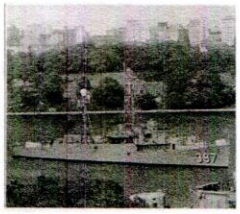
USS WILHOITE

DE-DER 397



August, September, October, and November - 2025

Hi There:

I'm sitting at my computer wondering what in the world I could write about that would interest both shipmates and sponses or a friend.

I don't know about you all but the weather has been up to 100 a few times and believe me you sure don't want to be mowing your lawn or pulling weeds, which I had to do, but I was in the house by 9:30 or 10:00. Boy does a cold glass of water taste so good!!! I'm having a fairly good summer. Just have not gone anywhere except doctor, doctor and doctor.

We did have quite a bit of rain to start the summer, but then it quit. Today August 1 it has rained a little. I know when the sun comes back out, I'm going to have to mow again and pull weeds. Does't that sound just peachy keen. Enough of this and I wish some of you sailors would write me some stories.

The December newsletter will give you a rundown of all the happengings at the Dallas reunion.

I'm enclosing reunion information again, in case someone else might want to come. We have approximately 25 coming. Going to have a great reunion in Dallas.

I'm still interested in getting the USS Wilhoite a cookbook, but I've only gotten a couple of recipes. I need all kinds. Surely you have relatives or your Mom's recipes that has good ones that you could share If you are interested in getting one free of charge, then get me recipes.

Hope to see you in Dallas!!!

"Smooth Sailing" Liz

THANK YOU FOR YOUR DONATIONS! IT GOES A LONG WAY TO HELP ON EXPENSIVES

Alcorn Michael (2025)
Berry David (2024)
Caldwell Brenda (2025)
Caldwell John (2025)
Compton Ed (2025)
Cusato Paul (2025)
Dutchuk John (2024)
Frederiksen Geri (2025)
Gennetti Fred (2024)
Gergens Steve (2025)
Horch Linda (2025)
Huff Roland (2025)
Hydro John (2025)
Johnson Mary (2025)
Knight James (2025)
Long Leroy (2025)
Marcotte Donald (2024)
Markley Ray (2025)
Mauldin Connie
McMurdo James (2025)
Morrissey Tom (2025)
Mullin James (2024)
Murphy Obie (2025)
Owens William (2024)
Parker David (2025)
Payson David (2025)
Pohl Art (2025)
Rider Elisabeth (2025)
Robinson Lee (2024)
Rott Donna (2025)
Shanahan, Jr John (2025)
Silhan Peter (2024)
Thompson Ross (2026)
Throm Larry (2024)
Torriglia Paul (2027)
Valiant Martha (2025)
West Helen (2025)
Wickizer Larry (2026)
Yonkofski Ben (2024)

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NAVY NEWS

AND

STORIES

STRIKE ONE, STRIKE TWO, STRIKE THREE, YOU'RE OUT

Sent to us by Frank Roche (From somone we really miss)

This does not describe a trip to a baseball game but the task assigned to the U.S. Navy Seals on the night of 12 April 2009. Described as "untrained teenagers with pistols and AK-47's" four Somali pirates took the U.S. civilian ship MAERSK ALABAMA hostage.

After offering himself as hostage to gain his crew's release Captain Richard Phillips of Burlington, Vermont boarded a lifeboat with the four pirates. The USS Bainbridge arrived a few hours later, the USS Boxer and USS Halyburton arrived a few days later. On 11 April 2009 NAVY SEALS parachuted from C-17's and boarded the Bainbridge.

Now out of fuel and drifting out to sea the pirates allowed a tow line from the Bainbridge to be attached to the lifeboat. Big mistake. Unknown to the pirates and under the cover of darkness the Bainbridge crew began to reel them in. Now within 80 feet and very choppy seas the Seals fired almost in unison. The result: three pirates, three rounds, three dead bodies. Although this was a task in the international spotlight the Seals do many, many more assignments that will never be known. A tip of the hat to all US Navy Seals for a job well done.

P.S. The fourth pirate is lucky there are only three strikes in base

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"TRIBUTE FINALLY PAID"

Sent by Frank Roche

On June 6, 1944 the amphibious invasion of Normandy began. Using "Higgins boats," the flat-bottomed LCVP's (Landing Craft, Vehicle, Personnel) the United States Navy transported all the men and material to the beach. It was one of the most costly Allied victories of World War II. One thousand sixty eight (1,068) American sailors were killed during the landings. The Naval Order learned that of all the branches of the Armed Forces that fought there, the United States Navy was the only one without a tribute. That all changed on 27 September 2008 when the Navy D-Day NORMANDY MONUMENT was dedicated. It is a fitting tribute to the service and sacrifice of the United States Navy at Utah Beach, Normandy, France. A big thumbs up to the Navy Orde.

For more information on The Naval Order and the availability of the special DVD Navy Heroes of Normandy go to http://www.navalorder.org/

U.S. Navy Lines Up 34 New Warships, Outpacing Every Rival Fleet

The US Navy pours billions of dollars to innovating and shipbuilding every year.

These new vessels include advanced destroyers, next-generation aircraft carriers, and cutting-edge attack submarines.

To maintain its position as the strongest navy on the planet, the US Navy must constantly innovate. Billions of dollars are being poured into this endeavor every year. As a result, the US Navy has one of the best shipbuilding pipelines on the planet. It includes advanced destroyers, next-generation aircraft carriers, and cutting-edge attack submarines.

These ships and subs will be the newest additions to the strongest Navy in the world. Here, 24/7 Wall St. is taking a closer look at the US Navy and which ships and submarines will be the future of its fleet. (These Naval Ships Have Been Operating for Longer Than You've Been Alive.

The United States is the preeminent naval power on Earth due to its constant innovation, fleet size, and global reach. The U.S. Navy is constantly churning out new ships and submarines to add to its ranks, each outfitted with the newest technology and defense systems. Here, 24/7 Wall St. is taking a closer look at some of the future ships that are on the horizon.

Knowing the most recent ships and submarines to enter the U.S. Navy is important for understanding the state of national security in the United States. Also the Navy is primarily how the United States projects power across vast distances and maintains a secure balance within the global community.Knowing the most recent ships and submarines to enter the U.S. Navy is important for understanding the state of national security in the United States. Also the Navy is primarily how the United States projects power across vast distances and maintains a secure balance within the global community.Knowing the most recent ships and submarines to enter the U.S. Navy is important for understanding the state of national security in the United States. Also the Navy is primarily how the United States projects power across vast distances and maintains a secure balance within the global community.

To determine the future warships and submarines of the U.S. Navy, 24/7 Wall St. reviewed the Upcoming U.S. Navy Commissionings, a military data site.

Here is a look at the ships and submarines that will be entering the U.S. Navy in the coming years:

Why Are We Covering This?

NEW NAVY SHIPS FOR 2025

In 2025, the U.S. Navy plans to introduce several new ships, including: Two Flight III Arleigh Burke guided missile destroyers for $5.4 billion. One Block VI Virginia-class nuclear attack submarine for $4.6 billion. One San Antonio-class amphibious warship for $2.1 billion. One America-class big-deck amphibious assault ship for $3.7 billion. Three John Lewis-class fleet oilers for $2.73 billion. Eight Block I Landing Ships Medium for $1.8 billion.

Additionally, the Navy's overall plan includes acquiring 85 new ships at an estimated cost of $1 trillion. The new aircraft carrier, CVN 80, is also set to launch in 2025. Knowing the most recent ships and submarines to enter the U.S. Navy is important for understanding the state of national security in the United States. Also the Navy is primarily how the United States projects power across vast distances and maintains a secure balance within the global community.

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The U.S. Navy is set to launch it next aircraft carrier, CVN 80, later this year. In a change from the planned USS Enterprise name, the vessel will now be named after the Senior Advisor to the President, Elon Musk.

The U.S. Navy will name its next aircraft carrier the USS Musk according to an executive order to be issued later todays. The vessel, which was originally to be christened the USS Enterprise (CVN 80), is expected to be launched by Huntington Ingalls Industries (HII) in November. It will be the first carrier named after a serving Senior Advisor to the President.

The executive order on ship naming will follow on from a draft order in February entitled 'Make Shipbuilding Great Again'. That order addressed the imbalance in shipbuilding between the United States and China. President Trump said at the time "We used to make so many ships. We don't make them anymore very much, but we're going to make them now and faster".

USS Arizona (SSN 803)

Class: Columbia-class

Unit type: Ballistic missile submarine

Status: Keel Laid Jun '22

Construction site: Groton, CT

H

USS Arkansas (SSN 800)

USS Arkansas

Status: Under Construction

Construction site: Newport News, VA

USS Doris Miller (CVN 81)

0Class: Gerald Ford-Class

Status: Under Construction

USS Harrisburg (LPD 30)

Class: San Antonio-class

Status: Under Construction

Construction site: Pascagoula, MS

USS Jeremic Denton (DDG 129)

Class: Arleigh Burke-class

Status: Christened 6/25

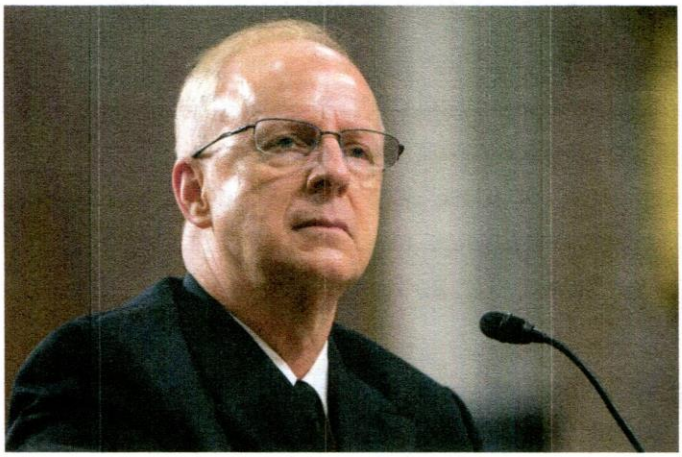
Construction site: Pascoula, MS

USS Fallujah (LHA 9)

Class: America-class

Status: Keel Laid Sep '23

Construction site: Pascagoula, MS



Naval chief nominee says U.S. Navy needs sailors, ships, new weapons

July 24 (UPI) -- The U.S. Navy needs to complete its shipbuilding program and modernize its weapons systems to effectively address the nation's defense needs, Adm. Daryl Caudle told the Senate Armed Services Committee.

Committee members questioned Caudle on Thursday morning to consider his nomination for Chief of Naval Operations and reappointment to the grade of admiral.

"I view this nomination as a solemn opportunity to ensure the nation's maritime dominance never is surpassed by competitors or adversaries," Caudle told the committee during his opening comments.

"Our sailors are the Navy's most enduring competitive advantage," Caudle said. "A stronger Navy means a more effective fleet."

"He said his father was an Army veteran who served in the Korean War and passed on the importance of service to protect American families and their way of life from harm."

Recruitment standards, shipbuilding

Committee Chairman Roger Wicker, R-Miss., said the Navy has lowered its recruitment standards in recent years to enable more people to join its ranks.

"He asked how Caudle might ensure the Navy does not permanently rely on lowered standards?

"Caudle said the Navy has not lowered its standards but instead has increased access."

"All that graduate from boot camp meet the rigorous standards of that course to the letter," he told Wicker.

Navy Chief Nominee - Cont

Munitions and maintenance

Fischer also asked what the Navy could do to ensure it has an ample supply of munitions to quickly replace those that are expended during naval operations.

King said the Navy has "way too many sole-source vendors that are underproducing" munitions due to difficulties with obtaining the materials needed to make them.

"We need to work through that," King said, adding that the Navy needs to streamline production for greater efficiency.

"We roll a Ford F-150 off the assembly line every 20 hours, but it takes greater than a year to build an SM-6" missile, he added. "It's just unacceptable."

Sen. Mazie Hirono, D-Hawaii, asked about drydock construction in Hawaii and what Caudle would do to complete an under-construction drydock there on time to ensure Naval vessels can use it for maintenance and repairs.

Caudle called the drydock a national asset and said he shares Hirono's concern regarding the importance of the drydock and getting it completed for as close to its budget as possible.

Weapons systems modernization

Sen. Ted Budd, R-N.C., asked how Caudle might incorporate unmanned weapons systems to counter naval growth among the nation's potential adversaries.

"There is no question that unmanned robotic autonomous systems will be part of any modern warfare going forward," Caudle answered.

He said they are used in the Russia-Ukraine war, in space and Middle East conflicts.

"We're all learning from this," he said. "Everyone is, including our adversaries."

He said the Navy must invest in robotic autonomous weapons systems and ensure the command structure and operational systems are in place to maximize their effectiveness.

During his questioning, King suggested directed-energy weapons are the "future" of naval warfare and asked Caudle what his position might be regarding their development and use.

"A directed-energy shot is much cheaper than a $4 million missile," but the Biden administration "grossly underfunded" development of the weapons system, King said.

Caudle responded that his master's degree is in directed energy and his thesis was on high-powered lasers.

"I've not seen the Navy do an adequate amount of effort translating the research and development into hipboard use," he said.

"If confirmed, I will make that a priority because it is the infinite magazine, especially against certain targets," Caudle said.

Navy Chief Nominee - Cont

Admiral, you just got my vote," King responded.

The morning confirmation hearing lasted for more than two hours.

Before the confirmation hearing, Sen. Jim Banks, R-Ind., met with Caudle and in a news release said the admiral "knows a stronger Navy means a safer America."

Caudle is a four-star admiral and would replace former Chief of Naval Operations Adm. Lisa Franchetti.

If confirmed, Caudle would control a naval fleet that is 14 times smaller than the Chinese fleet and has experienced

f confirmed, Caudle would control a naval fleet that is 14 times smaller than the Chinese fleet and has experienced costly shipbuilding delays, according to Politico.

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Richard H. May (LTjg USNR, 1957-59)
Served on USS Wilhoite June 1957 - June 1958

On the night of October 7, 1957 while performing its radar picket duties in the Gulf of Alaska, Wilhoite radar men detected the launch vehicle for the first Russian Sputnik although we had no idea what it was when it appeared on our screens, I seem to recall I was the watch officer in CIC during the incident.

It got us pretty excited because of its extreme velocity never before observed and then it disappeared. We hurriedly reported this phenomenon to the beach, and in short order were told, in effect, to shut up and just keep reporting.....probably a love letter from the CIA! Later, the news came out. Hope this adds to the pleasure of your website.

Richard H. May (LTjg USNR, 1957-59)
Served on USS Wilhoite June 1957 - June 1958

The two Boeing 747s currently used to carry the President of the United States are set to be replaced within the next few years. The present planes are heavily modified Boeing 747-200 aircraft designated VC-25A. The type is the latest to be nominated for Presidential usage after winning a competition against McDonnell Douglas with its DC-10 for the role. They were delivered during the administration of President George H. W. Bush in 1990 and have been flown by all five subsequent US Presidents.

Citing "capability gaps, rising maintenance costs, and parts obsolescence," the US Air Force ordered two of the newest Queen of the Skies models, the Boeing 747-8i (intercontinental) jumbo jets, to replace the final two Boeing 747-200s to roll off the assembly line in Everett, Washington.

A complete overhaul

The two airframes selected for the program have never flown for a commercial airline. They were initially built for Transaero, a Russian airline, which filed for bankruptcy before the aircraft could be delivered, leading to the jumbo jets being stored in California. As the latest models with no significant service history, they became the ideal proposal when the US Air Force came looking for a replacement for its aging 747-200s.

The planes are being modified for the new role at a Boeing facility in Texas. Due to national security reasons, details of the overhaul are being kept secret. However, based on published documents and publicly available information, there are several upgrades expected.

As a baseline, the latest model has several distinct advantages over its predecessor in terms of performance, with significantly reduced consumption and 1,000 nautical miles of additional range:

The modification process is already well underway, and Boeing is currently hiring positions for the program, including a structure mechanic and manufacturing line manager at its San Antonio facility.

What is going to be inside?

Based on information from Boeing, the new aircraft will feature updated iterations of several critical features of its predecessor. There are several main objectives the plane must accomplish uncompromisingly. Deliver a secure command center for executive operations, keep the aircraft aloft indefinitely via air-to-air refueling, and be able to land at airports worldwide with minimal to nonexistent facilities thanks to a self-contained baggage loader and front and aft airstairs.

VC-25B New Aiircraft - Cont

Within each jet is over 4,000 square feet of interior floor space, which allows for a large assortment of available workstations. According to Boeing, these are some of the attributes of the current fleet, which will presumably transfer over to the next-generation models.

A conference and dining room for meetings.

A private suite for the President, the First Lady, and any accompanying family members.

There is a large office area for senior staff members.

A second office is converted into a fully-staffed medical facility when necessary.

Work and rest areas for the presidential staff, media representatives, and Air Force crews.

Two onboard galleys that can provide 100 meals in one sitting.

Secured communications across radio and satellite frequencies.

The aircraft's traditional livery was set to be refreshed when former US President Donald Trump supported a new design with a darker paint scheme. The current administration later reversed the plan after finding the darker blue color would require additional expensive testing.

The current design, announced in March last year, features several incremental changes from the original Jackie Kennedy and Raymond Loewy (whose other clients included Coca-Cola, Exxon, and the US Postal Service) design. The finalized incoming VC-25B livery has three primary differences from the current VC-25A livery: The light blue is a "slightly deeper, more modern tone" than VC-25A's robin's egg blue. The VC-25B engines will use the darker blue from the cockpit area instead of the robin's egg blue. There is no polished metal section on the VC-25B, as modern commercial aircraft skin alloys don't allow for it.

When are they going to be delivered?

The first of the two aircraft was initially predicted to begin test flights in April 2024, which was later moved to the end of the present year. The Air Force Spokesperson Daryl Mayer previously outlined the initial steps of the process.

The two planes arrived at the facility in 2019 and have been undergoing work since. Upon arrival, Boeing placed a sophisticated jacking and crib mechanism under each aircraft to reduce structural stress during the conversion process. The project has faced several delays, including technical issues with interior suppliers and designs, supply chain issues, wiring design errors, and workforce shortages, that have caused its initial delivery date to be pushed back significantly.

Recently, Breaking Defense reported that the maiden flight of the new aircraft has been pushed back from November 2024 to March 2026. Boeing has faced numerous delays over the years, including major design issues and labor shortages.

The Air Force's Air Mobility Command, in consultation with the White House Military Office, will determine when the aircraft has reached initial operational capability.

VC-25B - Cont

his represents a delivery delay of several years from the initially intended launch date. The Air Force still projects that the two aircraft may be delivered by 2028.

Once the two current aircraft are decommissioned, it is expected that they will be loaned or donated to museums. According to AP News, one outgoing model is reportedly earmarked to be displayed permanently at the George H.W. Bush Presidential Library and Museum at Texas A&M, which also hosts a Marine One helicopter President Bush used during his time in the White House and the No. 4141 Locomotive that carried him to his final resting place.

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First announced in February, the Air Force activated a provisional Integrated Capabilities Command in September as a single entity to lead the service's ambitious modernization efforts.

Gen. David Allvin, Air Force chief of staff, said during a fireside chat at the American Enterprise Institute Oct. 31 that the new command is "will be one of the most challenging to actually put into action, but it might be the most impactful thing we do in our Air Force for a while."

The Integrated Capabilities Command was a response to a threat landscape that evolved from what Allvin called a single, "galvanizing" threat to a more complex landscape that stretched across multiple capabilities and commands that were not talking to each other.

An Air Force press release described the command as a means to accelerate force modernization efforts "against a backdrop of evolving global threats." The provisional command will eventually activate operating locations and integrate modernization and sustainment subject matter experts "aligned in new teams focused on mission integration and operational concept definition, integrated capability development as well as force analysis and planning."

Among the provisional command's marching orders are wargaming, developing alternative force structures, requirements generation and providing a unified demand signal for science, technology, experimentation and industry.

Gen. David Allvin - Cont

Allvin said the command is just what the name implies: "Having one entity that looks to all of the capability development and modernization across our Air Force within one command."

The real value proposition behind it is a bird's eye view of an increasingly unpredictable threat, and the capabilities needed to address it, Allvin explained.

Since the inception of the Air Force, the service has "always declared" five core functions, he said: air superiority, global strike, global mobility, intelligence, surveillance and reconnaissance, and command and control.

During the Cold War, a clear adversary, "a galvanizing threat," meant "we knew against what we were building those core functions," he said. "And that enabled us to develop capabilities like stealth and precision to go against their plan of just being able to overwhelm with mass."

Specific capabilities were developed for a specific threat, he said. Once the Soviet Union dissolved, the demand signal went away. "We did not have a single, unifying, galvanizing threat. The money also went away, too. There wasn't a demand because the threat wasn't there. And so, there are fewer capabilities."

The way the Air Force modernized changed. Without a single threat, the service's core functions were modernized "to make sure that we could do each of those functions with a better platform, the slightly more modernized version of what we were doing before."

The power to start developing those capabilities was diffused among various major commands, he said. "And so when we did that, we would develop more modern capabilities, but we didn't necessarily think about how they would fit together from the start, and we could get away with that, with the threats that we had up until really where we are now."

The current pacing threat — China — is "very capable" and "continuing to enhance their capabilities and modernize their capabilities, and so we can no longer afford to build the pieces separately and try and stitch them together at the end," he said.

"By taking all those brilliant folks who know how to develop capabilities, look at requirements of value against the threat that now reside in the major commands, Global Strike Command down in Louisiana, Air Mobility Command up in Illinois, at Langley, Air Combat Command. We're taking that expertise and putting it together from the start, saying, 'This is our one force design. Let's look at all of those core functions and ask ourselves the question: in order to do what?'"

An Integrated Capability Command "allows that conversation to start at the beginning," he said. "It also allows us to more rapidly iterate. I think it also allows industry to have a better understanding of where we're going in a single force. And I think by doing that, it allows us to have a single, unified force design that can adapt at the pace of technology and the pace of the threat. More agile. That's the idea, is putting it together to get competitive advantage and maintain competitive advantage."

Gen. David Allvin - Cont

The Integrated Capabilities Command will reach full operational capability once a three-star commander is nominated and confirmed, a unit document is approved and the strategic basing process is completed, expected sometime in 2025, according to the Air Force.

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What Is A Finlet? US Air Force Tests New Drag-Reduction Device On MC-130J

As the rising importance of fuel economy and efficient flight takes center stage, the United States Air Force (USAF) is testing out some new gas-saving technology on the venerable, old C-130 Hercules. That takes the form of simple aluminum fins installed along the rear door and tailplane (tailfin).

Lockheed Martin's mighty Herc' has been a stalwart airlift for over seven decades, and while the latest model (C-130J) has more efficient engines and composite materials, the basic design remains the same. The small, slender "finlets" as they have been dubbed just might bump up the C-130's gas economy by 6-8% and they would be usable on any variant of the prolific Hercules series.

Squeezing Every Drop Of Gas

The ongoing effort of aerodynamic innovation in the Air Force has seen many new ideas pop up to improve the fleet over the decades. The KC-135 Stratotanker tested winglets in an attempt to save fuel and the C-17 Globemaster was fitted with microvanes to reduce drag on its aft fuselage. The new finlets on the C-130 have been in development for years, and the extra range they would deliver is equally valuable to the savings gained at the pump.

The 96th Test Wing has finally been given the green light after a collaboration of several offices endorsed the new trials. Air & Space Forces Magazine reports that the list includes: Air Force Special Operations Command (SOCOM), the Special Operations Forces/Personnel Recovery Program Office, Air Force Operational Energy Office, the Air Force Research Laboratory (AFRL), and the Defense Innovation Unit.

Roberto Guerrero, deputy assistant secretary of the Air Force for operational energy, safety, and occpational health, said in a statement:

what Is A Finlet? US Air Force Tests New Drag-Reduction Device On MC-130J - (Cont)

Roberto Guerrero, deputy assistant secretary of the Air Force for operational energy, safety, and occupational health, said in a statement:

> "It is an exciting day for the Department of the Air Force for Finlets to reach this milestone in research, testing and development as we seek to rapidly deploy innovative technology. Drag reduction initiatives like finlets are a tangible way we can modernize our fleet, reduce costs, and increase combat capability for the warfighter. Every gallon of fuel saved extends our operational reach and enhances readiness in contested logistics environments, directly supporting the Department's mission to deliver airpower anytime, anywhere."

Making Hercules Leaner And Meaner

The new, sleek C-130 will conduct initial tests at Eglin Air Force Base (AFB) in Florida before heading out west to Edwards Air Force Base (AFB) in California for air drop testing and other trials. The first variant to undergo testing will be the SOCOM-tailored MC-130J. Extending the range of the Spec Ops workhorse first would add mission capability and flexibility for a community where every tiny advantage can be the difference between mission succes or failure, even life or death.

The MC-130J can currently fly 3,000 miles on one fill-up while cruising at 416 mph with a fuel burn rate of 150-300 gpm. The finlets could potentially yield as much as 8% better range thanks to fuel savings, assuming everything is ideal. That would push those numbers up to 3,240 miles and 138-276 gpm, all thanks to a handful of carefully placed aluminum fins.

The C-130 is a prolific platform, with over 2,800 made in its 71-year production run. There are hundreds of the new 'J' model and legacy 'H' model flying with the USAF, US Marines, Coast Guard, US Navy and many international operators around the world. The benefit of this seemingly minor upgrade would allow the entire global fleet to become more efficient and capable.

Streamlining The Stratotanker And Globemaster

t request

The KC-135 winglet development program appeared to be dropped from the USAF budget request for 2026 despite a $104 million plan previously outlined for the fleet. The C-17 microvanes, on the other hand, are entering the final stages of testing with a potential rollout to the fleet next one to two years.

The 3D-printed components are bonded using adhesives to the aft fuselage surface and grant a 1% drag reduction compared to unmodified models of the Globemaster III. The increased range and fuel savings have the potential to save $14 million USD per year, according to a report by Air & Space Forces Magazine.

What did the sailor say to his friends when he joined the navy?

"I'm on board with this new adventure!"

Why did the Navy hire a gardener?

Because they needed someone to weed out the enemy!

Why don't sailors like to play cards in the Navy?

Because they're afraid of getting caught at "sea"!

!Why did the sailor become an electrician?

He wanted to work on currents!

Why did the Navy officer bring a ladder to the submarine?

Because they heard the captain wanted to go to a higher rank.

Why did the Navy sailors always bring a pencil to the sea?

In case they had to draw their weapons.

Why did the sailor always carry a piece of paper?

In case he had to launch a paper boat!

What do you call a seagull in the Navy?

A squawk-tical officer!

Why don't sailors ever shower before jumping in the ocean?

Because they prefer to wash up on shore.