Old LSD
By Everett Ward

Here is the LSD photo I mentioned. Note on the backside it is original US Navy issue for 1944, dated March 27, 1944. Though it predates Whetstone by four or five months, this class of LSD was of the Casa Grande variety. The caption reads, "One of the largest vessels in the Navy's fast-growing Amphibious fleet (sic), the LSD, Landing Ship Dock.

It is an ocean going craft."

This photo depicts several 20mm AA mounts and there does not seem to be any 40mm mounted. One tub, port side by the wheel house is vacant. What appears to be a 5 inch mount is visible on the 02 level forward. Some of the 20mm tugs are also vacant.

The ship is at anchor and some personnel can be seen on the bow and perhaps by the 02 rail forward. They appear to be in undress blues. There is no jack, no commissioning pennant, and it is possible the striped mast on the port wing wall aft displays some type of special banner. There are no number or hull markings, no radar, or radio antennas. Life rafts are in place, eight in number. That would make a total of 16, port and starboard, not an adequate number for a fully manned ship and certainly not enough for a troop load.

No gig, no motor whaleboat, no LCVP---no boats are aboard; no signals from the tree. A small steam vapor may be visible from the starboard stack indicating the ship is not on cold iron. Note also the chute which appears on the stem gate, probably for garbage and trash.

Because of the shipyard background and because of the various items which should be present, I believe this is a post launch, pre commissioning scene. Absent items noted would be present in a fully commissioned vessel. Could it be Boston, Baltimore, Norfolk, or even San Diego, or where? There appears to be several shipways in the background. Too bad we don't have X ray so that we could see the engines. If they are Uniflow then it wouldn't be a Stone sister. On the other hand, if they are Parson turbines, well, the mystery ship becomes more intriguing. Other operations does will likely observe more detail and perhaps provide some explanations.

Keep the presses hot.
Best regards
E. Ward 67-70 (See Photo on Page 4)
The shipmates listed below are assumed to be deceased. Information comes from shipmates, the V.A. and relatives of the shipmate. Names of those passing since last newsletter are in bold. This information is not Official. Please advise of any errors or omissions.

Departed Shipmates

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
Johnson, Dan
Johnson, Michael E.
Kadinger, Robert J.
Kalina, Joseph L.
Kau, Keith
Kermicle, Harlin R.
Ketchersid, Lloyd R.
Klemm, Floyd P.
Kodesch, Charles
Koelle, Benjamin
Kress, Edward
Kvidera, Larry
Ladner, Winston
Ladson, Ulmer
Landon, Neal F.
Lanpin, 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
Machon, Elton
Magbuhat, Severino
Maphet, Steve
Martin, James R.
McCord, Warren
McCracken, Harry
McCullough, Don J.
McDougal, Robert
McFadden, William
McNarmara, Michael
McKay, Verlon
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.
Nolte, Lester
Olaveson, James L.
Olsen, Ken
Osoto, Ricardo T.
Pankonien, William
Papa, John (Jack)
Parkin, Arthur
Peerson, Jack
Pinder, Marcel
Pinzon, Alfredo J.
Pitts, John W.
Poisson, 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.
Rumley, III, William
Russell, Wayne
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
Schuetze, George
Sicliano, Louis
SilverRyder, William
Sitton, David
Smith, Jay
Smith, Jimmy C.
Smith, Richard L.
Smith, Tommy B.
Spruance, Edward
Starke, Martin
Staubs, Jr., William
Stelzig, Delbert
Stewart, Jack
Sullivan, Tom
Sutherland, Gerge
Tahamoto, 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
Waymack, James L.
Webb, William H.
White, Eddie
Williams, Carlie
Wilson, Glen W.
Winders, George
Wright, Harry R.
Yount, Bobby
Zimm, Franklin K.
Zunick, Joseph

We have just welcomed another New Year, 2008. We thank God for our blessings through out the past year and give Him honor and glory. Jeremiah 29:11 says: For I know the plans I have for you declares the Lord, plans to prosper you and not to harm you, plans to give you hope and a future”. And in Isaiah 41, He says not to fear as He will up hold us with His righteous right hand and give us strength.

Jane and I are planning to attend the Whetstone reunion in May. Those of you that have never attended, we urge you to come. Even though you may not know anyone, you will be warmly welcomed. Just like God accepts us into his kingdom, The Whetstone family will welcome you.

I am anxious to see everyone again and seeing South Carolina for the first time.

May you have a blessed 2008!

Chaplain Marv Watson
RM-3 (1960-63)
chaplain@usswhetstone.net

C. R. “Gig” Gilliam
(CS2—1950-54 & 1956-58)

Received letter from Doris Gilliam. Following is an excerpt from her letter. “My husband, Cleland Ray “Gig” Gilliam joined the Navy in 1950. After boot camp in San Diego, he was assigned to the Whetstone and helped put her back in commision. Went directly overseas due to Korean Conflict and was gone 18 months before he got to come home. We married in 1952 and I was on board the Whetstone several times in San Diego and Bremerton while it was in dry dock. He went back overseas in November 1952 and was gone 9 months. When he returned, he transferred to the LCU and was cook for 13-man crew in Coronado. He was disabled for several years, however, they have kept in touch with the life-long friends they made from the Whetstone. Gig was very proud of his naval service and loved reading the stories and articles in the newsletter.”

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
Bortile, Robert
Bourgeois, Clair C.
Brown, Kenneth
Bruce, Mavin D.
Bullock, Charlse L.
Burgess, Thomas R.
Burney, John L.
Burris, Richard E.
Call, Jay J.
Callahan, Alvin
Chidester, Doug
Childs, Cecil C.
Cobb, John V.
Cihak, Welsey
Coker, Orval M.
Conine, Bob
Cooksey, Robert B.
Cormier, Norman G.
Covey, Gene F
Covino, Frank
Crenshaw, Edwin L.
Cruder, Walter
Cruz, Antonio R.
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
Duerr, Joseph H.
Dunaetz, Hershel
Dyches, Archie
Dykas, Edward J.
Voluntary Dues

Again, thank you to all shipmates who 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 whomever 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 Cir, Ft. Myers, FL 33966, (239) 768-1449, or e-mail: membership@usswhetstone.net. Please make checks payable to:

USN 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*
Berg, Alfred
Bisping, Neil A.*
Blenkorn, Charles*
Bogusch, William*
Boswell, Robert G.
Bradach, Jack
Brameyer, George A.
Breedlove, J. E.
Brewer, Melvin L.
Brown, James E.*
Buchanan, Kenneth*
Caldwell, William R.
Carney, Thomas
Campbell, Hershel E.
Carrell, Zane*
Carson, William G.
Chidester, David L.*
Cickavage, Joseph*
Coakley, Bill*
Conover, J. W.*
Cox, Millard*
Crawford, F. Slaton*
Cunningham, Mike
Czamecki, Vincent
Del Rosario, Vergel
Doerr, Gary T.
Draper, L. E. "Rusty"*
Dunn, Jim*
Edney, Edward*
Edwards, H. "Sonny"
Elder, Bob
Engelken, Ralph L.
Erath, Gerald "Jerry"
Eshelman, Thomas
Espointour, Maurice

McCarty, Wilburn*
McGavock, Bert*
McGrew, Joseph R.
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
Nicholson, Joseph
Norcross Sr, Peter
Ogletree, Ron*
Oremus, Vern C.
Packer, Chuck
Page, Roy S.
Parris, Eddie R.
Patterson, Peter
Penhal, Floyd
Pierce, Charles*
Piersee, Charles
Pilgreen, Vince
Pineda, Jamie A.*
Proff, Gerald P.*
Raynie, Jerry*
Reid, James P.
Reiheimer, Theodore*
Richey, Albert D.
Richter, Herbert B.
Rowe, Horace E.
Sandrock, John E.*
Savioe, Donald*
Scott, Ralph V.
Seabough, Raymond*
Shimmell, Thomas
Shrader, Daniel L.
Skelley, Jr., Daniel
Smith, Clinton*
Smith, Donald*
Solari, Frank V.*
Speziale, Vito
Stanford, Roy S. *
Steele, Larry
Stief, Bernard D.
Stoll, Edwin
Throener, Larry*
Timmons, Garrett*
Tucker, George
Vaughn, Joe*
Ward, Robert H.*
Ward, Robert H.*
Watson, Marvin*
West, Gordon R.*
White, David*
Wiesemann, Donald
Will, Howard L.*
Wilson, Buddy
Wood, Gerald W.
Woodbury, Ronald A.
Yedowitz, Joseph J.

Two pictures provided by F. Slaton Crawford (BM2 1950-54). Drydocking a Rocket Ship in 1952 and Smith of 1st Division standing in front of Rocket Ship at Low Tide in Inchon. Hopefully, these will bring back memories.

Recently Located Shipmates

| E3 | 1967-68 | Jimmy Davidson | Lake City, Arkansas |
| CS1 | 1953-56 | Frank Falgout | Centrailia, Washington |
| MM2 | 1958-61 | Earl Harris | Ashland, Oregon |
| FTG3 | 1960-63 | Charles Van Hoosen | Altoona, Iowa |

Hi John!

In the July news letter you had an article about demagnetizing the ship. In the electric shop, at the base of the starboard crane, we had a large panel called the "degaussing board which I assume was installed for that reason. To my knowledge it was never used in the time I was aboard (58 - 62).

Dave Chidester (EM3 1958-62)
Machinist Mate Reunion in Nebraska

Tom and Joyce McQuillen hosted a mini-reunion. Received following from Joyce: “Tom invited the guys that were with him on the ship. They were Russ (Cathy) McNitt, Jack (Kay) Grubb, Gary (Catherine DeWalt, Paul Mezzanotti, Roy Page and David White. The wives that came are in parenthesis. David Van Guilder was not able to make it. Some of the guys had not seen each other for 39 years. We spent 4 days together with tears, laughter and lots of stories. As you can see by the pictures, we had so much fun! We all plan on going to the reunion in Charleston."

Unfortunately, space did not allow more pictures, but they will be available at reunion!
NEW YEAR’S GREETINGS
FROM YOUR PRESIDENT
THE FUTURE - 2008

Ahoy Association Members,

“Ding ding, ding ding” (ship’s bell). Attention all hands, now hear this…. departing is Father Time - 2007, arriving onboard to guide and give us wisdom is Baby - 2008.

HAPPY NEW YEAR EVERYONE!

Ah, 2008; a whole year to learn, earn, give, enjoy our time, and accomplish pretty much as we want if we only believe we can. It’s going to be an exciting year with the selection of a new president and, did I mention our reunion!

I look forward (the future - 2008) to being with you all in May when we can discuss “how things were done back then” (the past). I am especially excited about our reunion site in beautiful, historic Charleston, South Carolina. I hope you have enjoyed reading about the ongoing information in each issue of our Association Newsletter provided by our Reunion Chairperson, Everett Ward. He has so eloquently painted a “mind picture” that one can visually see the sites, smell the magnolias, and see the “rockets red glair” at Fort Sumter. This month’s issue is titled “Charleston: Day the Second”, don’t forget to read it, it’s another good one.

PLAN OF THE DAY (REUNION REMINDERS):

Our 2010 reunion will be held on the West Coast with the exact location to be discussed and voted upon in Charleston. It’s not too early to begin thinking about a location where you would like to meet. Be ready to share the pros & cons during our men’s business meeting on Wednesday.

Update your email address. Please email Marion Goble at: (mgoble@embarqmail.com).

The Association relies on our support. So, if you can, now would be a great time to be current with the Association dues… Only a $25 bill and… it’s tax deductible!

Reunion door prizes. This year your committee thought it would be fun to have door prizes. Therefore, it is requested, if you can, that each shipmate bring/donate a small gift that represents your city or state. It might be a special type of candy, a picture, a book about the local history, or even, in the case of Arizona, a 30 foot saguaro cactus… (just kidding). We will have fun with this event!

We have a couple of very talented photographers in John Worman & David Vydra, along with a professional videographer (Wayne) this year. We will have this special reunion completely memorialized in pictures and video/CD. So please don’t forget to bring your “old” (sorry about old) cover, jacket or jumper with all your medals displayed. Even though we may not fit in to them anymore, we can hold them up in front of us, as we will have some group pictures taken by department… let’s have fun with this also.

“If you ever need a helping hand, you’ll find one at the end of your arm. As you grow older you will discover that you have two hands. One for helping yourself, the other for helping others.” --anonymous.

Wishing you all fair winds and following seas.

Happy 2008

Chuck Hall, RM2
1962-1966
What I want in a man…
Woman’s point of view

Original list (age 26)
- Handsome
- Charming
- Financially successful
- A caring listener
- Witty
- In good shape
- Dresses with style
- Appreciates finer things
- Full of thoughtful surprises

Revised list (age 32)
- Nice looking (prefer hair on his head)
- Opens card doors, holds chairs
- Has enough money for a nice dinner
- Listens more than talks
- Carries bags of groceries with ease
- Owns at least one tie
- Appreciates a good home-cooked meal
- Remembers birthdays and anniversaries

Revised list (age 42)
- Not too ugly (bald head OK)
- Doesn’t drive off until I’m in the car
- Works steady—splurges on dinner out occasionally
- Nods head when I’m talking
- Usually remembers punch line of jokes
- Is in good enough shape to rearrange the furniture
- Wears as shirt than covers his stomach
- Knows not to buy champagne with a screw-top lids
- Remembers to put the toilet seat down
- Shaves most weekends

Revised list (age 52)
- Keeps hair in nose and ears trimmed
- Doesn’t belch or scratch in public
- Doesn’t nod off to sleep when I’m venting
- Doesn’t retell the same joke too many times
- Is in good enough shape to get off the couch on weekends
- Usually wears matching shocks and fresh underwear
- Appreciates a good TV dinner
- Remembers to you name on occasion
- Shaves some weekends.

Have you visited our Website lately?
Have you checked the newsletters on the Whetstone website lately?
www.usswhetstone.net

Our webmaster, David Vydra has made some changes, and all for the good.

Our newsletters are now stored in the PDF format, which means that David doesn’t have to do as much editing to make things look correct now. He just stores the files on the site, and when you click on the file it is downloaded to your computer and opened with Adobe reader—or–Foxit reader. They are both free if you don’t have a copy on your machine. Foxit reader is much smaller than the Adobe version, but they both do about the same thing.

One advantage with this new method of presenting the newsletter is I’m free to use more of the features of Publisher.

One other advantage you will see if you use a browser other than Microsoft’s Internet Explorer. Before some of the newsletters were unreadable, but now they look just like the printed page. While you have the newsletter opened, you can print it out and/or save it to your disk. Neat stuff!

David is working to have all the newsletters posted in the PDF format as soon as he can.

Why the Change?
In our E-Mail exchanges Dave Chidester mentioned that the B&M berthing compartment belonged to A&E division until the Portland overhaul in 1960. I hadn’t heard about it before.

Notice
The great state of New Mexico is growing so much (closing in on 2 million people for the state) that we have had to get a new telephone area code.
My part of the world are the lucky ones to get a brand – new fresh number, so if you want to call me with a great Whetstone story, note in the masthead my number has changed.

(575) 437-9872
Nine brain quirks you didn’t realize you had.

Psychology often confirms our intuitions about how our minds work, but it offers quite a few surprises as well. Although some psychology buff’s will have heard a few of these before, here’s a list of quirks in your brain you probably didn’t realize you had:

1. Your short-term memory has a max capacity of seven items
2. Chartreuse is the most visible color
3. Your subconscious is smarter than you are
4. You have two nervous systems
5. Your brain is awful at probability
6. Your memory isn’t great either
7. You can perceive depth with one eye
8. Long-term memory shuts down during sleep
9. You have an instant playback feature

Whetstone in a fresh water lake while passing through the Panama Canal. Here the ship was completely hosed down.

(Rescue from page 10)

the captains and crews of both ships for all they did. We should all be. It was a job well done, and a nice reminder of the kind of humanitarian work that the U.S. military does on a regular basis around the world.

Americans usually don’t hear these types of stories, or see these kinds of images, in part because these acts of charity often happen thousands of miles away. Even when journalists are around, there is always a tendency to put so-called hard news first, which often leads to accentuating the negative and downplaying the positive.

When these stories unfold abroad, the recipients of Uncle Sam's generosity and good will are usually citizens of foreign countries. This time around, it's even more special that the person rescued was one of our own - a teenager from a small town who was probably terrified through the whole ordeal but who was obviously in good hands.

And so, for those who gave a hand - and especially to the captain and crew of the USS Ronald Reagan, who reminded us all what the U.S. military is about - thanks for the Christmas present.

It was just what the doctor ordered.

Charleston: Day the Second

By Everett Ward

It is said that if you miss seeing Charleston by water you've missed the best about Charleston. Today will assure that the best of Charleston will be a prize to be treasured.

We’re off to a navy and nautical adventure that will involve visits to two of the very most popular draws of the area. We will enjoy the views, take in history, be thrilled by events and accomplishments of our proud heritage, and honor kindred spirits of fellow shipmates. We will cap off the day with a nautical dinner and be treated to unique views of the Charleston Harbor aboard one of the finest harbor cruises on the east coast.

The Plan of the Day places us on a mission to the largest and most successful of all the Navy Memorial sites in the United States. It is Navy through and through. It is awesome in scale, intriguing in spirit, and humbling in the history it carries for thousands of officers and men who have served as Blue Jackets. It is inspiring in its representation of missions accomplished, experiences endured, losses sustained, sacrifices made, and poignant memories. It is a Navy Veteran’s Mecca whose mission leaves no doubt as to the origin of its name: Patriots’ Point.

A portion of our mission will be to render honor to Whetstone shipmates who have been part of developing the Great Navy Heritage that Patriots’ Point represents. This we will do by conducting a memorial observance for the sailors of USS Whetstone (LSD-27) who have crossed the bar. This is for them. This is for the ship’s company. Onboard USS Yorktown, under her flag, on her fantail, we will reflect on the numbers of sailors who served aboard Whetstone—beginning in 1945, carrying on to the 1950’s, and finally into the late 1960’s. Our job today is to pause, reflect, honor, and pay homage to Whetstone shipmates who have been piped over in their promotion to glory. We need to do this; it is for them—lest we forget.

After the memorial service we muster for lunch in the CPO Mess of Yorktown. Don’t think this mess is the compact size of Whetstone’s. This one is adequate for the CPO complement that was incorporated for a crew of about 2600 sailors. Afterwards we will have free rein to enjoy the Patriots’ Point displays. We’ll be looking over USS Yorktown (CV-10), “The Fighting Lady” of World War II; last of the Essex Class carriers; namesake of its gallant predecessor of Midway fame, USS Yorktown (CV-5). There’s enough to see and do on Yorktown to keep occupied all day.

She was born out of World War II and carried a rich and eventful history to 1973. From Wake Island to the Gilberts; from Tarawa, Makin, Wotje and Kwajalein, to the Marshall Islands. From the Marshall Islands, the Marianas, New Guinea and then to Truk; onward to Hollandia and other regions of the western Pacific, she steamed and fought into history at such places as Guam, Eniwetok, Iwo Jima and Chichi Jima, then bound off to attack Yap, Ulithi, and Palau Islands. On 13 December 1944, Yorktown

(See Charleston on page 8)
joined in the invasion of Luzon. Beginning in 1945, she began to launch raids against Japan’s inner defenses. Shortly afterwards, these raids shifted to the mainland near Tokyo and Kyushu. While launching strikes against Kyushu, Honshu, and Shikoku, she was struck by a kamikaze which planted a bomb on the signal bridge. Remaining fully operational, she and other carriers later silenced the attacking super Japanese battleship, Yamato. As the Pacific War wound down, The Fighting Lady endured typhoons and continued to attack Japanese targets. Her last wartime mission was in Tokyo Bay on 16 September 1945, dropping relief packages to starved Allied POWs.

Most of us will remember Yorktown for her Vietnam era service. She steamed in Yankee Station providing ASW and SAR support for other fast carriers. In her last golden hour Yorktown was center foil for the Apollo 8 Command Module recovery, December 1968. Some will remember seeing her in San Diego as we were returning from Whetstone’s last WesPac Deployment, with Japanese Zeros on her flight deck. She was providing a platform for the filming of the movie, “Toral! Toral!” On 27 June 1970, she was decommissioned, having earned 11 battle stars, a Presidential Union Citation during World War II and five battle stars for Vietnam service.

Today she is still impressive. On the flight deck Charleston Harbor and Mt. Pleasant are visible with a cinematic view, ten stories up, 890 feet long. There are over 22 varieties of war planes exhibited. There is a theater with a 30 minute ship’s history presentation. Everything is well illustrated, guided, and easily accessed. Her newest exhibit opened this year and is gaining rapidly in popularity. It’s the Medal of Honor Museum located on the hangar deck. It is now a must-see on the Yorktown tour.

An impressive feature about Yorktown, and all of Patriots’ Point for that matter, are the Navy Veterans who work as docents. There is a high caliber of pride and enthusiasm exhibited by each and every one. From the greeter on the Quarterdeck to the drivers of the carts used as buses on the dock approaching the Yorktown and other ships on display, these Navy Vets have their act together. Red Carpet VIP service is the order of the day.

USS Laffey (DD-724) lies next to Yorktown. This is the second Laffey. The first, DD-459, went down by a “Long Lance” torpedo with a heavy loss of life while taking on two Japanese battleships off Guadalcanal, 13 November 1943. DD-724 took fire from both the Germans and the Japanese. Luck was with Laffey off Normandy. The German 240mm shell was a dud. But the luck did not last.

Off Okinawa, 16 April 1945, Laffey took four kamikaze strikes and suffered four near misses from four others that splattered her with shrapnel. Included in this rain of death were hits by four bombs. In 80 minutes she had been attacked by 22 enemy planes, shooting down nine. Ravaged, swept by massive fires, devastated, and flooding, she survived to be called “The Ship That Would Not Die.” Some people would call that luck; others would say it was a meeting of preparation and opportunity. We can walk her decks and explore and see where she was wounded and feel the pride that comes from the Laffey vets who point out the events of her history.

Time must be saved for the USCG Ingham (WHEC-35). Yes, that’s a Coast Guard cutter, but don’t put the Coasties down. Picture yourself in the North Atlantic in the bitter cold winter months, tracking and being tracked by German U boats, being turned out for all hands to jettison ice from topside decks—decks awash, constant pitching and rolling throughout the endless convoy escort duty—danger ever present outbound and inbound; a life characterized by boredom, fear, routine, and monotony; a diet of beans, spam, gravy toast (SOS), powdered eggs; and water hours, all punctuated by sudden terror whether at night or day. Imagine the mood of the Ingham crew when on 17 December 1942, she attacked and sent to the bottom, U-626 with all hands. That was the “Bloody Winter” of 1942-43. The Germans called it “The Happy Times.”

As the European war drew to a close there was no rest for Atlantic sailors. They steamed to the Pacific. There, Ingham served as flagship for landings at Panay and Tigaubuan. Later, in the 50’s it was back to the Atlantic on endurance and international ice patrols. In the 1960’s, she served in Vietnam to provide naval gunfire support. Her last duty was in patrolling the Caribbean and rescuing Cuban refugees. She was decommissioned on 17 May 1988, after a record making 52 years of continuous service.

Then we have the USS Clamagore (SS-343). The spaces below speak for themselves as to the life of the American Submariner in the Silent Service. If you’ve never been on a sub before this is your chance. Clamagore was home to 80 submariners and had all the comforts that hot bunking could bring to a Cold War warrior. Compartments and berthing on Whetstone were palaces compared to these spartan quarters. Claustrophobia is the first word that comes to mind. The second is cramped. Imagine living like a sardine, elbow to elbow with fellow shipmates, each critically dependent on the other in the operation of the boat; the smells, the sounds, stale air, diesel fuel, no comforts, water rationing, and no sunlight. Board one of the last of the diesel subs of Uncle Sam’s fleet; go below, and you will appreciate why being a member of the submarine navy takes a special sailor.

Another item of interest at Patriots’ Point is the replicated Vietnam Naval Support Base. Here at last is the answer to the question about what happened to the PBRs and Swift Boats we carried on board several times during our deployments to the Western Pacific.

The exhibit will rekindle our experiences on the Mekong Delta and Saigon River. At the Support Base we can find Vietnam War artifacts from the American, RVN, and NVA forces with those of old Charlie VC that will keep our attention and interests well focused. Included are Huey and Cobra helicopter gun ships, no doubt sound rigged with that plop! plop! plop! Huey echoing sound that somehow just won’t leave our heads.

We supported the Brown Water Navy on several operations during deployments to Vietnam. Shipmates spoke “glowingly” about the “wonderful” duty of boat haven repair in DaNang that went on twenty four hours a day, seven days a week. Damaged and worn Swift boats,
LCUs and LCMs were part of that Herculean effort to keep logistics flowing.

Whetstone transported Brown Water Navy monitors, PBRs, and Swifts to several locations up and down the coast and trips to NaBe on the Saigon River. One of our well deck cargos was a floating barracks for the Riverines. By the way, if you were a John Kerry fan, you might be interested to know that this exhibit with USS Yorktown in the background was used to launch his failed presidential campaign. It will probably carry some linguistical historical significance for the origin of the term, “Swift-boated.”

Finally, there is the Cold War Submarine Memorial with seven tributes to the history of Charleston’s role as a submarine base, the Navy families, the crews, the support groups, the submariners, the officers and men, as well as officers and men of the British Royal Navy Submarine Service. This memorial is close to the gift store, another prize of Patriots’ Point. Plan to spend some time there. Bring your check book.

Patriots’ Point is there for us. The many flags that wave and snap in the sea breeze do so as though they are trying to talk, as though each has been part of a proud history and each has a tale to be heard. On the docks and corners silence can be observed, and in that stillness the flags are present. The ships stand quiet and trancedal as though waiting for another mission, in silent testimony of duty faithfully performed. It is a brief recess. Gradually the sights and the sounds of people enjoying the exhibits and spectacle of a mighty navy heritage fade back into consciousness and we feel a great joy.

We take from Patriots’ Point a sense of satisfaction that we have been part of that great heritage and we are honored to have served. We look back and see what others have done and we must pause and give thought to what happened on those decks, in those compartments, in the air above, and the sea below. Sailors lived and died on those ships. American blood spilled on those decks. The world was at war and it was a terrible time. In another sense, it was an enlightened time, for it brought out the very best of the American Spirit -the determination, zeal, teamwork, sacrifice-the forces that brought unified mobilization and as FDR said, the ultimate goal of “the inevitable victory.”

Our wonder may be channeled to thinking about how we, as individuals, would have behaved or comported ourselves if we had to live under the same conditions and circumstances. We call the crews of the Laffey, the Yorktown, the Ingham, the Clamagore members of the Greatest Generation. We are inspired by our shipmates who served in World War II, the Korean War, and the Vietnam War and see our country starved for the nourishment of its history.

Because Whetstone and her crews are also part of the chronicle, we can hope that future generations will label us equally as those of the Greatest Generation. Her annals include: Navy Meritorious Unit Commendation, China Service Medal (extended); American Campaign Medal-WWII; WWII Victory Medal; Navy Occupation Service Medal (China Clasp); National Defense Service Medal (2); Korean Service Medal (4); Armed Forces Expeditionary Medal: Vietnam Service Medal (8); Republic of Vietnam Gallantry Cross Unit Citation; United Nations Service Medal; Republic of Vietnam Campaign Medal; Republic of Korea War Service Medal (retroactive). Her name is implanted in history. She made her mark faithfully and dutifully, fulfilling all missions, setting new records, meeting all challenges, and performing in a manner best summed up in the Navy Signal-BRAVO ZULU----Well Done!

We have to appreciate the legacy of Patriots’ Point, the men and the ships, and the knowledge that we have a niche in that heritage. Our respect carries to them and all others who have answered the summons of the trumpet. We have earned the same esteem for ourselves. Patriots’ Point is a happening you don’t want to miss. We owe it to those guys lest we forget.

Leaving Patriots’ Point, we load up and head back to the hotel for additional reunion ruminating in the Hospitality Room, where the ship’s store will probably be open----as well as a couple of coolers. There will be time before the next departure and casting off for the dinner cruise. Ah, yes—the dinner cruise.

The second phase of today’s nautical adventure will be in Charleston Harbor. Charlestonians swear that the Atlantic Ocean is formed by the confluence of the Ashley and Cooper Rivers in Charleston. We can’t be sure about that ourselves but by the time we finish our three hour cruise we should be experts on the subjects of confluences, harbors, waterway history, ships, houses, churches, and just about anything else in sight of our cruise boa-er, ship.

As the sun slowly slips over the yardarm, which is to say, the western horizon, our ship, Spirit of Carolina will be getting underway. She is a three-decker, ADA compliant, with plenty of open deck space, two levels for dining complete with a dance floor, and two varieties of live entertainment. Everything on board is easily accessible and for additional spirits there is a cash bar. She is, in navy terms, “a feeder.”

The “Spirit” boasts of great food—her hallmark, spectacular views, and splendid southern hospitality. A ghost, she ain’t! This is real life Southern Hospitality at its best. She enjoys rave reviews from other reunion groups for the courtesies, entertainment, efficiency of her staff, and really good food. She is a package of fun and pleasure. Like they say, “If you haven’t seen Charleston by water, you have missed the best about Charleston!” If you’ve missed having dinner while cruising leisurely on the water in Charleston Harbor, you’ve really missed the boat. This will be a Night to Remember that will have no connection to Walter Lord.

How does this sound for a menu: Charleston She Crab Soup or Salad of Baby Greens, Tomatoes, Toasted Pecans, Maytag Blue Crumbles with a Port Wine Vinaigrette. That’s for starters. Other choices follow, such as Low Country Shrimp and Grits--traditional Charleston sautéed shrimp and Andouille Sausage, served over creamy cheese grits; or, look at this: Grilled Beef Tenderloin, served with roasted shallot mashed potatoes and Firestone Merlot Bordelaise Sauce. And yet, how does Honey Bourbon Glazed Stuffed Chicken Breast sound, complete with pecan-apple cornbread dressing? There is

(See Charleston on page 10)
more, including sautéed Carolina Crab Cakes with Gullah rice, and a citrus beurre blanc. Then there is Fresh Catch for the fish lovers in the group. And, just in case, Vegetarian, Vegan, and Diabetic Meals are available upon request—need to let ’em know at least twenty four hours ahead. Seasonal vegetables are served with all selections. Of course, dangerous and guilt ridden desert choices are present, reinforced with a beer and wine list, coffee, tea, and, as usual, a cash bar. No hard tack here, no withered cheese, and nobody will have to row or walk the plank! This is a “sit down, ‘our pleasure to serve,’ dine and enjoy” occasion.

There are two choices of live music. The lower deck features Classic Beach, Rock Pop, Ballad, and Country music that will satisfy any audience. The mezzanine deck features live music of the 40’s, Classic Rock, Country, and, according to the ship’s Information Officer, “Old Standards.” It’s a favorite, and there’s a dance floor. Wining and dining, moving and grooving, ouing and ahing, cool drinks on hand--- maybe a little wine, good company, beautiful scenery skipping slowly by. Ahhh, “Nothing could be finer than to be in Carolina.”

Points of interests that glide by include the Fort Sumter House, a 1923 gem that was built for $850,000 in 1923 dollars, and St. Michaels Episcopal Church. Built in 1763, it was used as an observation post in the Revolutionary War and later in the Great War of the Rebellion. As such it was a favorite target of the Yankees who bombarded Charleston at every opportunity, using St. Michaels and other church steeples as ranges to sight on. There are so many church steeples that Charleston was once referred to as “The Holy City.” After all those bombardments there was no doubt as to its holy-ness. There are pirate escapades involving Stede Bonnet, the “gentleman pirate,” and Edward Teach, aka, “Blackbeard” who, in May of 1718, blacked and ransomed the city for medical supplies before sailing Queen Anne’s Revenge to a date with a Cape Lookout sandbar off present day Beaufort, NC.

Another house, One East Battery, was built in 1861. It survived the war but was damaged when the Confederates blew up a nearby battery during the February, 1865 evacuation. In 1886 it survived the Charleston Earthquake. Shortly afterwards, Mary Boykin Chestnut wrote her famous “A Diary from Dixie” there. Later, in 1926, the house was purchased by Mrs. Robert E. Lee III. Today, . . . , well, the narrative continues and it goes on to include many, many, other old houses, stories, and points of interests.

The entire harbor, the ships, the people, and events that shaped the history of Charleston and the country will be there. There will be a peaceful stillness about the open decks. From across the distant waters, above the swish of the almost silent wake, muffled sounds will waft over “The Spirit.” It is a magic moment composed of twinkling harbor lights, ships in slow motion, mutely standing in and steaming outbound, the majesty of the Ravenel Bridge, the lights of Patriots’ Point; ships there darkened--- asleep, resting. In the darkness, the shadows of Sullivan Island and Fort Sumter loom. To seawards, secret signals flash from distant, blinking beacons. They speak of pirates, Tories and Patriots, USS Houston and CSS Hunley, thunderous battles, and the destiny of a nation that was etched in these waters. The balmy early summer air on the waters of Charleston Harbor provide just the right setting to cap off what has been a perfect day.

There will be tomorrow, and tomorrow will be another day. Next time.

E. Ward

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The Navy to the rescue—Again!

Frustrated with immigration posturing and tired of the mudslinging in Iowa, all the while trying to avoid thinking about Iran's nuclear intentions, I was in the mood for a nice Christmas story that would warm the heart—a story about giving, sacrifice and good will toward our fellow man.

I got all that and more thanks to the U.S. Navy, which - it turns out - will make house calls, or rather boat calls, when responding to an emergency at sea.

Just ask 14-year-old Laura Montero of Albion, Ill., who was in excruciating pain after her appendix burst last week while she and her mother were on a cruise ship to Mexico. The captain of the Dawn Princess had put out a distress call while the ship was about 250 miles from the Mexican port of Cabo San Lucas. Luckily, the USS Ronald Reagan happened to be in the nautical neighborhood because it was conducting a training exercise about 500 miles away, in preparation for deployment to the Persian Gulf. The aircraft carrier picked up the distress signal and headed toward the Dawn Princess. It took the warship all night to get within 175 miles of the vessel, and at that point a helicopter lifted off from the Reagan and flew 45 more minutes to reach the Dawn Princess with search-and-rescue sailors and a medic in tow.

But the copter crew realized there wasn't enough room to land on the cruise ship, and it had to lower one of the sailors onto the deck in a basket. Montero was loaded and then lifted into the helicopter, where the medic tended to her. Then she was flown back to the Reagan for emergency surgery. The surgeon aboard the Reagan did first-rate work, according to civilian doctors who later examined Laura. And only two hours after landing on the carrier, the teenager was out of surgery and recovering nicely. Sailors treated her like a celebrity, showering her with souvenirs: T-shirts, teddy bears and a USS Ronald Reagan cap.

Meanwhile, the aircraft carrier headed toward San Diego. With the surgery complete, the Navy shuttled Laura's mom out to the carrier to join her daughter. After the ship docked Tuesday morning at North Island Naval Air Station in Coronado, Laura was loaded onto an ambulance, which sped her to a local children's hospital to continue her recovery. As sailors carried her off the ship, she gave a thumbs-up.

It's a remarkable and inspiring story. It's not every day that an aircraft carrier with 6,000 sailors aboard comes to the rescue of a teenage girl whose life would have been in jeopardy if her ruptured appendix had been left untreated for another day or two. The helicopter pilot, Lt. Cmdr. Gregory Leland, told the Associated Press that while the crew practices this sort of thing "all the time," this was the first time he'd actually pulled a civilian off a cruise ship.

Once in the hospital, Laura was effusive in her thanks to (See Rescue on page 7)
I found this article interesting when it came out in our local paper, not so much because the vessel carried the name of our town but I was struck by the similarity of it and a LSD. - John

**USS Alamogordo, floating drydock.**

Most people in Alamogordo have never heard of the vessel built in World War II that became the USS Alamogordo.

First laid down in Alameda, Calif, the USS Alamogordo was first commissioned as the USS ARD-26 on June 5, 1944. Her first commander was LCDR Irving B. Smith. ARD was the Navy hull designation for Auxiliary Repair Dock, as class of specially designed ships that went to sea to repair other vessels damaged in battle or during maneuvers.

During and after World War II, ARD-26 served almost continually at Guam except for a short period operating in the Ryukyu Islands in 1945.

The ARD-26 was 491 feet, 8 inches in length with a 5-foot, 8 inch draft. Her beam was 81 feet and her armament was two 40 mm and two 20 mm guns. She had a compliment of 120 men.

She was decommissioned in 1962 and laid up in the San Diego Group of the Pacific Reserve Fleet for three years.

Then in 1965, the ship was converted to a medium auxiliary drydock at Bethlehem Steel Corp, in Baltimore and placed in service as the USS Alamogordo ARDM-2 on Aug. 3, 1965. Her length had now been extended to 536 feet.

"The USS Alamogordo an I crossed paths at the weapons station in Charleston, S.C. in 1984, " said Thomas Denton, who resides today in Walkersville, Md. “She was supporting Submarine Squadron 18, anchored in the middle the Cooper River, downstream from the submarine tender USS Holland AS-32, which I was serving on.”

Denton said when someone sees a submarine on the surface, they are only seeing the top third. The other two-thirds are underwater.

“A floating drydock is a must for doing hull maintenance,” he said. “The sides of the floating drydock have tanks that are flooded, which sinks the ship down to the point where there is almost no freeboard between the top of the sides and level of the water. A protective gate at the stern is lowered, and the submarine, or what ever kind of vessel will fit, is driven, guided and winched into the dock. The water is then pumped out of the drydock’s tanks, lifting the ship and leaving the sub or other vessel resting high and dry on keel blocks.”

Denton, who remembers well the extended refit periods, - known to Navy men a ERPs—for the USS Woodrow Wilson SSBN-64 and the USS Nathan Hale SSBN 623 aboard the USS Alamogordo.

"It was really hot on the river during the summer of 1984," he said. "It was especially hot inside the submarine ballast tanks where I was running Sonar cables. The only way in was through the grates at the bottom of the sub. The very sight of a submarine resting on the keel blocks in the Alamogordo for the first time, to say the least, was impressive."

Denton said he found it funny that he rode several submarines up and down the Cooper River, not the easiest to navigate. "The river itself was just one more object to avoid," he said. "I suspect that a few 'minor grounding incidents' of the many subs operating in the squadron no doubt ended up on the Alamogordo for repair." Denton said the crewmembers of drydocks, including the USS Alamogordo, never were in the "spotlight" -yet they performed a most critical service to our sub- marine force. "Generally, speaking, they were taken for granted," he said. Before hydro-blasting, Denton said there was sand-blasting, with tons of grit that had to be handled. "I know," he said with a sigh. "I was attached to the ARD-7 at -the sub base in Groton, Conn. while awaiting my first submarine. I hauled and shoveled a lot of 'grit' -just one of the many 'fun' jobs in steel toes, coveralls, hardhat, goggles, and breathing mask. The 'Dirty Jobs' TV show should by all means include drydock work!" In the late 1980s, the USS Alamogordo was placed out of service and laid up in the National Defense Reserve Fleet on the James River at Fort Eustis, Va. She was finally struck from the Naval Register on Nov. 23, 1993, and transferred to Ecuador under the Security Assistance Program on Dec. 18, 2000. Since his retirement from the Navy in the 1990s, Denton has found time to pursue another of his passions: painting submarines and ships. Among the works of art he creates and many of the vessels he worked closely with during his years in the Navy is a fine rendering of the USS Alamogordo, just as he saw her on so many of those hot summer says in 1984 on the Cooper River in South Carolina.

To visit Denton's Web site, which will show a sharper image of the Alamogordo and many other vessels, visit: www.submarineart.com
I’m Sorry

In the last issue of the newsletter Tom Carney mentioned he had enclosed some pictures when the Whetstone crossed through the Panama Canal. I inadvertently left them out. My apologies, and here (and on Page 6-7) some of them are. More Later! John

Dear Carney,

Received you letter this morning and was glad to hear from you. Thanks a lot for the pictures. We are still in San Diego but will go to Seattle the last week in October for about ten days then we come back to San Diego.

Capt Keating was transferred and Zimmerman was Captain for a while and now we have a new skipper, Comdr. Lamson and he is a pretty good officer. We just got 37 new men aboard this morning. We have 155 in all now. They opened up the other mess hall today for the first time and the paint job looks pretty good

Have you ever heard from Shorty Good? I guess I will write to him one of these days.

What school are you going to attend? I sure hope that you make out alright.

Write to me when ever you get a chance. I will let you know what we are doing and when we are going.

Well Carney I will close for now and hope to hear from you later.

Your Ex Shipmate
Stew

Above (left) Jim Good, Tom’s best buddy—(right) Tom Carney circa 1946

Below (left) Kudos from Rear Admiral Daubin—(right) Gunnery list for the 5” gun (which Tom was a member)

U.S.S. WHETSTONE
(LSD-27)

8 June 1944

To:

Capt. Keating

From:

Abe Daubin

Chief, Gunnery

The Dispatch below was received from Rear Admiral Daubin, Commander of the Aircraft Carrier:

MY ORIGINAL ACHIEVEMENT COAL SET FOR AN LSD HAS BEEN GREATLY EXCEEDED BY THE OUTSTANDING PERFORMANCE OF THE U.S.S. WHETSTONE DURING YOUR FOURTY AND FORTY NIGHTS IN THE NORTH PACIFIC AREA X TO ALL HANDS INCLUDING PASSENGERS WELL DONE AT XXX

TORPEDO FROM BEACH

18.07.44

U.S.S. WHETSTONE
(LSD-27)

Comdr. Keating

VX-20

Repetition this day the following sign will complete the gun crew of gun 5"L. when the sign is passed for general quarters, say your name at point of the gun, don’t think, say...
Remember the great time you had in Corpus Christi?

It will be bigger and better in Charleston if you come!
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 guestrooms. 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!
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>
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<tr>
<th>Date</th>
<th>Hospitality Room: 12:00 pm—11:00 pm</th>
<th>Optional Events</th>
<th>Cost Per Person</th>
<th>Total # Attending</th>
<th>Amount Enclosed</th>
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| Sunday—May 18, 2008| Check-in & Registration 3:00—5:00 pm | Welcome Reception: 6:00—10:00 pm  
Cash Bar: 6:00—10:00 pm  
Welcome (Chuck Hall): 6:00—6:30 pm  
Light Meal: 6:30—8:00 pm  
Door Prizes, Etc.: 8:00—10:00 pm  
Free Monday Night - Nothing Scheduled | | | |
| Tuesday, May 20, 2008 | Hospitality Room: 7:00 am—11:00 pm  
Tour: 9:30 am—3:30 pm | Patriots Point Tour with Memorial Service aboard USS Yorktown and lunch following in Yorktown CPO Mess with free time after lunch to explore surrounding ships & planes.  
Dinner Cruise: 6:00 pm—10:30 pm  
Spirit of Carolina Dinner Cruise—Enjoy harbor at night and delicious dinner. Dance to live band. | | | |
| Wednesday—May 21, 2008 | Hospitality Room: 7:00 am—11:00 pm  
Tour: 9:00 am—12:00 pm | Magnolia Gardens Tour—Garden & Tram Tour of Plantation  
Men’s Business Meeting: 2:00—3:30 pm  
Banquet: 5:30 pm—11:00 pm  
Group Photos: 5:30 pm  
Cash Bar Available: 6:00—11:00 pm  
Welcome: 6:00 pm  
Dinner: 6:30—8:00 pm  
Speaker: Bob Conklin 8:15—9:00 pm  
Entertainment: 9:00—11:00 pm | | | |
A Reminder from the Webmaster

If you have not yet notified Kay or Marion to update or confirm your email address, please do so at your earliest opportunity. Or, you may use the “Registration” form on the Join Us page. The “Registration” form is dual purpose and may be used for your initial registration and for subsequent event such as any status change.

David A. Vydra
Webmaster, USS Whetstone (LSD-27) Association

To order any Ship’s Store item please contact Marion Goble, 6200 Emerald Pines Circle, Ft. Myers, FL 33966, (239)768-1449 or e-mail: shipstore@usswhetstone.net When submitting an order, please make checks payable to USS Whetstone Association. All jackets and golf shirts are navy blue with gold lettering. T-shirts are navy blue with gold lettering or gray with navy lettering. Hats are navy blue with gold silhouette of ship, white with navy blue silhouette of ship, red with gold silhouette of ship, or camouflage with gold silhouette of ship (red and camouflage hats and DVD of Reunions are new items).

Items for Sale:
- Ball Caps (With Silhouette) $20.00
- Cruise Books (57, 61, 66, 67 & 69) $20.00
- DVD of Reunions (1996-2006) $10.00
- Golf Shirts (S,M,L,XL) $35.00
- T-Shirts (S,M,L,XL, XXL) $20.00
- Jackets (S,M,L,XLG) $50.00
- Jackets (XXL & XXXL) $52.00
- Mouse pads w/Whetstone Picture $10.00
- Yosemite Sam Patches $ 8.00
- Zippo Knives w/Ship Silhouette $20.00
- Zippo Lighters w/Ship Silhouette $13.00
- Whetstone Pictures $15.00

Note: All Prices Include Shipping