



# THE BRIGHT PENNY

December 1998

A NEWSLETTER FOR MEMBERS OF THE USS BERKELEY (DDG-15) ASSOCIATION

## A new mission for the former USS HOEL (DDG-13)

Today the ex-USS HOEL is providing 50 megawatts of electrical power to the city of Manaus, Brazil, located about 1,000 miles up the Amazon River. The ship was delivered to its new home in the Fall of 1997. Ex-HOEL is the first of several stricken Adams Class DDG's purchased at a cost of \$46,000 by the Florida Crushed Stone Company in Leesburg, Florida to be converted into floating electrical platforms. The actual conversion took place in Charleston, South Carolina where the weapons systems, topside superstructure and propellers were removed. The two stacks are new construction. And, the final displacement was reduced from 4,500 to 3,370 tons.

In the engineering plant the dual 35,000 hp propulsion systems drive two electrical generators providing a net available output of 50 MW of electrical power. The four boilers continue to provide steam to the two steam turbines. The output from each turbine is combined through new gear boxes which reduce the turbine output speed to 1800 rpm to drive the 30 MW generators and optional 1500 rpm gear-boxes can be installed for 50hz users. The two generators are connected to a step-up transformer mounted on the fantail.

New extensive computerized controls have been installed to control the boilers, turbines, generators and power output. All computer controls are linked by fiberoptic cable to a modern central control operating system located in one of the former crew living compartments.

The company is also in possession of ex-USS HENRY B. WILSON (DDG-7), ex-USS LYNDE McCORMICK (DDG-8), ex-USS TOWERS (DDG-9) and ex-USS ROBISON (DDG-12).

Recent correspondence with the Florida Crushed Stone Co. indicate they are having second thoughts about future conversions. After acquiring the ships it was determined they have an excessive number of unsound component parts, e.g., boiler tubes, turbine rotors, steam pipes, etc. So far ex-HOEL has not yet proven to be economical. At present ex-ROBISON is being stripped for

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### SKIPPER IN THE SPOTLIGHT

Captain Dickman is a native of Dunsuir, California and now resides with his wife in Virginia Beach, Virginia. Following graduation from the U.S. Naval Academy in 1953 he served tours of duty on the USS WEDDERBURN (DD-684), USS JEFFERSON COUNTY (LST-845) and the staff of Amphibious Operational Training Unit, Pacific. He next attended the U.S. Naval Postgraduate School at Monterey, CA. He then reported to the Pre-Com Detail and as engineering officer of the USS JOHN KING (DDG-3). Subsequent tours included instructor duty at the Naval Destroyer School, Newport, RI, Executive Officer of USS ROBISON (DDG-12), Engineering Officer of USS INTREPID (CV-11), staff assignments at OPNAV and NAVSEASYSKOM.

Captain Dickman served as Commanding Officer of USS BERKELEY (DDG-15) from June 1971 to October 1972, at a time when the ship was heavily engaged in the Viet Nam conflict. During this period the ship participated in numerous Linebacker Operations, shore bombardment assignments and as part of surface strike forces into Vinh Harbor and Haiphong Harbor during mining operations.

Prior to taking command of the USS REEVES (CG-24), Captain Dickman was assigned as the senior member of the Atlantic Fleet 1200psi Propulsion Examining Board. Following command of USS Reeves he served as ACOS for Command and Control at Operational Test and Evaluation Force. For his final tour of duty he was assigned to



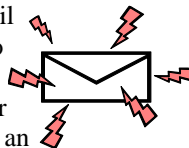
**Captain Jerry A. Dickman**

CINCLANT Staff as Special Assistant for the Caribbean Area Security Assistance Program. Following retirement from the U.S. Navy in 1983 he worked for Q.E.D. Systems in ship repair and overhaul projects.

Captain Dickman's awards include the Legion of Merit, Bronze Star with combat device and two gold stars, Navy Commendation Medal, Combat Action Ribbon, Navy Unit Citation (two awards), Meritorious Service Medal and various campaign ribbons.

### E-mail and the fleet

Nothing has brought families closer during deployments than the availability of e-mail to our men and women at sea. The past experience of exchanging regular mail usually took two to three weeks for one spouse to send a letter and finally receive an answer back. E-mail has changed all that. Our smaller ships at sea log on once or twice daily to send and receive



e-mail, and the large combatants are up most of the time. In many cases an exchange of information in a couple of hours is not uncommon. Never before have our sailors been so far away, yet so close in contact with home. In the past an urgent communication had to be accomplished using Class Easy messages via the ship/shore communications system, and you had to pay for it. Today, most ships preparing for deployment include PC workstations just for sending personal e-mail. Shipboard morale has Improved significantly with this new

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## BERKELEY HISTORY DECEMBER

### 30 Years Ago

1-2, Enroute to Subic Bay. 2, Inport Subic Bay. 3-6, Enroute to Guam. 6, Inport Guam. 7-13, Enroute to Pearl Harbor. 14, Inport Pearl Harbor. 15-20, Enroute to Long Beach. 20-31, Upkeep Long Beach. CDR Thomas M. Ward, Jr. is the Commanding Officer

### 20 Years Ago

1-3, Inport San Diego. 4, Training & Readiness Evaluation (TRE) for ASW. 5, TRE for Weps & Ops. 6-7, Inport San Diego. 8, Underway for bumber drills. TRE for DC & Eng. 9-10, Inport San Diego. 11-15, Underway for plane guard duty. 16-17, Inport San Diego. 18-21, Inport San Diego (TYCOM 3-M Inspection. 22-31, Inport San Diego. CDR Kenneth R. Sydow is the Commanding Officer.

### 10 Years Ago

1-5, Inport San Diego. 5-8, Underway SoCal OpArea. 8-9, Inport San Diego. 9, Weapons offload, North Island. 9-12, Guest ship duty, Broadway Pier, San Diego. 12-16, Underway, NGFS. 16-31, Inport San Diego. CDR Charles R. Girvin III is the Commanding Officer.



Admiral Dennis C. Blair was recently selected for a fourth star and will report to his new assignment in Feb. 1999 as Commander in Chief, U.S. Pacific Command in Hawaii. Admiral Blair was Executive Officer aboard Berkeley 1977-1980.

### Request for newsletter articles

If you should come across any newsworthy item that our members would find to be interesting reading, send it in. LCDR Art Desrosiers (Ret) brought the Hoel story to our attention.

Beginning with the next issue there will be a column entitled *Sea Tales* where interesting stories or experiences aboard Berkeley will be published. If you have a sea tale you would like to share with the membership, send it in. 300-400 words is ideal in size. And, photos always enhance an interesting story.

### Vendor requests for our roster

It has always been policy to not provide our roster of names and addresses to other reunion groups or vendors. If you get such a request, please do not comply.

### Telephone area codes

Has your area code or telephone number changed? If so, please advise so we may keep the roster current.

### ■USS HOEL (DDG-13)

spare parts and the hull is destined to become an underwater reef off the coast of South Carolina. The superstructures of ex-McCORMICK and ex-WILSON have been removed and scrapped and the ultimate fate of these two ships is undetermined. Most of the superstructure of ex-TOWERS is still intact and discussions are underway with several companies to make the ship available as a movie backdrop.

Several of our Association members have past affiliations with these ships. **HOEL:** Capt. Brian Young (Ret), C.O. Aug 1983 to Dec 1985; Capt. Robert Reighley (Ret), X.O. **McCORMICK:** CDR Fred J. Mallgrave III (Ret), C.O. Jan 1990 to Jun 1991; Capt. Jack Helmann (Ret), X.O. **WILSON:** Capt. Coenraad Van der Schroeff (Ret) C.O. Aug 1981 to Sep 1983; Capt. Charles Girvin (Ret), Fire Control Officer. **ROBISON:** Capt. Jerry Dickman (Ret), X.O.

### USS BERKELEY WEB SITE IS UP AND RUNNING.

Visit the new Web site at <http://www.USSBerkeley.com>. Comments and suggestions are welcome. Just log in at the quarterdeck and fill in the information.

For members who do not have access to the internet this is a brief description of the Web site. It consists of eight basic pages. The Home Page identifies the USS Berkeley site and contains a photo of the ship. Page two is the history of the ship listing where it was built and the dates the keel was laid, the launching, commissioning, decommissioning and final disposition. A second history page lists what Berkeley did during her 30 years of service and the awards she earned. The next page is a brief biography and photo of MGEN Berkeley and his Medal of Honor citation. The page following is the Berkeley crest with a notation on how the crest was designed. The fifth page is a listing of all the commanding officers, the dates they were in command and their final retirement rank. By clicking on the C.O.'s listed in blue, their biography and photo will pop up. The next page lists all past and future reunion information, the mailing address and telephone number of the Association. Page seven is a photo of H.S. Themistokles, the ship's crest with a brief history of Themistokles and previous ships with the same name. The final page is the Visitor's Page or the Quarterdeck Log. Visitors can check in, provide their mailing address, indicate if they would like to join the Association and write in a brief comment. When the form is completed, clicking on the "Submit" button sends it immediately to the DDGBerk mailbox.

Visitors who have sound cards in their computers can also enjoy music by the United States Navy Band.

Ask a friend with access to the internet to demonstrate for you.

### ■E-mail and the fleet

communications feature. During a recent six-month deployment the carrier John F. Kennedy logged 2.2 million e-mail messages.

Another advantage of e-mail is that our sailors are now able to have rapid communications with their detailers, then discuss options with their spouse at home and e-mail the detailer back with a decision, often within 24 hours. No more worry about the time zone differences and long distance telephone calls. Soon sailors will be submitting duty preference forms using pop-up menus via e-mail. Correspondence courses with stateside colleges are being conducted with lessons and homework exchanged via e-mail, and testing too. Advance arrangements for a proctor is set up and the test is e-mailed to the ship.

Security still remains a concern and crews are frequently given refresher courses on what information is not appropriate such as the ship's location and intended movement. In most ships messages are scanned by senior personnel to make sure operational information is not being released. Outgoing e-mail is stored and then transmitted in a burst according to a schedule. E-mail is definitely making a difference in fleet morale today.

### Berkeley Internet News

During the first eleven months of this year the DDGBerk e-mail box has received 336 messages and sent 220.

The new USSBerkeley.com Web site has been visited 167 times since activation on 13 October 1998.

When the new Web site was announced to the membership, ten e-mail addresses were rejected as invalid. If you change your e-mail address, please advise. If you have an e-mail address and it's not listed in the new roster, send a message and it will be added to the next issue.

### 1998 Reunion memory book

The company contracted to take photos and print a memory book of the reunion attendees will not be published. They have advised that during the night following the photo session their vehicle was broken into and all their equipment and film was stolen. Refunds should have been received by all who ordered a book.

### Interesting Web sites

U.S. Navy Memorial, Washington D.C. Look up friends and photos published in the Log. [www.lonesailor.org](http://www.lonesailor.org)

HMAS Perth (DDG-38) was built as DDG-25 under the Adams Class construction plan. One of three built for Australia. [www.hmasperth.asn.au](http://www.hmasperth.asn.au)

### Interesting Reading

The *Edge of Honor* is a fictitious story written by Capt. Peter T. Deutermann (Ret) about action in the Tonkin Gulf during the period 1969-70 involving a DLG on PIRAZ Station. All of the other ships in the story are real names of those out there during that era and Berkeley is one of them. She takes a real beating during one of the Sea Dragon operations. Available in paperback.