LSD-27
2008 Reunion Reservation Form
Sunday, May 18, 2008—Thursday, May 22, 2008
Ramada Charleston—North Charleston, South Carolina

A few optional events have been selected for you to participate. If you aren’t interested in attending the optional events or only a couple and would prefer to do things on your own, there are many sites and tours in the Charleston, South Carolina area. A Hospitality Room will be available from 12:00 p.m. Sunday through Thursday, 12:00 p.m. for shipmates to gather and visit (refreshments provided). Ship store items and ship memorabilia will be on display. Please bring any items you want to share.

NAME:______________________________________________ PHONE #:__________________________________
GUEST/GUESTS: ____________________________________ E-MAIL: ___________________________________

Complete Reservation Form and mail with money to: Kay Goble, 6200 Emerald Pines Circle, Fort Myers, FL 33966.

Make checks payable to USS Whetstone Association
DEADLINE: Reservation forms and money must be received prior to April 18, 2008

<table>
<thead>
<tr>
<th>Date</th>
<th>Optional Events</th>
<th>Cost Per Person</th>
<th>Total # Attending</th>
<th>Amount Enclosed</th>
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<tr>
<td>May be Paid First Day of Reunion</td>
<td>Registration Fee Per Shipmate (Covers expense of hospitality room and miscellaneous items)</td>
<td>$15.00 per shipmate</td>
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<tr>
<td>5/18/2008 Sunday Evening</td>
<td>Welcome Reception @ Hotel (Light Meal w/hot and cold hors d’oeuvres)</td>
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<td>5/19/2008 Monday Day</td>
<td>All Day Tour (Fort Sumter and City Market Tour w/lunch on your own in city)</td>
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<td>5/20/2008 Tuesday Day</td>
<td>Patriots Point Tour (Memorial Service &amp; Lunch aboard USS Yorktown &amp; View Ships)</td>
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<td>5/20/2008 Tuesday Evening</td>
<td>Spirit of Carolina Dinner Cruise (Harbor Cruise with Dinner Cruise &amp; Dancing)</td>
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<td>5/21/2008 Wed Morning</td>
<td>Magnolia Plantation Tour (Garden and Tram Tour of Plantation)</td>
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<td>5/21/2008 Wed Evening</td>
<td>Banquet (Ramada Charleston) Photo Op at 5:30, Cash Bar available at 6:00 Welcome &amp; Dinner with Speaker &amp; Entertainment Following</td>
<td>$35.00</td>
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Why, Why, Why

Do we press harder on a remote control when we know the batteries are getting dead?

Why do banks charge a fee on "insufficient funds" when they know there is not enough money?

Why does someone believe you when you say there are four billion stars, but check when you say the paint is wet?

Why doesn't glue stick to the bottle?

Why do they use sterilized needles for death by lethal injection?

Why doesn't Tarzan have a beard?

Why does Superman stop bullets with his chest, but ducks when you throw a revolver at him?

Why do Kamikaze pilots wear helmets?

Is there ever a day that mattresses are not on sale?

Why do people constantly return to the refrigerator with hopes that something new to eat will have materialized?

Why do people keep running over a string a dozen times with their vacuum cleaner, then reach down, pick it up, examine it, then put it down to give the vacuum one more chance?

Why is it that no plastic bag will open from the end on your first try?

How do those dead bugs get into those enclosed light fixtures?

When we are in the supermarket and someone rams our ankle with a shopping cart then apologizes for doing so, why do we say, "It's all right?"

Well, it isn't all right, so why don't we say, "That hurt, you stupid idiot?"

Why is it that whenever you attempt to catch something that's falling off the table you always manage to knock something else over?

In winter why do we try to keep the house as warm as it was in summer when we complained about the heat?

How come you never hear father-in-law jokes?