



DDG-31

DDG-73

DD-936

DD-341

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## Tribute to Decatur Sailors



*With wife Aida*

### DDG-31's Joe Whetstone (BTCM Retired)



*Navy Commendation Medal*



Shortly after turning 19, I received my notice from the local draft board informing me that I was being drafted into the military. Influenced by a fellow employee I decided that I would rather perform my obligated military service in the Navy. On the 10th of January, 1951, I entered the Navy and reported to Boot Camp in San Diego, CA. Since I was raised with Amish roots and therefore only had an 8th grade education and wound up taking the GED test that got me my High School GED. I didn't have a clue at that time what was actually taking place or how important this event was for my future.

After Boot leave I reported aboard my first ship, the USS Currier DE-700. The Currier was normally stationed either in San Diego, CA or Pearl Harbor, HA and was utilized as a Anti-Submarine Warfare training ship. Five days a week we would pick-up Sonar students from the local Sonar School and take them out to sea for training in as near real life conditions as possible. These students were being taught to be our future Sonar Operators disbursed through-out the fleet searching for enemy submarines. I remember very clear how we would cruise out past Point Loma at the beak of dawn each morning. Also, while on liberty, how we would stroll along Waikiki Beach where we would have an

unobstructed view of the beach all the way from the Royal Hawaiian Hotel to Diamond Head. This view has now been replaced by a solid line of hotels and condos blocking the view. We used stop for a beer at Don the Beachcomber, a local bar that is now considered to be a popular elite "Hot Spot" for local celebrities.



*With Chief Parsons*

# DDG-31's Joe Whetstone

*Continued from Page 1...*



It wasn't until 1952 that the USS Currier made a tour to the Far East stopping in Yokosuka, Japan and then on to Korea. We operated off the coast of Korea and were assigned the duty to act as spotter for the Battleship USS New Jersey who was setting some distance offshore providing heavy shore bombardment since they had long range firing capability. We would be stationed relatively close to shore in direct communication with a spotter on land who would relay information to us and we would relay this information on to

the USS New Jersey who would then utilize their more heavy firepower to the assigned targets. We also did some assigned repetitive shore bombardment assignments where we would fire a shot on an assigned target at timed increments. I remembered how we would watch through binoculars and see the Koreans come out and work and then they would pick-up their tools and scurry back inside the tunnel before the next shot was fired. As soon as the shot was fired they would come back out and go to work again. On one occasion we were called in to assist several minesweepers who had been fired upon and requested our support. Our Commanding Officer, who was a savvy "Mustang", had our ship go in between the minesweepers and the shoreline firing full blast as we went at full speed allowing the minesweepers to get in and out of harm's way. He was personally awarded a metal for that good deed.

Part of our assigned duties was on Formosa Patrol cruising between Mainland China and Taiwan hoping that our physical presence would help keep the peace between the two nations.

Mainland China recognized Taiwan only as a renegade nation and every so often a shot would be fired by either one or the other. We also made the following foreign ports on this trip; Kaohsiung, Taiwan- Yokosuka, Japan- Sasebo, Japan-Subic Bay, Philippines and Hong Kong, China. Everyone one of these ports was considered to be outstanding liberty ports. One of the highlights of our cruise was experiencing the EM Club in Yokosuka, Japan. They had at least five locations in the club where they served beer and food and they all seemed to do a very good business. I saw enormous stacks of beer in the lobby before it was stored, I never saw beer stacked that high or a larger volume of beer consumed as it was there. This was also my first exposure of having contact with navy personnel from other countries. All of our allies utilized our EM Club to let off steam.





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## USS Decatur Association Newsletter

### *Spotlight on Decatur Sailors*

*DDG-31's Joe Whetstone (BTCM retired) Cont'd*



Spring— 2014 — Issue 6



Soon after our return to the US, our ship received a message requesting volunteers of my rating to serve on the USS Hamner DD-718 who was short-handed and was due to sail to the Westpac. Several of us volunteered and I served on the USS Hamner until I was discharged from the Navy on 22 November 1953. The USS Hamner served in Korea on the bomb line during the siege of the Wonsan Harbor until the South Korean Armistice Agreement was signed. The remaining tour and ports of call were pretty much in-line with what we did on the USS Currier.

Broken Service-From 22 November 1954 thru 11 July 1957- I worked for

my Brother Johnny in his Sohio service station when I was contacted by the Naval Recruiter and reenlisted.

On 11 July 1957, I reenlisted in the Navy and was sent to Boilerman "B" School in Philadelphia, PA (7/22/57-11/1/57) in the Navy's effort to get me back up to speed before reporting to my first duty assignment. Upon completion of "B" School we were supposed to go to our next duty assignment but due to some glitch, there were two of us that had, somehow fallen thru the crack and had no future assignment. Since we both wanted to be assigned to the West Coast

we drove to the Personnel Assignment Desk located in Washington DC to see if we could make that happen. The guy at the assignment desk opened a large ledger and showed us how the west coast was overstaffed and the east coast understaffed, "now you guess where you're going" and then he assigned us both to the east coast and that was the end of that. At the Philadelphia Naval Base, sailors who were awaiting orders were normally assigned every day to working parties performing mundane assignments, like picking up cigarette butts, while they waited for their future assignments.

# Spotlight on Joe Whetstone continues...

. My friend and I did not want to do that so we contacted the local brig and we arranged to be assigned TAD to "Chase Prisoners" instead, which we felt would be far more interesting. This duty meant that we would report in twice a day to see if they had any prisoners to pick up or deliver, if the answer was no, we could do as we pleased. So upon occasion we may have to travel to some police station or Naval Facility somewhere on the east coast to pick up or deliver some poor soul in trouble to the brig, or deliver them to the Portsmouth Naval Prison located in Portland, Maine. Because of the prison's appearance it was commonly referred to as the "Castle". The movie "The Last Detail" starring Jack Nicholson was based on this type of activity and received 3 Oscar nominations plus a "Best Actor" Oscar for Jack Nicholson.

About the first of January 1958 I reported aboard the USS Putnam DD 757 stationed in Norfolk, VA and remained on board until July 1961. In the summer of 1959 the USS Putnam participated in the first operation "Inland Seas" where she steamed in all five Great Lakes via the St. Lawrence Seaway. Each port that we visited seemed like we were visiting a foreign port as the local people had never seen a Naval Ship close-up before. We held open house each day so visitors could tour the ship while the rest of crew went on liberty. On weekends, the visitors would be lined up on the pier awaiting access to visit. To allow the ship to go through the locks we had to make up special guards that were welded on each side of the ship located several feet above the waterline to help prevent damage to the ship as she went thru the locks.

In 1960 we went on a Mediterranean Cruise that included visiting the following foreign ports; Brest, France- Gibraltar, Great Britain- Palermo, Sicily- Tarragona, Spain- Marseille, France- Cannes, French Riviera- Rapallo, Italy- Leghorn, Italy- Trieste, Italy- Athens, Greece- Iskenderun, Turkey and Beirut, Lebanon. This cruise also included a three months of patrol duty in the Red Sea now called the Persian Gulf and the Gulf of Oman. We made the following port visits; Port Said, Egypt- Suez Canal, Egypt- Djibouti, French Somaliland- Aden, Yemen- Muscat, Oman- Umm Said, Qatar- Das Island, Abu Dhabi- Sir Abu Nu'ayr, Sharjah of the United Arab Emirates- Bahrain Island, Kingdom of Bahrain- Bandar-Abbas, Iran and was my first taste of the Middle East. We made several stops during the Red Sea cruise where we anchored by some small island for a barbecue so the crew could enjoy a beer and have a swim if we so chose. The Middle East may have been interesting but surely was not a fun place to visit. Our Galley's main concern during this cruise was trying to obtain fresh vegetables for the safety of the crew as "fresh veggies" were difficult to come by in the local markets.

The Putnam made several trips to Guantanamo Bay, Cuba to undergo "Underway Training" at the fleet training facility, more commonly referred to as GITMO. While we were operating in that general area we also made visits to Kingston, Jamaica and Port-au-Prince, Haiti. I did not like being stationed on the East Coast so in July 1961, after completing my 4 year hitch, I took my discharge and went home. I reenlisted in Cleveland, Ohio making it a stipulation that I would be stationed somewhere on the West Coast, a stipulation that they fulfilled to my great satisfaction.

After spending several weeks at home I drove to Long Beach, CA to report for duty on the USS Blue DD-744. The ship had just completed its Fram conversion and was now a "beehive" of activity with every department making preparations of being stationed in Westpac. The ship's morale was exceptionally high as everyone on board seemed to be eager to go. I could hardly believe my luck, as this was the type of duty I really wanted, but was not aware that this type of duty even existed. Unfortunately, some crew members outfitting the ship in preparation for an extended tour overseas got a little too zealous. They thought it would be kind of neat if we had our own jeep to use at our new home port so a jeep was misappropriated from the USS Hassayampa AO 145. The duty section dismantled the local bleachers in order to provide the planks necessary to make a ramp used to load the jeep. The jeep was winched onboard and was stored in the hangar bay to be used for the mobile ASW Drone and then hidden beneath a lot of books that were to be distributed in the Philippines under a program called "Operation Hand clasp".





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## USS Decatur Association Newsletter

# Spotlight on Decatur Sailors

*DDG-31's Joe Whetstone (BTCM retired) Cont'd*



September 2014 – Issue 7

The XO found out and informed the Captain who in turn called the FBI. This made for a very awkward situation since so many crew members were involved, for example, the entire duty section. Needless to say, the Captain who knew nothing about it suffered the most with several crew members volunteered to be reprimanded.

So after a stop in Pearl Harbor we arrived at our new "Home Port" which was now Yokosuka, Japan with the dependents living in Yokohama. Yokosuka had outstanding facilities as a liberty port but also had a large ship repair facility. Major ship repairs were normally done in Yokosuka and

most of our routine repairs were performed in Subic Bay, Philippines. We still spent a considerable amount of our time in Yokosuka in order to help prevent undue hardship on the families. Three of us shared an apartment which allowed us the luxury of not having to return to the ship every night after curfew plus this gave us a place to hang out when we were short of funds. Many parties were held there as almost all of my shipmates knew the location. We constantly made normal tours thru-out the Far East that took in visits to South Korea, Taiwan, Vietnam, Philippines and Hong Kong. In Hong Kong we would normally remain for one

month at a time serving as "Station Ship". Serving as Station Ship meant that we would be representing the US Government by providing a diplomatic service, permanent shore patrol, pickup any stragglers left by visiting naval ships plus provide a military presence in the area.

(Note: To give you some idea how unique it is to pull duty in the Far East take note of the following. I was standing watch as the "Officer of the Deck" on a quiet Sunday morning when we observed a dead body floating off our Starboard Side in the Hong Kong Harbor. We called the local Port Authorities

who instructed us to just “keep an eye on the body” and if it appears to get too close to the ship then just utilize a fire hose and work the body away from the ship so that the body can continue on its “merry way” to the open sea beyond. I remember another occasion when Hong Kong was faced with a severe water shortage as their reservoir was extremely low. In order to cope with this situation, Red China provided water to Hong Kong every four days. Every four days they would open all the fire hydrants and the people who lived on the roof tops would line up to fill their containers. People living indoors would fill their bathtubs and sinks, enough to last for four more days.

Our squadron also made a tour “down under” where we became “Shellback’s” by crossing the Equator. We operated extensively with the Aussie Navy doing joint Naval Operations in the southern area and a few of us were even invited for drinks of “Brandy” in their mess. What a great bunch of guys they were. In my entire time in the Navy, I was never received in a more warm and sincere way as we were received during our visits in New Zealand and Australia. We made port of call visits in Auckland, New Zealand, Sydney, Perth and Melbourne, Australia. While on liberty, everywhere we went and everyone we met treated us like royalty as they were really glad to see us. It sure seemed that we were considered as something special.

Our squadron made one cruise that was both long in time and distance that took the entire fleet into the Indian Ocean. This was evidently a feasibility study being conducted by our government as we wanted more military presence shown in the Indian Ocean. So a fleet of ships that included our squadron made this extended cruise where we visited ports in Madagascar, Diego Garcia and several ports along the coast of Africa winding up at Aden, Yemen. This trip was very unusual as considerable resentment was built up on board due to the fact that African Americans were not allowed to leave the ship for the entire cruise. What a bummer! They were concerned of the possibility that there could be potential confrontations while sailors were on liberty as the bars and local business establishments at all stops along the way were all still very segregated. We also were unable to mail any letters or have any other type of communication back home for the duration of the trip which I’m quite sure made the families back home very concerned. The trip must have been successful as there is now a prominent military facility in Diego Garcia that supports any Naval Operations that may be taking place in the Indian Ocean, which is now especially true since the pirates have become so active in that general locale.

A few months after our return to Long Beach, CA I left the Blue and reported for an 8 week training course for Recruiting Duty in San Diego, CA. Prior to this I had purchased what I now consider my “fun car”, a Triumph Spitfire that I drove back east and visited my brothers on the way, one living in Florida, another in Georgia, and the other living in Ohio before reporting to US NAVCRUITSTA, in Chicago, Illinois for further transfer to my first recruiting assignment in Rock Island, Illinois. Rock Island was known as one of the Quad Cities with population enough to support a 2 man station. I was only there for several months before I was transferred to a one man recruiting station located in the beautiful town of Galesburg, IL that covered Knox and Fulton counties. Fortunately for me, the recruiter that I relieved was an extremely good recruiter so that I just had to continue following the program that he already had implemented. This was prior to any school consolidations, so I had 17 high schools in my territory. This was to be my main difficulty as public speaking was never my forte as I was expected to make an appearance at each high school in my area. I took a Dale Carnegie Course for public speaking in an effort to cope with this situation.

*Continued...*





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## USS Decatur Association Newsletter

# Spotlight on Decatur Sailors

*DDG-31's Joe Whetstone (BTCM retired) Cont'd*



January – 2016 – Issue 8

I was involved with one event that gave me great pleasure! I was approached by the manager for the local Travellodge Motel willing to sponsor 25 wounded veterans for a weekend in Galesburg. This would be celebrated as a very patriotic event that would be supported by the entire community. I arranged for 25 wounded veterans that could travel that were being treated at the Great Lakes Naval Hospital. The Mayor of Sheboygan made the travel arrangements and accompanied the veterans who were met at the train station by local car dealers with convertibles so they could become part of a parade being held in their honor. Entertainment was provided

by the local community and they were welcomed into their homes and were all treated like royalty. This event was covered in the local news and on radio/TV in the surrounding area and was called "Show Your Colors". Needless to say, it turned out to be a huge success.

This recruiting assignment would be my only tour of shore duty during my Naval Career. In November 1968 I received orders back to "Sea Duty" to report to the USS Decatur, DDG 31 that was stationed in Long Beach, CA that included a detour to San Diego, CA for training. On 28 December 1968 I reported to NAVDEVTRACEN in San Diego

where I took the 1200 PSI Boilerman Course. After training in March of 1969, I reported for duty on board the USS Decatur stationed in Long Beach, CA.

As a lesson in history, prior to the Decatur becoming a DDG she was known thru-out the fleet as the USS Decatur DD-936.

On May 06 1964 the Decatur received serious topside damage due to a collision with the USS Lake Champlain CVS-39 when the Decatur suffered a steering casualty causing her to run under the carrier's bow overhang that knocked off the Decatur's mainmast exposing the engineering spaces to the elements in the process.

The Decatur was decommissioned and tied up alongside the pier but unfortunately, very limited protection was provided for the engineering spaces from the elements of nature. The piping insulation just sucked up moisture from the snow and rain allowing the rust to permeate right through the pipe wall on piping in the engineering spaces causing numerous severe pipe ruptures to occur during service after the ship was put back into commission. The Decatur was selected to undergo an extensive conversion of its weapons capability, for example the installation of the ASROC (Anti-Submarine Warfare Missile Launcher) and she was re-commissioned and now designated as DDG-31.

When I arrived there was no Chief BT onboard as he had been transferred prior to my arrival. MMCS Cliff Dyer had been monitoring B Division during the interim. Due to the engineering setup in the fireroom made the working conditions very difficult for the BT's that were expected to operate and maintain the boilers and associated equipment. You had to have had the opportunity to have served on other ships to realize that BT's on the Decatur faced a far greater challenge than BT's faced on other ships under similar situations. Believe me when I say that the BT's on the Decatur were a special group of unsung hero's.

We made two cruises to the Far East that included the normal Ports-of-Call including several trips to Japan, Vietnam, Hong Kong, Taiwan, and naturally our old standby, Subic Bay, Philippines. One major highlight was when we made a trip "down-under" to Australia. This being my second time crossing the Equator gave me the privilege to participate in the initiation as a Shellback. My role during the initiation was playing the role of the Chaplain stationed at the "Dunking Pool" where the slimy Pollywogs were dunked and thus became Shellbacks.

In August 1972, I reported for duty onboard the USS Tripoli LPH-10 that was en-route coming back from the Far East and returning to her homeport in San Diego, CA. My arrival onboard was rather grim since the BT Chief that would normally be in charge had hung himself in the "uptakes". Not a very pleasant reception. Soon after my arrival onboard the Tripoli, I was assigned as the Command's Senior Enlisted Advisor (Command Master Chief). Prior to this assignment I served as the "B" Division Officer and 3-M Coordinator for the Engineering Department. While serving on the Tripoli we made an extended tour to the Far East where a majority of our time was concentrated between Subic Bay and Vietnam. The Tripoli played a crucial role acting as host to the peace negotiations that were being held each day between the US and North Vietnam. In the early part of 1973 the Tripoli headed for Haiphong for operation "Endsweep" where helicopters from the Tripoli were busy deactivating mines in the harbor and where extensive negotiations continued with North Vietnam. Operation "Endsweep" was set up primarily for the clearing of U.S. mines in RVN waters, particularly Haiphong. This was the last remaining precondition prior to the release of the Prisoners of War still being held by North Vietnam.

In final analysis, the Navy was extremely good to me! I'm not aware of any organization that would take in a kid with only an 8th grade education and then take the time to train him for the life and conditions that he will be expected to face as the Navy has done with me. The main reason that I left the Navy when I did was that I felt that I was not the type of individual who would be happy or comfortable serving his country as a Command Master Chief Petty Officer. The problem is that when you are assigned as a Command Master Chief your entire life changes, you are no longer solving engineering problems but must now deal with problems primarily relating to human relations. My job was now starting to become more political and with the very high profile exposure I was receiving was something that I never was very comfortable with. I felt that I had now reached my "Level of Incompetence". If you read the book "The Peter Principle" by Dr. Lawrence J. Peter, you will understand where I'm coming from.



The background that the Navy was very good in providing gave me the opportunity to launch a new career. With “on-the-job” training and my Navy Engineering background plus utilize the GI Bill I managed to pass the required examinations and become a National Board “Authorized Nuclear Inspector” with the following additional endorsements, “Inspection Specialist”, Supervisor” and “Concrete”. I was primarily providing a Third Party Inspection Service for clients who either manufactured products or were actively involved during the actual construction phase of a Nuclear Power Plant of anything related to the Pressure Retaining Process of anything that could possibly contain radioactive materials during the plant operation and storage process. My last two years were spent assisting clients in preparing for the recertification of their Quality Assurance Programs conducted by ASME, The National Board of Pressure Vessel Inspectors, the local Jurisdiction and us (The Authorized Inspection Agency).

In August 1979 I received a job offer from ARAMCO (Arabian and American Oil Company) to work for them on family status. I joined the ARAMCO’s Consulting Services Department in Saudi Arabia and was assigned to the Projects Inspection Division monitoring construction activities of their many construction projects ongoing in Saudi Arabia. We lived in family camps occupied by American employees that were very similar to our military bases, for example Subic Bay, PI except no CPO or EM clubs are provided, you have to provide your own entertainment, which we did! I worked on ARAMCO projects until their mandatory retirement kicked in at the age of 60.

Shortly after my return to the US, I was contacted by H.C. Price to do a short term contract in Prudhoe Bay, Alaska to inspect the application of Fusion Bonded Epoxy (FBE). FBE coating was to be applied on the internal surface of welds for an above ground 24” fuel gas pipeline replacement project with British Petroleum as the proponent. In February 1961, Aramco arranged for me to return to Saudi Arabia on single status by being “seconded” to Parsons to monitor construction activities related to an approximately 100 km 60” Water Injection Supply Pipeline from the Arabian Gulf to the Water Injection Pumping Station located south of Udhailiyah. I was next “seconded” to John Brown Engineering & Construction Co. to monitor construction activities on the Central Arabia Projects in the Hawtah Oil Field. I was next “seconded” to Stone & Webster as a Site Superintendent monitoring construction activities in the southern area of the Aramco’s Maintain Potential Projects until December, 1997 when I retired. This completes BTCM Whetstone’s biography.



# A Tribute to the BT's on the USS Decatur (DDG-31)

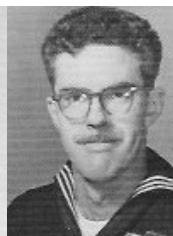
by Joe Whetstone (MCPO Retired)



*Jim and Joe reunite in Vegas -- 2012*



*Joe Whetstone MCPO (ret)*



*I. Jackson BT1*



*Jim Stewart (Oil King)*



*E. Gasque BT2*



*D. Stoffel BT2*



*Jim Stewart Circa 1967*

BT's are without a doubt the most under- appreciated group who ever served onboard the Decatur. Having served onboard the USS Currier DE 700, USS Hamner DD 718, USS Putnam DD 757 and the USS Blue DD 744 prior to my reporting onboard the USS Decatur I feel gives me the unique qualification to make the following comments. To put this into perspective you need to realize the following; the destroyers noted above have two boilers, four forced draft blowers and two fuel oil service pumps located in each fireroom. The Decatur had the above but in addition; in the Navy's ultimate wisdom they crammed into each fireroom a deaerating feedtank, two main feed pumps plus two main feed booster pumps which now almost doubled their maintenance requirements. Unfortunately, the Decatur has the same manpower available per fireroom that you would normally have on the above mentioned destroyers.

With the addition of the above, the humidity and heat in the fireroom really increased to where the BT's were almost always wringing wet with sweat. BT's getting off a normal four hour watch would appear up on deck looking like they had been run through a wringer. This type of situation made BT's appear to be different and seemed to separate them from the rest of the crew. The BT's took this as a challenge and it seemed to just make them stronger and become a very close tight-knit group that helped support each other.

I feel that it was a special privilege for me to have been in-charge of this unique group of individuals. They may not have been aware of how I felt, but I was very proud of them, for who they were, and what they stood for. I remember when they were off-watch and relaxing on deck, they seemed to have a unique sixth sense to know when- ever the fireroom experienced an engineering casualty. They would all stop whatever they were doing, whether it was eating chow, playing cards or what-ever and they dropped everything and took off for the fireroom to help their shipmates with the casualty. They would not leave the fireroom until all conditions were normal again. Whenever the ship lost power the ship normally loss ventilation causing the fireroom to become almost unbearably hot which puts even more emphasis on their unrecognized dedication to duty and to their ship-mates. I am so proud to have served with them. Without their dedication and loyalty I am quite sure that I would not have been promoted to Master Chief Petty Officer. I salute you,one and all, and may you have smooth sailing!



*W. DeLaet -- BT3  
D. Trammell -- BTFN*



*M. Ramsdell -- BT3  
J. Irving -- BTFN*

Allison

Blesi

Terrell

Stewart





*Hi to all Shipmates,*

*Upon completion of my tour of shore duty as a Navy Recruiter in a "one man station" in Galesburg, IL I received orders to the USS Decatur. My orders required that I report for training at the NAVDEVTRACEN in San Diego, CA where I took the 1200 PSI Boilerman Course and all the Automatic Combustion Controls Courses. I reported on board the USS Decatur in March 1969 for duty located in Long Beach, CA.*

*As a refresher in the Decatur's history, prior to the Decatur becoming a DDG, she was known thru-out the fleet as the USS Decatur DD-936. On May 06 1964 the Decatur received serious topside damage due to a collision with the USS Lake Champlain CVS-39. The Decatur suffered a steering casualty causing her to run under the carrier's bow overhang that knocked off the Decatur's mainmast exposing the engineering spaces to the elements in the process. The Decatur was then tied up alongside the pier. Unfortunately very limited protection was provided for the engineering spaces from the elements of nature. The piping insulation just sucked up the moisture from the snow and rain allowing the rust to permeate right thru the pipe wall on piping in the fireroom causing numerous severe pipe ruptures to occur and many leaks during the black oil to the Distillate Fuel Conversion that took place while I was onboard. The Decatur was selected to undergo an extensive conversion of its weapons capability, for example the installation of the ASROC (Anti-Submarine Warfare Missile Launcher) and she was now designated as DDG-31.*

*We made two cruises to the Far East that included the normal ports-of-call including Japan, Taiwan, Vietnam, Hong Kong including crossing the Equator to Australia. Since this was my second crossing, this allowed me to enjoy the activities as a Shellback. I played the role as the Chaplain posted at the pool where I delivered the last rights to all slimy Pollywogs before we dipped them into the pool and thus creating the honorable Shellback. On 01 October 1971, I made Master Chief, that plus now having also become a Certified Steam Generating Plant Inspector meant that the Navy felt that I had outgrown this type of duty station and needed to be transferred. On 16, January 1974 I retired from the Navy with a total of 20 years, 03 months and 10 days. All I can say is that the Navy was good to me and I have no regrets having served.*

*Joe Whetstone*