

27 August 1972

Dear WARRINGTON Family and Friends,

My last letter to you, on 29 July, was prefaced by not knowing the future of WARRINGTON. Well, at the present, my knowledge of the ship's future lacks considerable certainty, but events have occurred since I last talked to you which enable me to say more about the future. So, as is my practice, first things first!

On Tuesday, 22 August, Rear Admiral John D. BULKELEY (known to you naval historians as "PT BOAT" BULKELEY for his heroic torpedo patrol boat exploits in the Pacific Theater during World War II - he wears the nation's three highest personal awards for valor), President of the Navy's Board of Inspection and Survey, arrived to conduct a survey of WARRINGTON to determine the fitness of the ship for further active service. Admiral BULKELEY, together with the seventeen members of the Board (who are all senior officers of the line and who are the Navy's core of knowledge about the material condition of Naval ships), assisted by myself, my Executive Officer, and WARRINGTON heads of department and their key assistants, conducted a detailed inspection of the ship, leaving untouched no aspect of its hull and superstructure, as well as all machinery and equipment installed therein. This exhausting and exhaustive inspection lasted three days. Finally, on Friday, 25 August, Admiral BULKELEY assembled his Board and conducted a critique of the results of the survey, before me and my principal officer assistants. His findings have led Admiral BULKELEY to recommend to the Navy's Chief of Naval Operations that WARRINGTON be decommissioned and stricken from the rolls of U.S. Navy ships, and that such action take place in her present location in the Philippines. Immediately following Admiral BULKELEY's departure, I assembled your WARRINGTON men at the Naval Station Theater and described to them in detail the results of the survey. Beyond that, I also discussed with them the near future and what our responsibilities are, together with what are the possibilities of the more distant future.

Before you receive this letter, I expect to learn of the action which the Chief of Naval Operations will take in response to Admiral BULKELEY's recommendations. Without my becoming involved with dangerous speculations in the absence of all the facts which must be considered, I can discuss with you the alternative courses of action and their impact on your men. First, if the ship is to be decommissioned, approximately thirty-to-sixty days of work remain for us at the site of decommissioning here in Subic or elsewhere - closing various accounts and records, bringing installed equipments up to peak condition for transfer to a pool or to other ships, transferring stores, returning publications, and arranging for the transfer and separation or reassignment of your men. Upon decommissioning I have requested (and such request has received the solid support of our Flotilla Commander and Force Commander in Newport) that the WARRINGTON

ible a little while longer and be ready for changes. As I have in the past, I will keep you informed all along the difficult way ahead. Now, for some lighter information.

On Friday 11 August, I was extremely proud to submit the names of six of your men who answered the call for volunteers to assist in distributing disaster relief supplies to flood-ravaged Philippine communities near Subic Bay. The Day was a long one filled with such events as grounding the landing craft in which they were riding (and having to be rescued by the native whom they were rescuing), riding water buffaloes, playing games with native children, assisting in giving cholera inoculations, and general hand work. You can all be proud of the following WARRINGTON men: HT3 Gerald ROONEY, SN Thomas YOUNG, SA Thomas TOBARD, SN Paul BURT, BT3 Joseph MARKOWSKI, and MMFN Edward DEITT.

On 8 August, I presented a certificate of attainment for satisfactory test scores leading to a high school diploma to MMFN Christian BUBCZYK, SN Stephen BURKE and SN Ronald KIMMEL received similar certificates from me on 17 August. Earned but not yet presented is the same certificate for SA Lawrence GORMAN. All of these men have "seen the light" of importance of a high school diploma, and hopefully will keep up their highly admirable effort to better themselves.

Our WARRINGTON family has grown larger with two new babies. SD2 Alberto RODRIGUEZ is the father of a new daughter, and ETR2 Douglas HALL's wife presented him with a son, Christopher Douglas. Our blessings and best wishes go out to these mothers. See - we don't just repair things - we make new things also!

In another vein, all of us in WARRINGTON and you folks at home feel as though we have a big stake in this wonderful nation of ours, especially in light of the difficulties encountered by all of us since the explosions of 17 July. With this huge investment of danger, loneliness, hard work, inconvenience and dedication, we should protect our stakes at the polls on 7 November. Please - get out, get registered, and VOTE! And urge the rest of your family to do so. It will make a big difference to all of us.

I am pleased to announce that mail service has improved since I last talked with you. It appears that all mail has caught up to us, and that one-way delivery time has stabilized at six-to-seven days. Use the correct mailing address for your WARRINGTON man, if you want to cut down on that delivery time. "Care of Fleet Post Office, San Francisco, Calif., 96601" is the way that bottom line of the mailing address should read. Your wonderful dedication at faithfully writing or sending tapes has been a major factor contributing to the almost-total lack of problems with which we have been blessed. And the letters that you have written to me have been a huge personal source of strength and pleasure. I have been answering all of your letters (over fifty of them), and find this association with the families of WARRINGTON men rewarding in every way. So, keep up the good work - we love you for it!

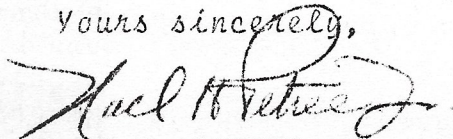
crew, excepting those persons who volunteer to transfer to other ships in the SEVENTH Fleet, be transported back to Newport for separation or reassignment. Your men and I already are in the process of updating our duty preference cards for submission to the Navy's personnel detailers in Washington, and insofar as our desires can be fitted to the needs of the Service, your men and I will be reassigned according to our personal preferences. Any special guidelines for those persons nearing the expiration of their obligated service are not known at this time, but those persons certainly will not be neglected by me. The pertinent facts in their cases will be promulgated by me as soon as I receive them. There - that pretty much runs out the expected sequence of events should WARRINGTON be ordered decommissioned. Now for the alternative - retain in active service.

If the ship is ordered to be repaired, we WARRINGTON men are very familiar with the size of the job ahead and how to go about it. At the present stage, repairs are approximately (and conservatively) one-third complete. At the repair rate which existed prior to Admiral BULKELEY's survey, repairs probably can be completed by 1 November, according to officials of the Ship Repair Facility Subic Bay. Whether or not repairs will be completed at this location remains to be seen, but I have indicated my desires that the ship be repaired at a place where families and friends can visit their WARRINGTON men. This decision is affected by such factors as time allowed for the repairs, cost per man-day of repair, and the repair facility offering the highest quality of workmanship. Such decision is made by the Commander Pacific Fleet in consultation with Navy officials in Washington. One thing should be made clear to you all at home given the time and the money, your men and I can fix this ship, and we are ready to do so. The past thirty-eight days have clearly demonstrated to me that the khaki and blue working uniforms of WARRINGTON are filled with the will and the talent to make this ship go! Now - if the ship is repaired, what next?

WARRINGTON is considered an asset of the SEVENTH Fleet. We have been replaced in the MIDEAST by USS TRIPPE. As soon as we are made combat-ready again, we will return to those jobs that have to be done in the Gulf of Tonkin. ~~Further~~ if the ship is repaired, the return date is no longer 3 December, as was explained to some of you by Rear Admiral WENTWORTH in Newport on 18 August. All effort would be made to return WARRINGTON (together with three ships of Destroyer Squadron TWENTY that are serving in the South China Sea) to Newport by Christmas, depending on the tempo of operations in the SEVENTH Fleet. Such return deadline, however is not certain at this point. There - those are the prime alternates for disposition of WARRINGTON and the respective events following the selection of such alternates. I am presenting you the facts as I understand them, with the trust that you will be able to patiently await the outcome while understanding the factors involved. Please - do not read into the above explanations any more certainty than I have expressed, and, as I tell your men, be flex-

In closing, patience is the by word! I don't know how you are doing, but my patience is wearing thin. Nevertheless, your strength and faith during the past five weeks has been heart-warming, and I must draw on such outstanding qualities in you a little while longer. Keep the letters coming and as new information is released to me I will keep you advised. In deepest appreciation for your loyalty and patience, I remain.

Yours sincerely,



Noel H. PETREE, Jr.
Commander, U.S. Navy
Commanding Officer
USS WARRINGTON (DD-843)

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P.S. For those of you who are new to WARRINGTON, please feel free to call on my wife (401-846-0706), Mrs McKELVEY (401-847-0764) Mrs RUTLEDGE (401-849-2567) for current information or assistance.



pdfelement

Although the rain has dampened the Golf course, tennis courts and baseball diamonds, ETCS Barry FICHTER has kept us busy with intramural basketball and bowling. WARRINGTON Warriors challenged the PIEDMONT Five, and on 9 August our men were handed an honorable defeat at the hands of the tender sailors who have spent a lot of time practicing. Also, the all-weather ah hoc WARRINGTON Skeet Team were out-splashed in a trap-shoot against a polished team from USS DAVIS. Those DAVIS men have been shooting at something besides the enemy in the Gulf of Tonkin! In this regard, we are working tropical hours - 6:45 am to 12:00 noon - which gives us some time in the afternoon for athletics.

My last letter to you omitted growing lists of WARRINGTON men who have recently arrived at, or departed the ship. We have received on board some outstanding new men who include the following:

ENS Barry DOUGHERTY	SN Steven M. BURKE
ENS James FELIX	SA John W. HIGGINS
ENS Dave CAHOON	CS2 Ralph D. SCHENDEL, Jr.
ENS James WHITAKER	SHSR Ralph E. HOUSEHOLDER
SR Kevin J. HUTCHINS	CTRS (PN) Thomas A. WILSON
RMSN William O. BODECKER	SK2 Duane V. ROWLAND
SN Larry M. KLASSA	SN Robert R. SCOTT
SHSA Douglas S. HIGGS	RDSA Alvin M. ASHWORTH
SD1 Augustin M. JIMENEZ	SA Sherman F. CHANDLER
PN3 Steven L. ANDERSON	QM3 Mike F. GOMBAS
SR Daniel H. BARR	STGSA Paul W. SPIES
SR Robert J. DAVIS	

As you can tell by now, my crew means alot to me, and when one of them leaves I experience a real sense of loss. I hated to say good bye to the following WARRINGTON men who have given the ship, the Navy, and the nation an abundant measure of true service:

LTJG Gary D. MELBY	RM3 Thomas J. KENNA
ENS James LUCAS	STG2 Donald V. CAFARO
SK3 Roger M. KABAITAN	CS2 Richard S. STEELE
MM3 Benjamin H. WARREN	IC3 Joseph A. AYCOCK
RM2 David D. WILLIAMS	BM2 Joseph A. ZISA
SA Louis E. ZELLNER	BT2 David E. MINER
RD3 Donald M. NICHOLSON	

On 11 August, it was my distinct priviledge and genuine pleasure to reenlist for four years EM3 Raymond HEILIG, who has been a mainstay in our electrical gang through extremely rough times. The Navy was indeed fortunate when Raymond HEILIG chose to sign on for another hitch.

One last note, I still do not feel free to encourage the families of WARRINGTON men to visit us in the Philippines. Transportation is still very difficult due to the floods, hotel accomodations are very crowded and our schedule remains uncertain I wish that I could give you some encouragement in this area, but I cannot advise such visits at this time.