Whetstone Reunion Chairman

Does it again!

Whetstone Reunion in Charleston, SC is a big hit for 1st timers as well as “old salts”

Well, it’s over, and I hope you got to attend the ships 12th (not counting a few mini-reunions) reunion. It was a great reunion. A lot of the regulars were there as well as some 1st timers. There were plenty of activities and a lot of photos were taken. I’ll feature some of the photos in this newsletter.

The first night, Sunday, we had a welcome reception and cash bar. A lot of crew members got together for the first time in 2 years. For some, the span was over 40 years! A couple of swabbies crashed the party, looking for free food!

The second day we had a trip to Ft. Sumpter, the place where the Civil War began! It was a beautiful day and the trip was very informative. We took a ferry boat out to the island, and we had plenty of time to explore the fort. After that we had some time in the shopping district in Charleston. There were a lot of quaint touristy shops to search through.

The third day we took a bus to ‘Patriots Point’, where they have the carrier Yorktown (CV-10) along with a destroyer, a coast guard cutter and a submarine, open for self guided tours. Personally I didn’t get past the carrier as this is one of the few museum ships that has one of the boiler room open. I spent a fair amount of time looking over the machinery and reminiscing about my days in the boiler room on the Whetstone. We also had lunch in the CPO mess aboard the carrier. This was my first (See Reunion on page 6)

This is a combination newsletter.

After the last reunion we mailed out a special newsletter with updates from the reunion as well as photos of the activities. As our regular scheduled newsletter was just around the corner, I thought we would combine them into a large newsletter.

Speaking of newsletters, during the business meeting a subject came up that David Vydra, our Webmaster has been advocating. If anyone is willing, they can receive the newsletter via email. The newsletter will come as a .pdf attachment in the email message, and you can read it on your computer screen or print it out on your own printer. The advantage to the organization is the savings in postage. The one biggest re-occurring cost that the organization has is the newsletter postage. I’ll write up the requirements to read the .pdf file on your computer, but I think you’ll find it’s a real no-brainer as almost every computer has Adobe Reader or some other pdf reader.

Quite frankly, all the mechanics haven’t been worked out, but we should be able to get this going quite soon. If there is a large response, and I hope there is, we may have to use a service to send them out. Some internet service providers get a bit jumpy when one of their customers send out a couple of hundred emails to different addresses. It looks like a computer has been taken over by the bad guys and it’s been turned into a SPAM robot.

If the above doesn’t make any sense to you, don’t worry, we will be sending you a newsletter through the mail, just like always. This is meant to be an additional delivery method, but certainly not the only method.

If you are interested, send me an email (newsletter@usswhetstone.net ).
The ships 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.


Departed Shipmates


Names in Bold reflect deceased since last newsletter publication. If you know of someone that has passed, please contact Kay Goble, 6200 Emerald Pines Circle, Ft Myers, FL 33966.

Jane Watson had hip surgery after the reunion in Charleston and has had a difficult time due to an allergic reaction to the morphine for pain. Marvin’s article will return in the next newsletter. Please keep Jane and Marvin in your prayers.

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

Commander Floyd K. (Buck) Rabun — CO (1968-69)

CDR Floyd K. Rabun (Buck) was our CO in 1968-69. I called him today (May 15, 2008) to see how he was doing and Mrs. Rabun said that he passed away in Nov, 2007 of emphysema. He was a heavy smoker, as many of us will remember. I expressed my condolences and those of the Whetstone Association. I mentioned to her that our reunion was in Charleston in a few days and said that I would ask that a special announcement be made of his passing. Unfortunately, I understand that my message wasn’t received in time for the reunion, so I thought I’d write this for submission in our newsletter.

Captain Rabun was essentially the last real CO that Whetstone had. I think Bill Flannery, his XO, took over after Buck left, but that was essentially just to decommission the ship. The deployment we made during Buck’s tenure as CO was from April to October, 1969 and it was a tough one. We worked our butts off on that deployment. I recall that at one point we didn’t visit a liberty port for about 60 days, which I believe was some sort of record at the time. I also recall that we were scheduled for a visit to Hong Kong, but instead were sent up the Me-kong to drop off some equipment near Saigon. And there was no liberty in Saigon either, just QP up and down the river. Crew morale wasn’t very high during those days, as I recall, and of course, the CO (undeservedly) took the heat for that. I always thought being CO was a very difficult and lonely job. It certainly wasn’t a personality contest.

Another thing that I recall was one very difficult sea and anchor detail at Da Nang in the dark in a typhoon.

(continued on Page 3)
Bos’n Stewart, BM2 Terry Mosley and I were on the foc’le with a few other folks from the 1st Division and we somehow got the old girl anchored in the right spot. Buck came down to congratulate us on a job well done and instructed one of the corpsmen to break out the medicinal brandy for us. So we all had a “legal” drink together on the foc’le. Buck included. A small thing, but much appreciated. During that deployment we were awarded with a meritorious unit citation (or something like that) for a job well done. We also had a visit from ADM Tom Moorer, then CNO, which was quite a big deal. I recall being the LSO on the flight deck when his helo landed and escorting him up to the bridge to meet Buck. It was a very unique experience. To receive a visit from CNO was quite a feather in Whetstone’s cap, so Buck had to be doing a good job running the ship. If I can be permitted a personal comment, Buck promoted me to O-3 (LT) ahead of time and gave me the responsibilities of running the Deck Dept. I’ve always been proud of that promotion as someone had the confidence in me that, in some ways, I lacked in myself as a young junior officer.

After Whetstone Linda and I had dinner with Buck and his wife, Carolyn, and Gary Johnson (LTGJ, CIC officer in 68-69) and his wife at the Johnson’s home in the LA area in 1972 (give or take a year). I think he was commodore of a mine sweeper squadron in Long Beach at the time, and I suspect he retired shortly after that. Then I think he worked as a civilian in the Oakland area for the port authority or some governmental maritime department up there in the Bay Area. The last time I spoke to Buck was shortly before our San Diego reunion in 2000. I called him to see if I could get him to come to the reunion. By that time he was retired and living in Berkeley, CA. I spoke to him for just a few minutes and he explained that regrettably his health wouldn’t permit a trip to San Diego.

I’m sorry that my message arrived too late for a mention at the reunion. While all shipmates are special, the CO is the embodiment of the ship. That’s why when the CO leaves the ship, he’s piped off...“Whetstone departing.”

Jim Dunn, LT, 1967-70

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. 4/1/08 check applies dues until 4/1/09). 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 2008 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: sectreas@usswhetstone.net. Please make checks payable to:

USS Whetstone Association.

Please use this list as your receipt.

Acton, Charles
Adams, Jr., Carzie
Allen, G. J.*
Alsleben, Keith
Anderson, Robert
Arata, Sil
Beebe, Raymond*
Bell, Charles S.*
Bisping, Neil A.*
Blenkhorn, Charles
Bogusch, William
Bolick, Wesley
Boren, Ben
Bowhousen, Doug*
Brewer, Melvin*
Brown, Beryl
Brown, James E.*
Buchanan, Kenneth
Burt, Sammy
Campbell, Hershel
Carrell, Zane*
Carson, Grant
Chidester, David*
Cickavage, Joseph
Coakley, Bill*
Coldren, Wayne
Conover, J. W.*
Corpus, Bernardo
Cox, Millard*
Crawford, F. Slaton
Crowder, Franklin
Dewalt, Gary
Draper, "Rusty"
Dunn, Jim
Durnil, Allen*
Edney, Edward
Edwards, Sonny
Edwards, Millard*
Elder, Bob
Erath, Jerry
Espointour, Maurice
Feathers, Paul J.
Finlayson, Leonard
Finnes, Roger G.*
Flowerree, Robert*
Fortine, Archie
Frans, Jack
Fraser, Douglas
Fry, Stephen
Fulghem, Richard*
Goble, Marion
Goodrich, Jesse*
Gordon, Eddie*
Green, Kenneth*
Gross, Richard
Grubb, Jack L.
Hager, Robert W.
Hall, Charles L.*
Halvorson, G. H.*
Hammans, Willis
Harrison, Burlin
Hart, Walter F.
Haynes, Earl R.
Hollister, Victor
Hoover, Frederick
Johnson, Kermit
Johnson, Merrill*
Jones, Dale H.
Julian, Frank
Keen, Charles
Kiffmann, Helmet*
Kirby, Joe
Kircher, Vincent
Klebacher, Gene
Lanphear, George
Leopold, Vincent
London, John
Long, Ronald
Lonnnon, Larry*
Mackall, Terry L.
Maness, Jack L.
Matsuyama, James*
McClellan, "Jack"
McCray, David G.
McCurely, Wilburn
McGavock, Bert*
McGrew, Joseph R.
McKee, David E.
McNitt, Russell D.
McQuillen, Tom*
Meismer, J. C.*
Mezzanotti, Paul
Miller, Charles
Mitchell, Burley*
Moore, Lane*
Morgan, Jeff
Mulholland, Howard
Nichelson, Joseph
Ogletree, Ron*
Packer, Chuck
Padilla, Robert
Page, Roy S.
Parris, Eddie R.
Pennal, Floyd
Pierce, Charles
Pierse, Charles R.
Pilgreen, Vince*
Pineda, Jamie A.
Pola, James*

Recently Located Shipmates

BM 1961-64 Roger Waufle
Centennial, CO
RD 1958 Jimmy C. Wright
Tallahassee, FL
RD 1967-70 John London
Washington, DC
GMSN 1961-64 Melvin Curtis Legg
Haughton, LA
RM 1957 Charles Delaney
Salina, KS

Page 3
They do listen at the Top!
By Grant Carson (Capt USN (ret))

When I was an ensign CIC Officer, 1957-58, Whetstone had an early air search radar, an SA-2 model, so old we had a letter from the CNO saying not to even try to keep it repaired, because it was pretty useless even when it was working. So it didn't work.

We were going through refresher training, and CIC was making high scores. We approached the final battle problem with confidence. But we failed. The Fleet Training Group script was based on detecting air contacts with the air search radar. Even though it didn't work, the observer insisted we have an air search radar operator reading contacts from a script. The necessity for an air search radar operator destroyed our tightly knit organization.

Years later, 1964-65, I was a lieutenant Operations Officer on a WWII-era destroyer and had another bad air search radar experience. Our AN/SPS-6C wasn't much better than the Whetstone's SA-2. If the wave guide was polished, it could detect a Boeing 707 at about 20 miles. The captain had a policy that if a major piece of equipment was out, simply the department head responsible would stay aboard until it was fixed. The 6C was a bear to piece of equipment was out, simply the department head responsible would stay aboard until it was fixed. The 6C wasn't working. So it didn't work.

I wrote a letter to the Chief of Naval Materiel saying that it was ridiculous to keep 3"/50's (with magazines), a 6C radar and outdated fire control when the only thing we could shoot down was WWII propeller aircraft, and keeping up all that equipment required a lot of man-hours. Who said the people at the top don't listen? The next upkeep period all but two gun mounts and all but one fire control system disappeared.

Grant Carson

Iowa's technological history

After having dug to a depth of 10 yards last year, New York scientists found traces of copper wire dating back 100 years and came to the conclusion that their ancestors already had a telephone network more than 100 years ago.

Not to be outdone by the New Yorkers, in the weeks that followed, California scientists dug to a depth of 20 yards, and shortly after, headlines in the LA Times newspaper read: 'California archaeologists have found traces of 200 year old copper wire and have concluded that their ancestors already had an advanced high-tech communications network a hundred years earlier than the New Yorkers.'

The Laughing Lamp Is On

Rare WWII British Dive-Bomber Found

OSLO, Norway - A British Blackburn Skua dive-bomber that crashed-landed on a Norwegian fjord while attacking Nazi invasion forces in April 1940 has been recovered after 68 years under water, the project leader said Wednesday.

Klas Gjøelmesli, leader of the volunteer project, said he believes the plane will be the only complete example of the dive-bomber in the world after restoration, which will take several years, is completed.

"We can build it up again. The wings are there, and the cockpit is OK," Gjøelmesli said by mobile telephone from the central Norway city of Trondheim, where the wreck was brought by ship from the nearby fjord.

The Blackburn Skua, flown by British Wing Cmdr. John Casson, was leading a dive-bomber attack on the German battleship Scharnhorst that was moored in Trondheim during the opening days of the Nazi invasion of Norway, which began April 9, 1940.

"It is forgotten history," said Gjøelmesli. He said the Blackburn Skuas were among the few Allied planes involved in the defense of central Norway, since they could be launched from aircraft carriers in the North Sea or had just enough fuel range to stage attacks from the Orkney Islands, off the northern tip of Scotland.

According to Gjøelmesli, several of the Blackburns were shot down and crashed during the raid, but the one recovered late Tuesday crash-landed on the water, so that its pilot and gunner survived. He said its registration number, L2896, could be seen on the wreckage.

The aircraft, which was discovered in 2007, was raised from a water depth of 242 meters (794 feet) in an effort that involved a crane barge, a research ship and remotely operated submarines, largely operated by volunteers and with help from marine technology students from The Norwegian University of Science and Technology in Trondheim as part of a special project.

According to the National Norwegian Aviation Museum in the northern town of Bodoe, where the Blackburn Skua will be displayed when restoration is completed, 192 of the aircraft were built, and about 30 of those were lost over Norway.

Another Blackburn Skua was recovered from a Norwegian lake in 1974, but was incomplete. It is now on display in unrestored condition at the Fleet Air Arm Museum, in Yeovilton, southwest England.

One week later, "Ames Tribune," a local newspaper in Iowa reported the following:

After digging as deep as 30 yards in corn fields near Ames, Ole Johnson, a self-taught archaeologist, reported that he found absolutely nothing. Ole has therefore concluded that 300 years ago, Iowa had already gone wireless.
Greetings Shipmates,

Well, here we are, with another great reunion under our belts. Having attended every reunion thus far, I find myself looking forward to the next one in 2010. It will be a task to equal Charleston, but I have faith in our reunion committee.

Thank you to the people who worked tirelessly to put the reunion together. Words are insufficient to portray our appreciation and gratitude. First and foremost, let us thank our “go to guy”, Marion Goble who puts his all into every reunion to make sure all enjoy a good time. To Mrs. Whetstone herself, Kay Goble, who is equally concerned with guaranteeing a good time, nothing fly’s with out her. We love you, Kay.

To our hosts Everett Ward and his wife, Janet, who went to great lengths to make sure all the T’s were crossed and the I’s were dotted. To Marvin Watson and his lovely wife, Jane, who always wear a smile and are always offering a hand to help someone out. (A little sidebar here; on the day we were to fly home, my grandson, Tanor took sick and had to be transported by ambulance to the hospital. That’s when the meaning of the Whetstone family kicked in full throttle. Everett, Marvin and their wives were right by our side to comfort my wife, Bunny as well as Tanor and myself. We have received many calls from the Whetstone group checking on Tanor’s well-being. He is doing much better; he had picked up an intestinal bug and had to be treated to ease his pain.)

Last, but not least of all, we thank our past President Chuck Hall and his First Lady, Shawn. The program was absolutely fantastic. With Chuck’s leadership and ability to share Navy stories, the group found it easy to reminisce.

The group enjoyed renewing friendships that were started on the Stone many moons ago. I, personally, was able to rehash old times with Bob Anderson who was on his first reunion in Charleston.

So you ask, “What the heck is it all about?” It's about meeting people that you served with in your glory days. It is a great feeling to see a shipmate from the past, shake his hand and look him in the eye and ask him, “Where the hell have you been?”

The next reunion in Astoria, Oregon, promises to be a great time. All of you that were on the Stone in the 1960’s should well remember Oregon. Oregon residents were and still are true patriots, thanking us for our service. Please give serious consideration to attend the next reunion. Oregon is a beautiful state and Lawrence Lonnon, QM 1950-1954, the coordinator for the 2010 reunion presented an excellent itinerary for Astoria. The agenda promises to be one you don’t want to miss.

That’s all for now, shipmates. Be talking to you soon, any questions; please don’t hesitate to email me at: president@usswhetstone.net.

God Bless and Support our Troops,
Bill Coakley  59-62

Hunley Update

Over the last few years I’ve had a couple of articles on the CSS Hunley, the first submarine to sink a ship during a war. Briefly this submarine was developed by the Confederate Navy during the civil war. It sank twice, taking it’s entire crew of 8 down with it each time. Although the crews weren’t saved, the vessel was recovered twice. With the third crew the submarine managed to set an explosive “torpedo” into the Housatonic and sink her when the explosive detonated. The Hunley signaled it was returning to port, but was never seen again. It was found in 1995 and brought to the surface in 2000.

It has been going through preservation since that time. The remains of the crew has been interred with full military honors.

The location of the Hunley is, of course, in Charleston. Sandra and I came to town early and went to the ex-Navy base where the sub is located. Work is being done 5 days a week, but on the weekends the vessel is open to the public. We went Sunday afternoon and had a great time.

At the Hunley Museum
There were reconstructions of the vessel
And you could get a feel of conditions
The crew experienced (but with lots of air!)
meal from a regulation Navy tray in 44 years. It was great! I don’t, however, think I’ll go out and buy a set so I can eat out of them every day. Some of the other crew members checked out the other ships, but I’ll have to get a report from them.

That evening many of us enjoyed a harbor cruise and dinner. The dinner was very good, and according to a veteran of dinner cruises, Kay Goble, this was one of the best dinners she’s had.

The next day there was a Magnolia Plantation Tour. I didn’t make it, but my daughter did and she really enjoyed it. She informed me I would have liked it and I should have gone. She gave me a report on the trip. The outing to Magnolia Gardens Plantation was wonderful. The weather was perfect and the information provided by the tour guide made one feel connected to the heyday of this gem from yesteryear. There were several tours available, some focusing more on the house and others with an emphasis on the grounds. Fortunately for us, our tour focused on the grounds, as while the house clearly had historical and cultural perspectives to share, our tour involved both a walk through the gardens and then a tram ride that highlighted the grandeur, size and history of the plantation. The tram tour also ended up being somewhat of a hybrid between the land and boat tours, as we had ample opportunity to view the watery pieces of the property, including several alligators sunning themselves on “alligator boards” placed in the swamps just for that purpose. Magnolia Plantation has a long and rich history, and the details of how it persevered through the Civil War, and the people who helped it endure this precarious time, made for a fascinating story. Considering we were there as part of a Navy reunion tour, it was interesting that one of the Draytons, the family who owned Magnolia Gardens Plantation, felt so strongly about preserving the Union, that he severed ties with his South Carolina relatives and fought on the side of the North. Percival Drayton’s skill and accomplishments as sailor and commander were eventually noticed, causing him to be promoted to captain and eventually admiral. In both world wars the navy had a destroyer named the USS Drayton in his honor.

After spending a couple of days at Disney Land in Orlando before the reunion and the drive up to Charleston, my fun meter had been pegged out too long. I enjoyed the leisure of the day.

In the afternoon we had our business meeting. We elected a new slate of officers for the next two years.

President: Bill Coakley
1st Vice President: Gene Klebacher
2nd Vice President: Keith Weston
Reunion Chairman: Larry Lonnon

Kay Goble kept her position as Secretary/Treasurer. No one else even wanted to try for the position. We know a good thing when we see it.

Marion Goble is still the Membership Chairman and Chief Master at Arms of the Hospitality Room.

No one jumped up and wanted to arm wrestle for the newsletter editor position, so you still have me, John Worman, for the next 2 years.

What do you think of the newsletter? Do you have any ideas about improving it? How about some stories from when you were stationed on the Whetstone, or if you were on another ship, stories from it. Did something nice/funny happen to you at a reunion? This would make a nice little story that your shipmates would enjoy. I was only on the ship for 3 1/2 years, but when I think of something I try to write it down. When I get a story from a shipmate, it often triggers a memory and I write it down. If this happens to you, please write it down and send it along to me.

One other piece of business was selecting the location of the next Whetstone reunion. There were various suggestions, but the lopsided winner was Astoria, Oregon. Larry Lonnon had done his homework and brought along information about the town and what a great location it will be.

That evening we had the big banquet at the hotel. We had a nice dinner and a lot of fun. There were door prizes galore. One featured crewmember and wife to make both the welcome reception and the banquet was Mr. & Mrs. Whetstone, Capt and Mrs. Seabaugh. Capt. Seabaugh was the Commanding Officer of the Whetstone from 1963-1966. I, and many others attending the reunion, served under his command at least for a little while.

I’m expecting to make a DVD of the reunion. My daughter and I took a lot of photos, and I’ve already had some donated by Bill Coakley. If you have any pictures taken during our reunion that you’d like to see in the DVD, I’d be happy to get a copy from you. Email is good, but I can handle most anything. If you have something to contribute, my email address is: newsletter@usswhetstone.net

If you have a lot of pictures, perhaps you could send a CD with them to:
John Worman
26 Yucca Dr
La Luz, NM 88337

The hotel had some defects, but I thought the staff more than made up for it. When we returned from our Yorktown visit, there were three hotel staff at the lobby door handing out fruit juice to hot thirsty travelers. I’ve never seen that before! These folks have quite a few military reunions and I think they do a great job.

So I say, a big tip of my white hat to Everett and Janet Ward for all the work they did to make this a GREAT reunion. They made numerous trips to Charleston to nail down all the details and make the arrangements.
To set-up and man the reception room. Everyone pitched in and the beer cooler was a great asset.

The first job was:

Free breakfast at the Hotel every morning!

Everett and Janet Ward had already done much of the work, getting ready for this day. We only had to help assemble the welcome bags.
Soon a crowd had gathered and the 2008 reunion was underway!

Most of the stories started with

“You ain’t gonna believe this @$%, but this is what happened!

That evening we gathered for a light dinner at the hotel.

Different groups (ratings or years they served on board) were recognized

Many door prizes were won from tickets included in the welcome bag.
Day 2—The fun continues. A trip to Ft. Sumpter

After the trip to Ft Sumpter, we all spent some time at the marketplace in Charleston
Day 3 was very busy. First we had a trip to the Yorktown (CV-10), a floating museum in Charleston. Aboard the ship we had a memorial for shipmates who have passed on. There were several self-guided tours of the ship, among them was a boiler room. Many museum ships don't open the boiler rooms, so I especially enjoyed seeing their boilers, even thought their machinery was nothing like Whetstone's. For Lunch I got to eat my first meal off of a Navy tray in 45 years! Later that evening we had a dinner cruise in Charleston Harbor. There was a brief rain, but we were all under cover so no damage was done. The dinner was the best one of all the dinner cruises, according to Kay Goble, and she should know as she has been on all of them. A very busy, but delightful day!

Hmmm Good!

It reminded me of 'the good ol days'
Day 4 of the 2008 Whetstone reunion gathered no moss as well! First there was a trip in the morning to the Magnolia Plantation.

In the afternoon we had our ship’s business meeting to elect our officers for the next two years and decide where the 2010 reunion will be held. We also had a presentation of a picture of the Whetstone, signed by all the reunion attendees, to the hotel to be added to their collection of ship’s pictures in the lobby.

Finally we had our Farwell Banquet in the dining room of the hotel. All and all, a very busy day.
# CHARLESTON REUNION ATTENDEES

The Charleston Reunion is now past and all the planning is over. Chuck and Shaw Hall and Everett and Janet Ward did a first rate job making sure we all had a memorable reunion. The trips, the memorial service, the hotel and the organization was superb. We are very grateful for their efforts in providing a venue for us to meet once again and renew and make many new friends. There were 49 shipmates present and we wanted to print their names, giving them a special thank you! We trust those attending the first time will begin a tradition of the Whetstone Reunions and meet with us in Astoria, Oregon in 2010. First time attendees names are in bold. The majority of the other names have attended all or most of the reunions since 1996.

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<td>Worman, John</td>
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# CHARLESTON REUNION REMEMBERED

How much fun did you have this past May? I had a great time in Charleston, South Carolina.

I saw Joe, Charles, George, Walter, Manny, Gene, John M., Tom, Paul, David W., Jack, David V., Russ, Bernardo, Vergel, Romaine, Wayne, Joe, Keith, Everett, Chuck, David C., Larry S., Pete, Kenneth, Vince, Allen, Steve, Marvin, Don, James M., Maurice, JR, JC, Ed, Bill, Chris, Henry, DJ, Bob, Curtis, Wesley, Jimmy, James R., John W., Larry L. and Captain Ray. What a great bunch of guys and to think I know their first names (for those that know me, it is something of a miracle).

God has brought together a great crew to man a great ship. It is my sincere pleasure to know each and to help make possible the gathering of a great crew. I have not had as much input since I was President but my heart is with the Association and I am always here, supporting all for the work involved and the strong effort to keep this ship afloat. I enjoy talking with you all and assisting in whatever way to keep the Whetstone Memories & Reunions going.

I give all of you alpha, Zula and Fair Winds. I love you all.

Marion Goble (BT 1963-66)

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# THANK YOU

To all who attended the reunion, we thank you for the wonderful door prizes you brought. We were amazed at your generosity and never expected the thought that went into each gift that was given. We were all reminded of what a great country we have and how each area brings something to the table to make these 50 states what they are.

Each went home with something special to remind them of their time at Charleston. It was a great reunion!! It was great time together for remembering times aboard the “Stone” and for reacquainting ourselves with a time in our lives that is now in the past. How wonderful that each of you care for this great Association!
USS Whetstone LSD-27 Association
Financial Statement
June 30, 2008

Balance on Hand (1/10/2008) $4,087.52

INCOME
Donations $1,230.00
Deus $2,100.00
Reunion Events—Attendee Money Received $16,725.00
Reunion—50/50 $250.00
Ship Store Items (Hats, Jackets, etc.) $1,359.00
Website Donations $60.00
$21,724.00

EXPENSES
Postage, Mailing Ship store Items, Etc. $238.21
Website Donations to David Vydra $60.00
Website Server Fee $249.66
Postmaster—Bulk Mail Permit $175.00
Miscellaneous Association Expense $422.02
Newsletter Printing—January & April, 2008 $1,125.72
Newsletter Mailing—January & April, 2008 $243.39
Ship Store Items (Bow Wake) $873.53
Reunion Expenses
Ramada Charleston Hotel $6,077.55
Charleston Convention & Group Services (Trips) $11,354.00
AV Connections (Mics & TV for Hospitality Rm) $370.88
Banquet Speaker (Robert Conklin) Transportation $508.00
DJ—Reunion $350.00
Name Tags, Plaques, Name Plates & Engraving $100.00
DVD Player for Hospitality Room $42.39
Hospitality Room—Navy Commissary $171.79
Hospitality Room—Navy Exchange $188.67
Hospitality Room—Sams $25.88
Memorial Service—Bugler & Honor Guard $200.00
Miscellaneous Reunion Expenses $367.04
$23,143.73

Balance on Hand (6/30/08) $2,667.79

Kay Goble, Treasurer

A view of Astoria from the Air

Upon our return from Charleston, our local newspaper ran an article regarding the Oregon Coast. The article states that Oregon’s coast is still wild enough to be a windy wonder, tame enough for the squeamish, surprisingly affordable and uncrowded — yet diverse enough to please everyone.

Astoria is considered a quaint town (by tourists...not the locals) with Victorian houses on a beautiful Oregon coast with a riverfront main street lined with family owned businesses and good restaurants. The Columbia River Maritime Museum in Astoria with nearby sites such as Fort Clatsop and Fort Stevens are worth a visit and will enlighten you with the history surrounding Northern Oregon.

Since Astoria does not have an airport, we are working on the logistics of getting you there and will have a plan in place before reunion time. However, we think a drive along the Columbia River from Portland to Astoria will acquaint you with this beautiful area or perhaps a ferry from Seattle to Northern Oregon would be a great trip!

Start planning for the next reunion now! Larry Lonnon, along with the Association officers, are coordinating a memorable time for each of you.

Your Whetstone Officers

Does anyone Remember how many Battle Stars the Whetstone had?

Received an e-mail from Willa McGrew who is putting together a collage for husband, JR McGrew (1952-53). JR’s DD-214 lists 2 battle stars while his buddy, Maurice Espointour’s DD-214 lists 0. Does anyone have any information? If so, please e-mail Kay Goble (sectreas@usswhetstone.net) or write (6200 Emerald Pines Circle, Ft Myers, FL 33966) and we will get information to Willa. Any information would be appreciated.

E-mailing of Newsletter Help us Save Some Green!!

A target date of January 2009 has been set to begin e-mailing newsletters to those shipmates so interested. If you have an interest, David Vydra has set up an Opt-in form on the “Newsletter” page of the website, thereby creating one record of e-mail addresses. It is very easy to use. Please enter your e-mail address prior to November 2008. The November date will give us an estimate of number of shipmates interested and we can determine if this is a feasible option.
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 or 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 & 68) $20.00
- DVD of Reunions (1996-2006) $10.00
- Golf Shirts (S,M,L,XL) $35.00
- T-Shirts (S,M,L,XLG, XXL) $20.00
- Jackets (S,M,LG,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

-If you elect to receive your newsletters via Email-

The newsletter will come to you as a PDF attachment in an Email message. There are two programs that will allow you to read PDF files, Adobe Reader and Foxit Reader. The Adobe Reader is the original reader, developed by Adobe Corporation, the inventor of the PDF format. Foxit reader is very much smaller and, in my opinion, does a better job. Either one will do the job nicely. If your computer is like most computers these days, you probably already have Adobe reader on it, whether you are using a MAC or Windows machine.

You can download Adobe reader free from Adobe.com. Likewise Foxit reader is free from www.foxitsoftware.com

Caution This attachment will be fairly large, about 3-5 Megabytes. If you access the internet through a dial up system, it will take you quite a while to receive. If you have a faster connection like DSL or a cable connection, it won’t be much of a problem. A few newsletters get to be quite large and may have to be sent in two messages.

I have tested receiving the PDF newsletter in GMAIL, YAHOO mail, and my default mail provider BEYONDBBB. If you use a mail program like Outlook Express (IE) or Mozilla Thunderbird, the attachment will come automatically attached to a mail message. If you read your mail using your Web Browser (Internet Explorer or Mozilla Firefox) when you open the message you will see the attachment in the message. When you click on the PDF attachment you will then have the choice to open the file with Adobe reader (or Foxit reader), or you can save the attachment to your disk and open it later. You will be able to print the newsletter if you want, or just read it on your screen.