

FROM OUR PRESIDENT

Ahoy STERETT Family,

I love the fall – autumn as it is known outside of North America – as it brings us to the holiday season! This natural evolutionary process of time get us to Halloween, Thanksgiving, Hanukkah, Christmas, the New Year and many other important dates, which bring us closer together, not only because it is colder outside, but because it is a great opportunity for reflection on how precious and short life truly is. I want to reemphasize how much I value your membership and how honored I am as your president.

As mentioned in the summer newsletter, our website continues to grow and evolve. A great example of this is our **Departed Shipmates** page which has taken a different format to allow the “linking” of other webpages such as obituaries, headstones, and/or photos – a way that we can provide additional information on our Shipmates that taken the leap to the other side – so that if you wish to know what happened to them or where they might be buried or interned, you can that information. If you have not been to the Departed Shipmates webpage lately, I encourage you to do so. If you notice someone missing or see any misinformation, please let us know so that we can quickly make corrections. Another area that has evolved is the previously known webpage called **Past Presidents** page. I can tell you that all the past presidents had heartburn with creating such a webpage simply because they didn’t want the recognition and they felt their time at the helm was truly a team effort; therefore, I decided to change it to a **Past Leadership** page. It took a little bit of time gathering the names from minutes of the previous eleven reunions, so I am grateful to all the Past Presidents, Elden Miller, Wayne Wright and our Secretary/Treasurer Don Hageman for their efforts to arouse their “memory cells” of events that took place many moons ago. Recognizing all involved in getting us here today is the right thing to do. Bravo Zulu to all our past leadership – thank you!

Can you believe that our next reunion is only ten months away? The **Reunion 2021** webpage is slowly but surely growing and evolving into a page full of information about San Antonio, yet easy enough to extract the information needed to make plans to join us. I am happy to announce that the current Commanding Officer of DDG-104, CDR Andy Koy, has accepted the invitation to be our Guest Speaker. I am anxious to hear first-hand on how he commanded a warship, not only through the challenges presented by COVID-19, but leading today’s Sailors through a rigorous deployment where unprecedented days at sea records have been shattered while “steaming” in the FIFTH, SIXTH and SEVENTH Fleet Areas of Operations. Lastly, many have asked (and we have confirmed) that as long as the Holiday Inn San Antonio Riverwalk has availability, they will honor the room rate three days before and three days after the reunion dates of 16-18 September (19 September the departure date for most).

The number one objective of the Association is to maintain our heritage. This is what drove us to create the **Our History** webpage, which as of today, it lists 299 significant dates. Our goal was to capture as many events as possible as to the roles the ships named after Lt. Andrew Sterett have played in shaping our country’s history. Just as the U.S. Navy has grown and evolved for 245 years, so has your Association since 1998 - I hope that you have enjoy our growth and evolution in terms of membership, communication and maintaining our primary objective. Stay safe and enjoy the fall season!

Carpe diem, Chuck Bond

THE CAPTAIN'S CORNER



The following was received from CDR Koy, CO DDG 104:

USS Sterett (DDG 104) continues to lead Carrier Strike Group 11 on deployment through the waters of the Arabian Gulf, Gulf of Oman, Gulf of Aden, Red Sea, and the Arabian Sea. The Dauntless Crew made history as we steamed through the Suez Canal and into the Mediterranean Sea, the first of our mighty namesake to do so. Other transits of greatness include our transit through the Strait of Hormuz and the Bab al Mandeb Strait.





Recently, “the Fightin’ Fourth” made a well-deserved port visit in Bahrain. The ship and crew were able to get the necessary rest and repair in a safe haven, away from the spread of COVID-19. It was also an honor to have RDML Curt A. Renshaw come visit our crew and give some words of wisdom and encouragement. And shout out to our MWR team who also organized multiple events for the crew to relax and enjoy our time together, including a barbeque on the pier!

Our ship and crew continues to operate at the highest level, completing our current missions and tasking on a day to day basis. We’ve had two Morale Days (a.k.a. Beer Days) at sea thus far, grilling on the flight deck with a “steel beach”, hitting golf balls off the missile deck, and other games and competitions. COVID and the restrictions that have come with it have presented a unique challenge thus far, but we’ve adapted and overcome, making the best of the situation we are dealt. In the end, it is the comradery and relationships that we have made that keep us fit to fight and our head in the game. No doubt we are missing our loved ones back home, but service as sea is binding in the common struggle. We are each other’s family underway.



-CDR Koy Sends

FY-2021 CHIEF-SELECTS

**Congratulations to Sterett’s
Newest Chief Selects!**

Chief (Select) Navy Career Counselor Nuria Cruzalmanzar
 Chief (Select) Operations Specialist Merritt Rhodes
 Chief (Select) Fire Controlman (Aegis) Nathan Sweeney
 Chief (Select) Damage Controlman Ryan Sandoval
 Chief (Select) Operations Specialist Mark Randall
 Chief (Select) Machinist’s Mate Rammel Ramero
 Chief (Select) Logistics Specialist Luis Campos
 Chief (Select) Culinary Specialist John Hwang
 Chief (Select) Electrician’s Mate David Arias



FROM OUR SHIPMATES (60s, 70s and 80s)

The DLG and I
By David “Mac” McAllister
LT U.S. Navy (Ret.)/DLG-31 1968-1970

It was July 1968. I was finishing up a two-year tour aboard the USS Collett DD-730, a unit of the forward deployed Asiatic Squadron - DESRON 9. I was a Second Class Petty Officer for the second or third time and on my second hitch in the Navy. Seeing as how DESRON 9 was rotating back to the States and being relieved by DESRON 3; also, seeing as I had no desire to return to the US of A; I arranged a swap onto this DESRON 3 unit – the USS Sterett DLG-31.

We had just finished up our last deployment to the Tonkin Gulf and the inland waterways of Vietnam and were striking out smartly for our home port of Yokosuka via Subic Bay. Since due to scheduling conflicts, Collett and Sterett would not actually be in port together during the turnover process I was to be left in Subic to await the arrival of Sterett – Damn the bad luck. After 10 days of Subic liberty and consorting with all my old Collett Shipmates girlfriends that I had coveted, I got word the Sterett would arrive the following morning.

By the time I made my way down to the Ship that morning, she was already tied up to Alava Pier. After taking in her sweeping lines and sharply raked and flared clipper bow my first thought was “This sucker looks like she’s underway tied up to the pier.” Like a racehorse in a starting gate anticipating the doors to open, she looked like the restraints of mooring lines could scarcely constrain her and that she was merely remaining at the pier out of courtesy for her crew.

I boarded her in the normal fashion, reported my presence for duty and was taken to M&B Division berthing to stow my gear; after that, on to check in and become familiar with my new home. As I made my way around this barely one-year old modern Seagoing marvel I was sure I had died and went to Heaven. Having never served in anything less than 30+ years old, I was blown away by the room as compared to those old WWII vintage Tin Cans. Berthing with these new North Hampton bunks with lockers was a drastic improvement over the canvas strung racks I was used to and much better than living out of a small footlocker. The crew seemed happy and friendly and the officers were relaxed. I thought to myself wait till these guys get a taste of the Nam then we will see how relaxed and congenial they are.

After that fam fare, I dropped down to Main Control to see my Engine! We were steaming auxiliary in the forward plant with the after plant secured. Just the fact that we were able to steam auxiliary as compared to modified main was my first of many favorable surprises. I wandered around checking things out when the MM of the watch

strolled up and introduced himself - MM3 Patrick. I asked him "Where in the hell is the DFT?" "Oh, that's over in the Fireroom" says he. From there I proceeded to the lower level, Patrick still in my back pocket. "Booster pumps, Feed Pumps?" I ask, "Fireroom" was his reply. "Outfuckingstanding" says I. Now for the uninitiated by virtue of the DFT, Booster and Main Feed Pumps being in the Fireroom not only was the Engineer room spacious enough to have a girls sorority party in; but, most of my maintenance headaches now belonged to the BT's and up till then I'd never met a BT that knew squat about pumps – but that didn't bother me at all. Oh, and by the way, flash evaporators with twice the capacity of those old solo shell types on them old Can's for making feed and fresh water. Man! Water hours were not going to be a normal way of life on this yacht.

"Underway, Shift Colors" came over the IMC; I had taken the throttles for Sea and Anchor Detail since I wanted the feel for how she steamed. When that first Ahead 1/3 bell rang up I was very pleasantly surprised at her rapid and smooth response. Throughout the maneuvering of the ship to sea I repeatedly tried to drag steam pressure down but the boiler wasn't going for any of that shit. The more I steamed her the better I liked her. MMCS Archie Smith was the EOW that day, and for those that did not know the Senior Chief, he was a hard-bitten crusty old fart. When Sea Detail secured, I turned the throttles over to another watchstander and was getting ready to go topside. Senior Chief was standing there smirking at me, "Couldn't do it could you? Oh I saw you trying to drag that steam pressure down with every bell." He went on to explain these boilers were not manually fired but had this new thing call ABC (Automatic Boiler Controls) and ACC (Automatic Combustion Controls). Which I gaffed off as just more indirect acting, spring loaded techno wizardry that would be a maintenance headache, hopefully someone else's. As time went on though and I learned more and more about this modern steam plant I grew to love her swift 1200 psi ass.

During the course of the next two years sailing with this bunch of wharf rats, some of the greatest Shipmates ever, we sailed missions against Charlie, rescued countless downed aviators, responded to the downing of an EC-121 by the North Koreans and enjoyed some of the best God Damned liberty in Westpac as we called upon strange exotic ports, met some rare Asian Beauties and caught strange diseases in the process. The names of Allard, Hayes, Trotter, SmithX2, Patrick, Vantine, Hampton, Wear, Adrian, Cluck, Kieran, Ford, McGuire, Brogden, Tomjack, McNebo, Brown, Nielsen, Moore, Tharp, Wolf, Hageman, King, Vogel, Anton, ReyesX2, Faulkner, McBrian, Ewing, Nichols, Motz, Groener, and last but not least Tyler, to name a few, come to mind. Many faces are etched in my mind but the names from 52 years ago escape me. Some are waiting on Fiddler Green keeping the Beer cold, the Bargirls hot and reserving Barstools for us; while, others remain today as my Shipmates and dear friends thanks to the marvel of the internet.

Today those of us still around are old men now sitting around kitchen tables, homemade bars, in our recliners, or out on the porch with drinks in hand doing the same thing – silently reminiscing the days and the defining moments of which transformed us from boys to men aboard those fast greyhounds that plied the troubled waters of the Tonkin Gulf and the Western Pacific. For some of us - We will always be in the Nam.

SM3 Dan O'Riley

Jan-Aug 1972

Served on USS Sterett DLG-31 from Jan-Aug 1972. After returning from my last Westpac in Gator Navy Nov 71, I did not want to spend my last year in the Navy tied to a pier doing upkeep and training in San Diego! I had been on 1/2 Westpac on a WW2 LST and 2 on a LPD! I put in for a transfer to a LPH that was headed shortly back to Westpac but was sent a letter in Oct 71 stating I did not have at least a year left in Navy to get a transfer but was eligible for a swap if desired! Being a Signaller, I had the ability to contact other ships by flashing light and semaphore in SD to look for a swap with another SM on a ship headed back for Westpac! After a few negative responses, I heard about a DLG tied up close enough for a FL message that was going back to Westpac in Jan 72! I made contact with an SM3 Ward on the DLG-31 USS STERETT and asked if he was interested in a swap! Ward was happy too as he had a family in SD and his EAOS was about the same as mine in Sept of 72! We did the necessary paperwork and exchanging of records and the Commands and above approved the Swap!

I reported aboard Sterett just a few days before the ship left for Westpac in Jan 72! The Signaller on Sterett were very friendly to the FNG and I was impressed that John Wayne (SM1 English) was in the Navy aboard Sterett! During first couple of Liberty ports in Westpac, we developed a friendship with a couple of steaming buddies SMs Jeff Groves and Rick Workman! Developed a good working relationship with SM3s Eggenspeeler and Stevens and SMC DuPerry was Old Navy what a Guy! I had a couple young SMs I think I might have taught a few things Braudis and Euzares! There was also an old crusty SM2 lifer but whose name escapes me and he was not ID'd in Cruise book!

Also most of the RMs RDs and other Ops Div personnel were very friendly and seemed to readily accept me as a shipmate! The Officers in OPs and Comm were Okay for Officers actually a very competent group of Leaders! I especially had high admiration For Capt, Jack Hilton and XO Tom Harper! We had a change of Command with Capt. Hilton being relieved by Capt. Reichart who took control and steered the ship through a busy Westpac with more than the usual Westpac activities! To say busy is an understatement Sterett's battle record was one of the highpoints for the US Navy in Viet Nam! Several Migs were brought down with Terrier Missiles and MIGCAPS and throw in a possible Styx missile and a couple Patrol Boats! Also a few SAR rescues of downed Pilots by AirCrew assigned to Sterett for that Westpac!

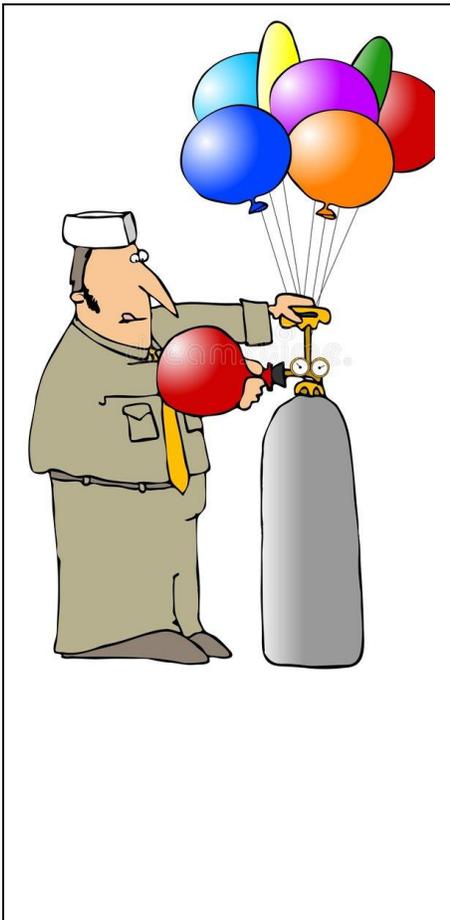
If memory serves me correctly, I believe we were supposed to go to Singapore but canceled due to needs in the War zone! Possibly there might have been a visit to Australia canceled also but could have been during one of my previous Westpacs on the Gators! As it was Subic and Hong Kong provided ample release of tension and stress for the crew!

SM3 Eggenspeeler and I both took and passed the SM2 exams with promotions coming in May of 72! Eggenspeeler was promoted but I was passed but not promoted due to less than a year left in Navy! Randy, I believe, was a Sterett Sailor from start to finish off his time in Navy!

Upon returning to SD in Aug 72, I was transferred to Transit Barracks for my last month in Navy. I look back with fond memories of my time in the Navy (only four years), but especially my time on USS STERETT DLG-31! Only recently have I made a Reunion (Nashville) and had a great time! I was planning on Jax reunion but a day before leaving had a back problem that caused me to cancel trip! So, next year I am going to take it easy and look forward to San Antonio reunion!

Fairwinds and Following Seas to all my Shipmates, Dan

FC1 Tim Page 1979-1981



Reporting aboard the Sterett in 1979 at the Long Beach Shipyard dry dock was an adventure. As a 55b fire control radar technician, none of us had anything to work on as both radars had been removed and shipped east for updates. Our jobs were fire watch, chippers, grinders, and asbestos removers. We still had duty every 6 days if my memory serves me right. One Sunday, late afternoon, FTM3 Mateyka and I were killing some time. There were no shipyard workers onboard, but they had LOTS of oxygen and helium bottles chained to bulkheads for welding purposes. We grabbed a HUGE plastic bag and thought we would fill it with helium and send it aloft! We were on the 03 level, port side far forward. The quarterdeck was on the fantail, starboard side so they could not see anything we were doing. We had a letter that we tied to the bag but neither one of us can remember what it said. We filled up the bag with helium, tied it up with the letter and let it take off. The only problem was it only went up about 20 feet and stopped going up! There was a slight breeze pushing the UFO aft toward the quarterdeck! We headed down below and were safe from any consequences but the whole operation was funny as hell. I do not remember the quarterdeck watch seeing the launch but again, it was 41 years ago. Funny stuff...

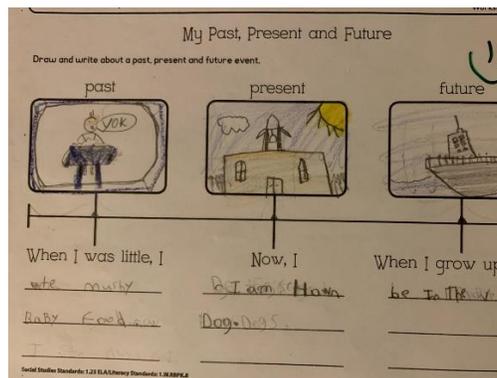
Helping Instill a Sense of Honor, Respect and Duty

Saturday 7 November 2020, Association Vice President Burton Dietz (YN3, 1970-1972) spent the day with his grand-nephew, Baker Chism, placing flags on the graves of the veterans in Middle TN Veterans Cemetery in Nashville.

His Mom had called the night before saying that Baker had asked her to call and see if I would go with him, because I was “Navy.” Without hesitation I agreed and had a most wonderful time helping him learn about honor, respect, and duty!



Thursday, 13 November, his Mom sent me a text with the picture below showing the three stages of his life, past, present, and future. Needless to say, his plans for the future entail serving in the Navy! A Sterett sailor in the making – HOOYAH!!!!!!



Veterans to Get Free Admission to National Parks

Veterans and Gold Star families will be given free entry for life into America's national parks beginning on Veteran's Day, the Department of Veterans Affairs has announced.

The phrase "Gold Star Family" dates back to World War I, when military families **displayed service flags featuring a blue star for every immediate family member serving in the Armed Forces**. The star's color would be changed to gold if the family lost a loved one in the war, hence the term, "Gold Star Family" (USO, 2019).

USS STERETT Association 2021 Reunion (San Antonio, Texas, 16-19 September)

The contract signed at the Holiday Inn San Antonio Riverwalk located at 217 North St. Mary's Street, San Antonio, TX 78205. Here is some information to start making plans:

- The room rate for the reunion will be \$135.00 (plus taxes and fees) per night.
- To make reservations, please call (210) 224-2500 and mention the "USS Sterett" or the group code "RTT."
- Reservations made after August 23, 2021, will be provided on a space available basis at the Hotel's current selling price.
- A Full American breakfast buffet for the price of \$14.00 per person (tax and gratuity not included) is available (normally \$22.00).
- Overnight self-service parking is available for \$18.00 per night (normally \$27.00).
- As long as the Holiday Inn San Antonio Riverwalk has availability, they will honor the room rate three days before and three days after the reunion dates of 16-18 September (19 September the departure date for most).

Plan of the Day

Thursday, 16 September 2021 – early arrival date (discover San Antonio and Texas)

Friday 17, September 2021 – arrival date, golf, audit & Board of Directors meeting

Saturday, 18 September 2021 – General meeting and banquet

Sunday, 19 September 2021 – Memorial ceremony and departure

Start planning now to join your Sterett shipmates in San Antonio. If you are not there, sea stories about you will be told. Please visit the Association's website Reunion 2021 webpages to get more information.