

This interview is being conducted on Thursday, December 7, 2023 at the home of Gregory Leo Van Damme. My name is Fran Prokop and I am speaking with Greg, who served in the United States Navy and is a veteran of the Viet Nam era. Greg learned of the Veterans' History Project through me and he has kindly consented to participate in the National Archives Veterans' History Project. Here is his story:

Greg, when and where were you born?

Grosse Point, Michigan, December 4, 1951.

What were your parents' occupations?

My mother was a stay at home; my father worked for Chrysler as a Control Clerk.

How many sisters and brothers did you have?

I have five brothers, two sisters.

Were any of your brothers in the service?

I have two other brothers that were in the service.

Are they older than you?

Both of them are older than me. One served in Viet Nam –

Okay, what branch?

The Navy. He was a Corpsman in the Marine Corps. The other one was in the Air Force and he designs the Air Force radars.

How old were you when you entered the service?

I was 19 years old.

What did you do before entering the service?

I was going to school and then I worked part time as a dish washer for a restaurant.

How did you enter the service – drafted or did you enlist?

I enlisted because my number was up and I would have been drafted.

Did you choose that particular branch because you had brothers –

That why I enlisted – yeah.

How was your departure for training camp? What did you have to do?

I enlisted in Detroit. I went to boot camp in San Diego –

How did you get to San Diego?

By flight.

What base did you go to in California?

That was the Navy boot camp.

Naval Air Station San Diego?

No, that was –

What city was it in?

San Diego.

So you were in San Diego in boot camp. How long did that take?

That was 13 weeks.

And what did that consist of – could you describe a typical day – what time did you get up, how did you eat, what did you have to do?

That was – everything there was training for going out to the service.

What did that training involve?

It went from giving us our uniforms all the way to drilling, to training for things like when you're on board ship if you have a casualty -- to how do you repair a ship.

Did you have classroom training along with field training?

Yes.

Did you have artillery – gun training?

The gun training was a simple M-1; they saw how well we could shoot.

And then you had classroom teaching too?

Yes.

During boot camp did you have any specialized training?

No.

After the 13 weeks, where did you go?

Went to Great Lakes, to the school for machinist mate.

So was that your specialized training?

No. That was – actually that was the nuclear specialist training.

How did you adapt to military life like when you were still in boot camp – the physical regimen, the barracks, the food, social life – and stuff like that. How did you adapt?

Well, the only thing I can really say that I did special was I learned how to eat fast.

Ha, ha. I've heard that before – better get your food in. Otherwise you got along; you didn't have any problems in boot camp.

Yeah.

So when you got to Great Lakes, what did you do?

Went to first a basic electronics school and once I started in to machinist mate portion of it, I flunked out.

So what happened?

I'm not a machinist.

So what did they have you do?

From there, when I flunked out, they sent me out to the fleet.

Where was that?

I went to Norfolk, Virginia aboard the USS John F. Kennedy.

Was that an air craft carrier?

Yes. CVA-67.

What did you do in Norfolk on board the John F. Kennedy? What were your duties?

I was a boatswain's mate.

What did that involve?

At first it involved chipping paint – and then I became a petty officer and was in charge of people chipping paint.

How long did it take you to become a petty officer?

It was about a year.

And what was the highest rank you ever achieved?

From there – E-4.

How long were you on the Kennedy?

Three years and four months.

So you were on there for a year, you were a boatswain's mate for one year and you got to be a petty officer?

Yes.

And what were your duties as petty officer?

Uh, I was one that piped every dignitary on board.

You did what?

I piped all the dignitaries on board.

Piped – what does that mean? I don't understand it.

It's a boatswain pipe – it has a whistle on it –

Oh, so you have to announce them when they come on board?

Yes.

So it's like an announcement – an acknowledgment –

We have eight people, four on each side, plus me, and I would blow the pipe, they would salute, and as they came on to the – it's a very Naval ceremonial. I was the one that did every single dignitary that came on board.

All dignitaries, wow! Who, of note, would you say came on board? That you remember?

That I don't know.

Were they all military –

Yeah, all military –

Generals and –

Admirals –

Right, wouldn't be Generals – Admirals – in the Navy.

They did have local people like the Mayor or something like that when we went into a port.

Did you ever have entertainers come on board? Like USO?

We had people come on board but they weren't notables, so they don't get piped.

Oh, I see. Only the true dignitaries get piped.

Yes.

New expression: I never heard that. Where did the John F. Kennedy go when it was

Out of port?

We mainly went to the Atlantic as well as the –

Well, is it on your DD-214.

No, not at all. We crossed through the Suez Canal into the Indian Ocean – the Mediterranean Sea as well as the Indian Ocean.

And what was your purpose? Was it just –

At that time Viet Nam was going on – as a result other countries were figuring that we weren't being proactive so we had to go everywhere else.

So were you a part of the 6th Fleet?

Yeah. At that time Egypt and Israel was in a conflict and we were there when that was going on.

So you were like a peacemaker, to insure that no other trouble happened.

Sort of, I mean, we were not directly involved but all of our planes on board ship were launched with all their weapons and they would come back without their weapons.

Really!! Where did they leave their weapons at?

That I can't tell you because I have no idea.

Oh. So planes were launched with weapons and came back without.

Correct.

And you were in the service at that time from 1970 to 1974.

So basically we were on patrol in all these areas.

How long did you stay there that time?

It was -- I made what they call three Mediterranean cruises.

How long did each of those cruises last?

They went from -- one was six months and one was nine months and I can't remember what the other one was. It was in between those two.

And when you returned you always came back to Norfolk?

Always went back to Norfolk. On occasion we would go only to Guantanamo Bay for training.

What kind of training?

Getting ready for another cruise.

So did you actually get off the ship and go into the base there for training?

No. They have -- the trainers were out of Guantanamo Bay and we would be doing war games from them.

Did they come on your ship?

Yes.

Greg has a unique history in that he has three DD-214s; so right now we're only on the first DD-214 which goes from 1970 to 1974. Okay, you came back from the Kennedy --

Even one of the times that we went through, when we were on a cruise, the last one, which was a nine-month cruise, we went through the Suez Canal and at that time we had all along out of the canal, you could see tanks that were destroyed. We could see where all sorts of -- previous wars hit.

What countries would you say that you saw that in?

With that its Egypt.

Did you ever get off the ship and go on land – I mean did you yourself like travel—tour?

Oh, yes. I've been through a total of 23 different countries.

Did you go sightseeing –

That was all sightseeing –

Wow! So when you were on leave –

Well, liberty –

Liberty – that's interesting. How long were your liberties?

It varied between one day and -- if I took leave I was out one time seven days.

That was interesting. So you got to see the pyramids and everything?

Got to see the pyramids and everything. And every time I tried to go to Rome, the ship went someplace else.

Ha, ha. So you were stuck in Egypt, more or less. Where else did you go besides Egypt?

I hit Spain, France, Monaco, Greece, Italy, went into Egypt.

So would you go sightseeing in all these places – get off and see everything?

Yes.

Wow! Great! You got a real view of the world from the Navy. They say "Join the Navy and see the world" and you did.

And that was just this first enlistment.

First enlistment. You probably hated to leave, ha, ha.

That's one of the reasons why I went back in.

Okay. So when did you return?

So I got out in '74 and I went back in in '82.

Was there any particular reason that you went back in?

Well, several reasons. One of the reasons, at the time I had lost my job due to a downsizing in the company and the unemployment rate was at 20%.

Where did you work in between these service interruptions?

I was working as a Control Clerk at Kmart –

Okay, K Marts eventually closed.

Yes.

The stores – the whole company.

The whole company went out, yes. What I was doing was scheduling jobs going into the computer.

So that job sort of went out the door and led you to go back into service.

Yes.

So now what was going on in the world in 1982?

Because I was out for so long they decided to send me back to boot camp.

Back to boot camp – how old were you this time? 51 to 82 – 31 years old – back to boot camp at 31. And you went back in the Navy.

Yes.

So where did you go for the second boot camp?

This one I went to Great Lakes.

Were you still living in the Detroit area?

I was, at that time.

So what did you do – basically the same thing again?

Yeah, basically.

Anything different.

Because I knew what was going on, I went through a lot quicker.

How many weeks did it last?

I did it in nine weeks.

And where did they send you after that?

Then I went to Fire Controlman's School. I first went to what they call B-double E, which is basic electricity and electronics. It's a self-paced school, normally lasts seven weeks – I went through it in four weeks.

Was this considered specialized training?

This is – a lot of the different rates send people to this B double E because it's learning how to – electronics and ---

Were you single all this time?

Oh, I've been single my whole military career.

What were your duties now in this second enlistment? And where did you go?

Where was this school at?

That was at Great Lakes and then after that I went to Fire Controlman's School for both A School and C School. The C School is for Close-in Weapons Systems, which is an automatic weapon that fires with six barrels.

How long did this other schooling take – you said you were there nine weeks for basic and then you went to these other schools. How long did these schools take?

Each – the A School was 23 weeks and the C School was 23 weeks.

23 weeks each, C and A, so we're talking a half year each, almost one year together.

Yes.

After you completed the schooling, what happened?

After the schooling I went to the USS Kitty Hawk.

Is that also an air craft carrier?

That is CV-63.

What were your duties on the Kitty Hawk? And where was it based?

Kitty Hawk originally was based in San Diego; eventually it went to Philadelphia for rehab.

So when you were on it, it was in San Diego?

It was both of them.

What were your duties on the Kitty Hawk?

On the Kitty Hawk I was fire controlman. I ran the weapons systems.

And how long were you on the Kitty Hawk?

On there I was – approximately four years.

Wow! Now, your second enlistment, you went in in 1982, when did you get out?

Well, technically I got out in '88 – sort of like a 'all in one' because I re-enlisted the same day but for paperwork issues, I technically got out one day and went back in the next day. They wouldn't release me until I signed the papers for the next day.

So that's why you have three DD-214s.

Yes.

Where did the Kitty Hawk sail to when it did leave port?

That was doing a Pacific Ocean. We would go as far as the Indian Ocean and we would hit all the ports from there.

And what did you do in these ports. Were there any US facilities there or did you go to these ports to patrol. Were you still on patrol?

We were on patrol for the most part but one time the government was running out of money and we went into the Philippines for 45 days straight.

Wow – you were just docked there.

Yes.

So did you take liberty and go out –

Of course.

So how did you like the Philippines? Were you in Manila?

Uh – along the port – which is a little bit south – that's the naval –

Oh, the Naval Air Station?

No, the naval base.

So while you were on the ships, how did you stay in touch with family and friends?

Well, for the most part it was all letters.

No actual telephone calls even when you were off the ship –

When I was in port and we came back to San Diego or Norfolk, on the other ship, it was always letters.

So there were no phone calls. How about friends formed and camaraderie of service – did you meet guys that you're still in touch with today?

I do not have anybody that I am in touch with today – just haven't – just lost track because – after the military I moved several times and I just lost track – because I lost the paperwork.

So while you were in the service what were your recreational or off-duty pursuits besides being a tourist and traveling – I'm talking about organized sports. Did your ship have any baseball teams?

Well, we had baseball teams but I didn't participate in team sports.

Anything else?

I was mainly a tourist.

I would be too.

I liked to take pictures.

Photographs – I'm sure you have a great album of pictures from there. So now you are four years on the Kitty Hawk and during that time you visited many ports in the Pacific and Indian Oceans. Did you stop in India?

I stopped in India, Pakistan, Sri Lanka, South Korea and I can't think of all the others.

Viet Nam?

No, we never went to Viet Nam.

I think the war was still too –

No, that was -- the war was over by then.

Over but still too – we're not visiting there –

Australia,

How about New Zealand?

Kenya.

So you went to Mombasa – my son was in Mombasa; he wrote me when they landed there. I guess he was on that cruise too. Did you go on safari?

No, it was a bus safari.

How long were you in Mombasa?

We went in like three days each time and we went in about three times.

Oh, but you never took an actual safari?

There just wasn't the time for that; a real safari you've got to be there at least a couple of weeks.

Oh, yeah, definitely.

Wish I could have.

So for four years you traveled through all these ports and you were basically on patrol and during most of that time you were in fire control and weapons control.

Yes. Also one time we went into South Korea and just before that, Russia had shot down the South Korean Airline and right after that happened, the Russian sub came up – we were playing our war games and they wanted to see what we were doing – they came up underneath the Kitty Hawk and left a propeller in the kick pad in the ship.

You mean it got stuck in there.

It got stuck –

Oh my God, A Japanese sub –

And when we pulled in to South Korea, they were so happy to see us because we did something to the Russians. Their sub action – we tried to give them aid - they took their sub and towed it back to Russia.

So their sub was disabled after doing that.

Yes.

But of course the air craft carrier wasn't.

Where it came up we had to pour concrete into the area to seal it off.

Oh, so they made a big dent.

Yes.

So you had to get repaired too – had to go to dry dock.

Well, we didn't go to dry dock until we came back.

But you had to do a repair on it.

The only repair we did was to dump concrete to seal it.

Wow ! to seal it; that's interesting. Any other interesting experiences on the ship?

Oh, my goodness –

Did you ever see combat and witness casualties?

One time, well, not combat; I did see -- not combat –

Or destruction – did you see destruction of territory?

Yeah, well, like I said, when I went through the Suze Canal – I've been through the Suez Canal seven times – and each time it was – it's like they were repairing all the results of the wars, so first time through there were tons of tanks and a couple of times it was slowly pulling them out –**But you didn't see homes demolished and things like that, did you?**

Well, there weren't any homes along the Suez Canal at all.

So mostly what you saw were the results of battles that took place there.

Yes.

And the dented and disabled vehicles that were there.

Yes.

What did you think about that? Did you have any feelings one way or the other?

It didn't – there's nothing I could have done for them, so –

And of course they weren't American, so –

Right. One time while I was in the Philippines I went out on liberty with a friend and there was a small child came up from behind and stole his watch, and went and yelled, "Hey, he stole my watch." And he's running – and there was a policeman nearby. The policeman went, pulled out his gun, shot the kid in the back –

Oh my God. How old did this kid look?

He was about six or seven –

Oh, my God!

He went over, grabbed the watch, brought it back to my friend and said, "Here's your watch."

Oh my God, and didn't care that he shot the kid. Oh My God; what happened to that kid?

We didn't – it was so traumatizing –

Oh my God, yes, so you don't know what happened to that little kid.

No.

I guess sometimes you can't ask questions either, I suppose.

Yeah, we were in a foreign country –

Yeah, exactly – that was something. So you're back and forth on the Kitty Hawk – you actually left and came back the next day – where were you when that happened?

That was in Olongopol (phonetic) Philippines. There is a bridge that you cross when you go on liberty from the ship in port out to town and it happened just past that. That's the reason why that police officer had been there too.

How was it that you decided to leave and then come back in a day; what's the reasoning with that?

What do you mean – come back.

You said you actually left the service but you came back the next day.

Oh, no, between my second and the third one?

Right, right.

What it was is when you are going to reenlist, they give you a discharge and the next day you reenlist. Well, if you're going to reenlist, they have you do it all in the same day, but technically for paperwork issues it's done the next day. So I really didn't –

So you didn't do anything, right. And all this took place in the Philippines.

No, that actually – where the heck was I –

I'm trying to establish when you came back with your second ship, the Kitty Hawk – or were you on the Kitty Hawk.

Well, actually I went on to another cruise station between – even before that – I'm still on the – from the Kitty Hawk I went to Great Lakes and I was a Master of Arms at the boot camp galley.

How long did that last?

That was two years.

Oh wow – wait a minute -- we were still on the Kitty Hawk – when did you get back off the Kitty Hawk?

Uh, that's a good question –

Greg says he was on the Kitty Hawk from 1983 to 1987, and when the Kitty Hawk came back – to where? Where did you get off the Kitty Hawk?

The Kitty Hawk started out in San Diego; and then at one time we made a world cruise and we went into Philadelphia for an overhaul.

Dry dock?

Yes.

What happened in Philadelphia? Did you stay with the ship in Philadelphia?

Yes, I stayed with the ship in Philadelphia.

How long did that dry dock last?

That was about – I was there for like six months.

Six months, okay, and then what happened?

Then I transferred to Great Lakes.

And in Great Lakes you were the Master of Arms at the boot camp galley.

Yes.

And you did that for how long?

It was almost two years.

What does that mean? What did you do as Master of Arms?

All the recruits when they come in, you have a – what they call S and they're assigned different places to take care of for cleaning and such –

Assigned duties.

And I was in charge of from 60-90 recruits to clean the galley –

Just the galley?

Just the galley.

So you gave them their assignments.

I gave them their assignments. I made sure that they were doing it properly –

That the work was done right, exactly. So you did that for almost two years.

Almost two years.

What happened then, after that time?

Then I transferred to the USS Kalamazoo – AOOR-6.

What kind of a ship was that?

AOR – that is an oiler and refrigeration combat ship.

And what were your duties on that ship?

I ran the weapons systems – the close-in weapons system. We had two systems on board there.

And where did this ship go?

That was in –

Where was it based and where did it go?

It was based out of Norfolk, Virginia and we made Atlantic cruises. We went through the Suez Canal quite a few times; one time we pulled into Yemen, that was just to refuel; it's like – 6 hours we were there to get our fuel and most people were not allowed to even come on deck to see what's going on. Because of where I was I could see everything that's going on there. There was nothing. You could not see any traffic, no – anybody – which tells me that there were -- about

Oh, they were hidden –

They probably had everything shut down because of us.

Wasn't one of our ships hit in Yemen?

After us they were hit by a small boat that just came in and exploded on the ship.

They did it on purpose; it was an attack.

It was an attack.

An attack on a Navy ship, but not yours. I remember that.

I knew somebody that was on board the ship at the time.

Oh, really. So you knew a sailor on board.

Yes.

Was he okay? Or was he injured? There were people killed –

There were several killed – where it hit it was in the fire controlman's area. He was a fire controlman. I don't think he was injured, but I'm not sure.

So it hit in the fire control area.

Berthing.

Yeah, wow! So where did you go after you left Yemen?

From there we went to Dubai, Iraq, Saudi Arabia, so like I said –

You should have a map of all the countries you've been in – Wow! You traveled a lot. You are the one sailor I will say that has traveled the world. Wow, that's great! Probably more. I'm sure you can't remember them all right now.

It's just that I've been through so many –

Yes, you lose count of it. So this is the Kalamazoo you're on.

Yes.

Did that go into the Mediterranean also?

That was its main operation; it was Mediterranean, but when Iran and Iraq started acting up – well, when Iraq started acting up we went into the Gulf of Oman –

Gulf of Oman –

To play around there.

As a deterrent, that's all – Gulf of Oman. Of course you had guns on your ship.

Oh, yeah.

Were they ever used? By you, on the ship?

We never actually fired them.

But did you – I'm sure when you were at sea you had to practice shooting –

Oh, yes, all the time.

But you never actually shot --

My close-in weapons system – we fired – the whole design of that is to knock down anything coming in – (turn tape) -- we would – I've never actually fired on another hostile. WE would test them all the time. One time we would – several times we've had what they call a "tow plane" – to ferry a drone that was on a cable that was a mile behind the – inaudible --

Wow – okay.

And my weapons system first knocked down the drone and then it was tracking the wire and it was shooting the wire –

Wow – tracking the wire -- --

When you consider that wire --

Yeah, is not very big. Interesting. But you never shot at any people in hostility – you only did test firings?

Yes. I know one time we were doing a test firing like this and at the time we had a battleship that was also in the area – and they would total the plane -- it's quite expensive to do this so they want to do as many ships as possible. One of the ships – because they were firing depleted uranium, it hit – one bullet hit that battleship before it could shut off and it hit on the side of the ship that is quite well protected – I mean, it -- it's – the side of that ship is one inch longer than the biggest gun, which that gun was 16" – it went through that, went through the ship, went out the other side.

Wow! Hmmm! You've had some experiences, really. So, you're still on the Kalamazoo now and traveling around, when did you finally come into port?

On the Kalamazoo we went out like a minimum of eight months on a tour and one tour lasted for ten months. We were at one point out at sea – it was 120 days straight and as a result every 90 days if you are out at sea, they required you to have two beers.

Ha, ha. They allowed you to have two beers.

They allowed you to have two beers. Strictly rationed.

Ha, ha. Well, you crossed the International Date Line many times?

Oh, many times.

They have a ceremony that goes on when they cross that date line, don't they?

Shellback –

Yeah, I heard about that ceremony, ha, ha.

And across the International Date Line when we crossed the equator, which, if it was my first time, I would have been a golden shellback – that's if you cross both?

At the same time. Ha, ha. When did you finally leave and when did the ship come back into port – the Kalamazoo? And where did it come into?

It was going into Norfolk, Virginia. In between times when we came back from our deployments we would go an refuel the ships that were in the Atlantic as well as doing training – all the training that we had to do.

Okay, so when did you finally come in? When did you get out of the Navy?

When I left there I then went to Damneck, Virginia.

After you left the Kalamazoo, where did you go?

To fire control training center Atlantic in Damneck, Virginia.

Was that another ship you went on?

There – that was my shore duty; there I was the – originally supposed to be the Instructor but because of things that happened, I turned into the Supply Petty Officer and I made sure that all the equipment that they had was repaired by getting the parts for them.

So, procurement – like.

Yes.

What base was that – Damneck, Virginia – what a name, ha, ha. How long did that last?

That was the end of my – I got out of the service from there.

When did you actually get out of the service? – the date? Do you have it?

June 16, '93.

'93 – so what's the total years that you were in the service?

I had –

Four years at first and then you went from '82 to 88 – and then you went on to '93 - 15 years that

sounds like – to me. Fifteen years in service? All together?

(Discussion about service dates off the record).

Greg has been rechecking his three DD-214a and he did not get out in 1993.

Instead I got out May 31, 1998.

5-31-98; so he has been in a total of 20 years – in the service. Where are we when you're in Damneck, VA?

What year was that? You had shore duty in Damneck, VA – how long were you there?

That was about 2 ½ years. Unfortunately I don't have that exact record.

That's okay – we're talking a long time, so – after you got out of Damneck, VA, where did you go?

From there I went to Manassas, VA –

Okay, keep going, you were in Manassas, VA.

I worked for the Virginia – for Computer Science Corporation that had a contract with the State of Virginia to repair their lottery machines?

Repair lottery machines, and you were still working for the government?

No, I was out of the military then.

Wait, I want to stay – we're not – (discussion off the record) – we have to clarify some of these dates.

So Damneck, VA on shore duty was the last place that Greg worked for the Navy and he was there till May 31, 1998.

Yes.

Now, after that you were out of the Navy – where did you go when you left – did you remain in Virginia or did you come home?

I remained in Virginia. I started working for the Virginia Lottery.

Okay.

Our company had a contract with the Virginia Lottery. The company lost their contract and so I went to work for Amerisource Bergen – that is a drug wholesaler. I started as their only Maintenance Tech, repairing all their conveyors.

Okay, that was in 1998 or later –

That was in 2001.

So you were at the other place for three years, okay. And that was also in Virginia?

That was in Richmond, Virginia. And the rest of the time of my working life was with this company.

Okay. And did you ever come home to Detroit?

Was there ever a reunion with family and friends?

I would visit with my family and friends.

But you never went home to Grosse Point --

I never went back to them.

How was your readjustment to civilian life?

I used the G.I. Bill after the first enlistment.

What did you use it for?

I got my Bachelor's Degree in General Studies with a minor in Computer Information Science.

And you have not had contact with any fellow veterans over the years, you said.

No, I have not.

Membership in Veterans Organizations today – you belong to --

I am a lifetime member of the VFW –

Any others?

I belong to the Carillon Veterans Family Organization.

Do you use the VA Services? Medical services or anything?

I do not.

Being that you were in for 20 years, I'm surprised.

Well, I never was injured.

Well, I mean like now, for medicines and doctors and stuff. You don't go to the VA ever?

The companies that I worked for had better benefits.

Oh, I see, so you have your company's – being that you were in 20 years.

I'm probably going to be shirting over to them soon.

Okay, well, you've had quite a long and historic career with the military. How did your military experience affect your life?

I'm a lot more strict in what I do.

Any life lessons that you learned from the military?

As a result of being in the military and because I was a technician, I had learned how to troubleshoot quite well.

Which is why with Amerisource Bergen I became their main technician.

What kind of equipment did you repair for them?

It was conveyor systems and equipment that would be needed to be clean, lids put on, strapped – basically I kept the entire building running.

Wow – good maintenance guy.

They didn't want me to retire.

Is there anything else you might like to add – do you think you might have forgotten something or any interesting anecdote you want to relate?

Oh, I know I've been in to Portugal – I've made a North Atlantic Cruise with the Kalamazoo where the temperature was so warm we went above the Arctic Circle –

Above the Arctic Circle – and it was warm there?

We have insulation – because that was a single hull ship – insulation was about 3" and our berthing compartment was right next to it. And we've had frost on the inside –

Frost inside the ship!! Ha, ha. Wow!

As well as – I've also had the ship – same ship -- go to the Indian Ocean and it looked like a glass –

A sheet of glass --

And yet the ship was rocking like it was -- a very, very slow rock.

So you mean that the ocean surface was so smooth it looked like a sheet of glass.

A sheet of glass.

Wow. You have lots of experience – when you were on the ship, above the Arctic Circle, did you stop in places in Alaska?

No. Actually that was in the North Atlantic and we never did go into the port because --

No ports –

It's a pity because I would have loved to go into Sweden or Denmark –

Well, you certainly have had a very colorful history. So, all this time you were single. When did you get married?

I got married after I moved to Romeoville in 2011, May.

What brought you to Romeoville to begin with?

I was working for my company and they – when I first started, because of the work I did there, they decided to go with that type of equipment and put it into larger warehouses, so I moved –

So they wanted you to go with it.

They wanted me to go with it.

They transferred you.

Yes. They transferred me.

You were transferred because of work.

And they paid all these expenses –

Right. So that's how you ended up in Romeoville. You've certainly been around the world, started in Detroit and ended up here.

I came here because they didn't put a plant in Michigan and this is a lot closer.

So where is the plant here today – is it still here?

Oh, it's still here. Amerisource Bergen.

They got a plant here someplace.

Yes. Actually it's on Taylor Road.

You really lucked out. If there's anything else we didn't cover – oh, yeah, I told Greg not to

write down on the Field Kit his medals, honors and awards. We'll cover it now. He will recite them so they will be in the record. Would you go ahead and do that – just read them aloud.

Okay. I've had Meritorious unit Commendation, Navy P Ribbon, Four Good Conduct Medals, Navy Expeditionary Medal, Naval Defense Service Medal, Southwest Asia Service Medal, Four Seas Service Deployment Ribbons, Kuwaiti Liberation Medal, -- I've actually got two National Defense Service Medals, one for Viet Nam and one for Iraq.

Greg has to review all three of his DD-214s for this information.

I don't know if I included this –

Say it again –

I got a Navy – oh, that's it.

Okay. I'll make sure that they all get included here at the end. Okay, if there's nothing else you wish to add, I will thank you for this interview and thank you for your long service to our country. We appreciate it.

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