



# THE BRIGHT PENNY

July 2007

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



Since I've become director, our membership has increased by 34 members. I'm hoping to see, by the year's end, that we will have increased our membership by at least 50 new members.

I've also been working on the plans for our 2008 reunion in Boston to be held July 31, August 2 & 3. As noted in the last newsletter, it will be held at the Sheraton Braintree.



Duane LeDoux and wife Jean did a run through of the hotel and were pleased with the amenities offered. Although not directly in downtown Boston, commuting there is easily accomplished and reasonably priced. The room rate is \$99 +tax. Reservations can be made anytime. You need to reference the USS Berkeley Reunion. The phone number is 800-325-3535. There is a website you can use as well. There are photos so you can see what the hotel has to offer: <http://www.starwoodhotels.com/sheraton/property/overview/index.html?propertyID=776>

There is parking for Rv'ers, but not any hookups. I'm in the process of finding RV facilities. Information cards regarding reunion attendance will be sent out along with the January 2008 newsletter. There are many points of interest in the area and know that everyone will find that this was an excellent choice of location for our reunion.

I'm hoping that our Association's website will be updated and offering more features in the very near future. Jim Barrett has assumed the position of our Webmaster. Dale Johnson, due to the demands of his business, has had to transfer this responsibility to someone who has a little more time to devote to it but will be willing to help out, if at all possible, if needed.

I've been working with Gerry Hansen, Ship's Store Manager, on procuring new items for our ship's store. I've found a

*(Continued on page 2)*

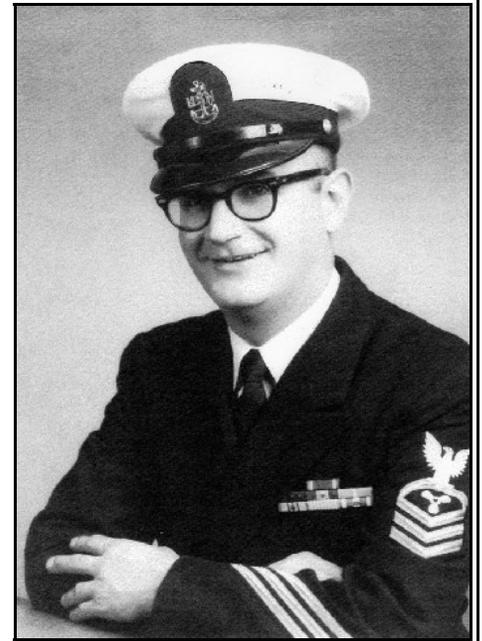
Master Chief Duane LeDoux completed his sophomore year in high school in LaPorte, Indiana in 1951. He then moved on to the East Coast in the Cohasset, Massachusetts's area. Realizing his quest for greener pastures was not working out; he tried to join the U.S. Marine Corp, but was not accepted due to physical disqualifications.

He then moved on to what became the beginning of his naval career. The Navy took care of correcting his physical problems and he reported to Boot Camp at Bainbridge, Maryland. Following boot camp he was ordered to Machinist Mate Class A School. After graduation he was assigned to the USS AULT (DD-698) and during this tour the ship made a 'round the world cruise that concluded with duty off Korea.

Completing his first sea tour he reported for shore duty with the Sherman Field Crash Crew at Pensacola, Florida. Then, back to sea aboard the USS ABBOT (DD-629), a Fletcher Class Destroyer that did not have an inboard passageway to the forward engine room. Not a pleasant way to get to the engineering spaces in stormy weather. The same was true for his next duty station, USS ROOKS (DD-804).

In 1962 MM1 LeDoux's career took an upswing when he received orders to Camden, New Jersey to become a member of the nucleus crew for the new Guided Missile Destroyer, USS BERKELEY (DDG-15). He was assigned to the "A" Gang for he had attended Air Condition/Refrigeration School in 1957. He recalls going from two reefer compressors to an air-conditioned ship was a real wake up call. While serving in Berkeley he was promoted to Chief Petty Officer and qualified as Engineering Officer of the Watch Underway.

Chief LeDoux's next assignment in Charleston, South Carolina was to place the former USS DECATUR (DD-931) back into the fleet as DDG-31, another plank



**MMCS Duane LeDoux**

owner venture. Upon completion of sea trials and acceptance he was transferred to the pre-commissioning crew of the USS BARRY (DD-933), also in Charleston. Following the ship's commissioning, fitting out and sea trials, he was sent to Instructor Training School, Newport, Rhode Island.

Upon graduation Chief LeDoux was assigned to the Destroyer School, also in Newport. After a brief period he was placed in charge of the Technical Training Group preparing future Engineering Officers and Main Propulsion Assistants for duty on 1200-PSI steam plants. On July 9, 1971 he was piped ashore with fellow instructors on each side of the stairwell, with his wife, Jean, his mother, dad, brothers and sister looking on. "It was a rush that to this day gives me goose bumps! Wish I could do it again."



## Ahoy Berkeley Beauties!



That wonderful season of vacations, sun-drenched days, balmy nights and meals prepared on the BBQ are upon us. This last item being of utmost importance because it means it is time to

start sending me those great recipes for our USS Berkeley Family Cookbook. As I noted in the last issue of the Bright Penny, I would

give you more info regarding the cookbook. You've had a few months to review the categories to be included and decide upon your entries. Once decided, you and/or your former crewman spouse/significant other can submit up to three recipes (in three different categories) each. Also include an anecdote (why it's special, something you'd like to share with others regarding the recipe etc). I would appreciate it if the entries were typed or hand printed; e-mailed would be great. I would not want to make a mistake when

*(Continued on page 2)*

**USS BERKELEY ASSOCIATION**

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Biennial Dues: \$20.00

Director: Lou Clark

Asst. Director: Dale Johnson

Secretary: Pat Clark & Tammy Meier

Membership Committee Chairman: Al Meier

Reunion Committee Chairman: Lou Clark

Bright Penny Editor: Jim Sundahl

Ship's Store Manager: Gerald Hansen

Webmaster: Jim Barrett

Newsletter Publisher: Jim Barrett



*(Continued from page 1)*

**From the Director**

supplier for some great travel mugs that I think everyone will like. Golf shirts in both navy blue and white with the Association's name and ships silhouette will also be available. If anyone has an idea for items to add to the ship's store, contact Gerry at... [ghansen2@ix.netcom.com](mailto:ghansen2@ix.netcom.com) or me at [DDGBerk15@charter.net](mailto:DDGBerk15@charter.net).

Remember too, if you have any sea stories and/or pictures I would appreciate you submitting them to our Editor, Jim Sundahl, at [jimsundahl@comcast.net](mailto:jimsundahl@comcast.net)

I have received numerous e-mails from prospective members and I've made an attempt to contact each either by e-mail or phone call. Most of these inquiries came as a result of our website. This past quarter the following have been added to the Berkeley family and I'm proud to welcome them aboard:

**New Members:**

- Robert Bagshaw, NH
- Laurel Berggren, NE
- Thomas Gentz, WI
- Jim Hannah, NJ
- Joe Horton, NJ
- William Gray, OR
- Frank Carmona, AZ
- O. James, CA
- Edward Wright, OR



**From the Quarterdeck by**

*CDR Jim Barrett (Ret)*

**Last two Arleigh Burke DDG's named**

The Navy has announced that William P. Lawrence (DDG-110) and Spruance (DDG-111) will be the names of the last two of 61 ships in the building plan.

VADM Lawrence was the first Navy pilot to fly Mach 2. In 1967 he was awarded the Silver Star for combat service in Vietnam after being shot down and captured spending six years as a POW.

Admiral Spruance commanded Task Force 16 at the Battle of Midway in 1942. He fought and won many other major Pacific War engagements including the Battle of the Philippine Sea.

For a listing of all Arleigh Burke Class DDG's visit:

[http://www.navy.mil/navydata/fact\\_display.asp?cid=4200&tid=900&ct=4](http://www.navy.mil/navydata/fact_display.asp?cid=4200&tid=900&ct=4)



*E-mail: [Quarterdeck15@aol.com](mailto:Quarterdeck15@aol.com)*

**Berkeley History July**

**40 Years Ago, 1967**

24 June - 03 July, Upkeep, Subic Bay; 04-06, SAR Type Training, Subic Bay; 09, SAR Type Training, Da Nang, South Vietnam; 12- 21, Sea Dragon Operations; 23 July - 11 Aug., North SAR Operations (COMDESRON 5 embarked). CDR Thomas M. Ward is the Commanding Officer.

**30 Years Ago, 1977**

01 - 12, Pre-overhaul, Bremerton, WA; 13, Enter Drydock #4, Puget Sound Naval Shipyard; 13 - 31, Regular Overhaul, PSNS. CDR Jack E. Helmann is the Commanding Officer.

**20 Years Ago, 1987**

01 - 31 July, Ship in USS Steadfast (AFDM 14), San Diego, CA; 01, Move crew and officers to berthing barge; 06, Complete shift to Combat Systems Organization; 24, CDR Charles R. Girvin III relieved CDR Richard K. Farrell as Commanding Officer

**10 Years Ago, 1997**

Ex-Berkeley in service with the Hellenic Navy of Greece



*(Continued from page 1)*

**Ahoy Berkeley Beauties**

it comes to measurements or ingredients. Please be sure to include a way for me to contact you should I need a clarification of your recipe. Those of you that have sent me a recipe already, I've got them filed away and you do not need to resend them. This does not mean, however, that you cannot submit more. I look forward to receiving your entries. Here again are the categories for the book: Appetizers & Beverages; Salads, Soups & Breads; Entrées; Side Dishes; Vegetarian Delights; Fast & Easy Meals; and my favorite, Desserts. This is going to be a great cookbook filled with good recipes and fond, or maybe funny, memories. I'll have an update on the number of recipes I've received in the October edition of the Bright Penny. I do hope you'll all participate. If you have any questions, please feel free to contact me at 562-430-7115 or [pat\\_lilipad\\_clark@charter.net](mailto:pat_lilipad_clark@charter.net)

I didn't get it noted in the April issue that our very own Donna Meier's comments regarding Time's cover story on organic vs. local food was published in the Letters section of Time magazine March 15. You made a great point Donna. Congrats for

having your letter selected for publishing. Also, hope that Billie Johnson, the better half of the Alan 'Doc' Johnson, is mending well following her tennis accident resulting in a broken leg and ankle. Now I'd like to introduce Mary Jane Hudson from Missouri:

"My name is Mary Jane, wife of Jerry Hudson, BTC Ret. USN. Jerry was aboard the USS Berkeley 1969-71. We met at a Parents Without Partners (PWP - a group for single parents) dance in 1981. Jerry was retired from the Navy and was a nuclear inspector for H.S.B. Jerry has a daughter and I have a daughter, son, three grandchildren and a great granddaughter. We will celebrate our twenty-fifth anniversary in this year. We enjoy visiting the family and friends in Missouri, Iowa, and Texas. My hobbies are art, piecing quilt tops and sewing. Jerry and I love to garden, and play with our dog Pancho. Jerry served on six different ships and we enjoy attending the ships reunions. Thanks to Lou and Pat for keeping us informed of USS Berkeley reunions."

FYI: Lou and I met at a PWP, also in 1981! We'll be celebrating our 25<sup>th</sup> at the 2008 Boston reunion. Till next time,

*Pat*



**Trivia Question**

Who among the Association's plankowners got his first tattoo in Hong Kong? *Answer page 4.*

**Jim Alley retirement:**

May 2, 2007: Pat and I (Lou) were invited to attend a retirement party for Jim Alley, which was held at Jim and Sue's home in Garden Grove, California. It was a gathering that included family, former work associates and neighbors. Everyone enjoyed reminiscing about the past. There was a lovely buffet and a plaque presented to Jim upon retiring was displayed. Jim and Sue talked about their plans to move back to Rochester, NY (where Jim was raised) to enjoy their retirement years. Sue submitted the following recap of Jim's Navy and work careers:



- Joined the Navy September 1, 1966.
- Boot camp and electronics school in Great Lakes.
- Summer of 1967 reported aboard the USS Decatur DDG 31 in Boston.
- November 1967 transferred to USS Berkeley in Long Beach, CA. Three deployments to Viet Nam.
- Summer of 1971 transferred to Crypto school at Mare Island, CA.
- October 1971 transferred to 3<sup>rd</sup> Naval District HQ, Brooklyn, NY. Discharged from active duty October 1973.
- Moved back to Santa Monica, CA. Worked for Singer Co. as electronics technician.
- Joined the Navy Reserves in June 1977. While serving in the reserves changed rate from ETN to CTM.
- October 1982 went to work for TRW, which later became Northrop Grumman.
- Retired from the Navy Reserves as CTMC in November 1992.
- Retired from Northrop Grumman May 1, 2007.
- 23 years total with Navy.
- 24 1/2 years with Northrop Grumman.
- Looking forward to making a final move back home to Rochester, NY in June or July.

**Navy Memorial**

The Navy Memorial in Washington, DC honors Navy, Marine Corps, Coast Guard and Merchant Marine personnel who have served our country, both past and present.



Navy veterans can enroll in the Log at no charge, listing information on their past sea assignments and duty stations. For a small fee your picture can be added to the Log.

The Memorial receives support from many corporations to help maintain the site. The constant upgrade, renewal and improvement of exhibits requires considerable dollars to keep the site fresh and attractive to visitors. It relies on additional donations to support the site and other programs they provide. You encouraged to make a tax deductible donation via the Internet to help keep the Memorial an attractive and viable site for all visitors, whether in person or via the Web site.

[www.navymemorial.org](http://www.navymemorial.org)

**TAPS**

Plankowner MM1 Ray Sommer passed away November, 1985

**New Security Facility at Port of Long Beach**

What's going on at our old home port of Long Beach? Homeland Security's new Security Control Center. Along with ABC, NBC, and FOX was Scoop Clark and his trusty photog Lili-pad, attended (well more like gate crashed) ground-breaking ceremonies held on Tuesday, April 3 at the Port of Long Beach.



LONG BEACH—04/16/07 - The Port of Long Beach has started construction of a \$20 million Security Command and Control Center, a post-9/11 facility for the port's expanding Security Division and law enforcement partnership.

The 25,000-square-foot facility will serve as the communications hub and headquarters for the Port of Long Beach Security Division and Harbor Patrol, and also house security units from the Long Beach Police Department and Port of Los Angeles.

The Three-story structure will also accommodate the US Coast Guard, US

Customs and Border Protection (USCBP), and Marine Exchange during any emergency situation. The new facility is being funded by the Port of Long Beach and the US Department of Homeland Security, which contributed \$8.1 million toward the total cost.

According to the port, the facility will be a "regional resource" that will house emergency management facilities including a Department Operations Center (DOC) for use in coordinating law enforcement response to emergencies anywhere in San Pedro Bay port complex.



The San Pedro Bay is home to both the Port of Long Beach and its neighboring Port of Los Angeles, the two busiest container ports in the country. Together the ports' combined container throughput makes them one of

the three largest "load centers" in the world.

The center is expected to open in late 2008.

Article from Cal Trade Report (<http://www.caltradereport.com/eWebPages/Page-Two.html>)



Captain Paul Wiedenhoef, Sector Commander, Captain of the Port, U.S. Coast Guard and Lou Clark



## NASA Story by Don Carson



The 20<sup>th</sup> of April 2007 started out unlike the usual Friday where everyone is counting down to the weekend. I was starting to work late (1000 hours) and would be working until (1800) after normal quitting time of 1630 hours. We were in Building 30 checking out new software and hardware for the Mission Control Center (MCC), so that Shuttle Flight Controllers could have better insight into shuttle operations while the vehicle is in space.

At about 1430 hours we received a notice via the IMC to stay inside because there was a "Security Incident" in Building 44. Because we live and work in the Petroleum Refining Capital of the world we are totally accustomed to "Sheltering in place" for chemical spills... one teammate wondered what kind of spill could have happened at Building 44? My supervisor tuned in the local news channel. (We have Closed Circuit TV in our work space so that we can monitor our students.) We were shocked to find that there was a gunman in Building 44. For the next two plus hours we continued our equipment checkout with one ear and one eye tuned to the TV just like the rest of the world. NASA and contractor employees were allowed to leave by routes other than near Building 44. Several of us working in Building 30 had parked in the parking lot that was closed off because of the incident. We saw exactly what was unfolding as all of the rest of the country (world) saw it. We were not told by NASA or United Space Alliance supervisors because they didn't want "to cause us to panic."

At about 1630 we saw police coming out of the building, sadly heard reports of deaths. We were subsequently told the dead were the supervisor and the perpetrator and we learned of the survivor. Traffic was allowed to resume in the vicinity of the Building 44 and surrounding parking lots. We finished our checkout at about 1730 hours and went home. Most of the NASA Community was not harmed, although counseling services have been offered to every one of us. There will be lasting memories and three NASA Families will never be the same.

I went home Friday expecting strict security checks on Monday when the next work week began, but there were no extra car or personnel searches on Monday, Tuesday, and Wednesday. What could NASA do? There are about 10,000 people coming onto the Center everyday... everyone can not be searched.

## From the Editor



It has been a wild couple of months, and this month the Navy came to town (Portland, Oregon) for the Rose Festival, yeah we have one, too. Oh it brings back memories while aboard the Berkeley during city visits, many times wanted but sometimes not wanted. But, Portland, even being a very liberal city, gives the sailors a warm welcome and treats them very well.

I tried to get down to the waterfront to watch the ships come in but no way, no place to park and security was so heavy that some places your not allowed to park and watch. So like many Portlanders' I watched on the nightly news, not like being there but still warms my heart and floods the old memory banks.

Now something I did not know. A Navy not familiar to me, I guess I lived a life of excepting. But during the World War II, African American sailors faced the same challenges as the *Tuskegee Airmen*, I found many web sites that cover this subject but one about the USS Mason, Destroyer Escort 52, now honored with the name to be used on a new DDG: USS Mason (DDG-87).

I was not raised to think I was different then my fellow man. Since I was raised with American Natives, I played with them, hunted with them and many of my friends died in Vietnam just like all other men, so I was kind a set back. Maybe a little naive or stupid either way I was set back. You can look at this web site and or not but to me it was very interesting and educating to me, follow their links and see Coast Guard and Marine links. [<http://WWW.ussmason.org/education.htm>]

Have a great summer.

Sunny Jim

## Web site

Two new pages have been activated. The Ship's Store is now open for orders and the Newsletter page lists about 60% of past newsletters. More will added as they are converted to PDF. And, they can be printed

## OLD SALTS

Author Unknown

Old Sailors:

*Old sailors sit and chew the fat  
About things that used to be,  
Of things they've seen,  
The places they've been,  
When they ventured out to sea.*

*They remembered friends from long ago  
The times they had back then,  
The money they spent,  
The beer they drunk,  
In their days as sailing men.*

*Their lives are lived in days gone by,  
With thoughts that forever last,  
Of bell bottom blues,  
Winged white hats,  
And good times in their past.*

*They recall long nights with a moon so bright  
Far out on a lonely sea,  
The thoughts they had as youthful lads,  
When their lives were wild and free.*

*They knew so well how their hearts would swell  
When Old Glory fluttered proud and free,  
The underway pennant  
Such a beautiful sight  
As they plowed through an angry sea.*

*They talked of the chow Ol' Cookie would make  
And the shrill of the bosun's pipe,  
How salt spray would fall  
Like sparks from hell,  
When a storm struck in the night.*

*They remember old shipmates already gone  
Who forever hold a spot in their heart,  
When sailors were bold,  
And friendships would hold,  
Until death ripped them apart.*

*Their sailing days are gone away,  
Never again will they cross the brow,  
They have no regrets,  
They know they are blessed,  
For honoring a sacred vow.*

*Their numbers grow less with each passing day  
As the final muster begins,  
There's nothing to lose,  
All have paid dues,  
And they'll sail with shipmates again.*

*I've heard them say before getting underway  
That there's still some sailing to do,  
They'll say with a grin  
That their ship has come in  
And the Lord is commanding the crew.*



## Answer to Trivia Question

Duane LeDoux