



THE BRIGHT PENNY

April - June 2015

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

Reunion 2016 in Chicago!!!

Chicago Is Host City for 2016 Reunion

Chicago narrowly edged out Milwaukee in the on-line voting for the 2016 reunion host city. We had a strong turnout, and thank all of you who took time to cast your votes! Planning will begin in the next few weeks, and we hope to have the dates and possibly the hotel identified for the July edition of the newsletter.



We will plan the 2016 reunion in the August/September time frame, and hope to begin receiving hotel proposals in the next couple of months. We have already received one hotel recommendation, and would appreciate any and all assistance you can provide in identifying other good choices.

It will be great if we can arrange another Navy-themed tour, and the possibly of attending a Cubs or White Sox game has been suggested. If you are interested in helping arrange a tour, please notify us through the web site.

We are a few months into the 2015 calendar year, but are experiencing a low number of dues payments. If you have not yet paid 2015 dues and would like to support the Association, please submit your payment now. The 2015 master roster will be sent out in early May to all who have paid 2015 dues.

Navy-In The News!

Navy Gets Mad About Goat

Navy Capt. John Banigan is no longer aboard the San Diego-based guided missile cruiser Lake Erie. Neither is a goat named Master Chief Charlie.

Banigan was ousted from command (April/May time frame) after the brass lost confidence in his ability to lead, the standard explanation when a commanding officer is removed. Banigan has been reassigned to a desk job. Master Chief Charlie is also ashore, though it is unclear whether he is on Navy property or civilian property. He is however in excellent health, the Navy said.

The fate of the captain and the goat became mixed when the Navy began an investigation into the command climate aboard the Lake Erie, which was reassigned to San Diego from Hawaii in September. According to the Navy Times, one of the things that investigators found was that Banigan allowed Master Chief Charlie to make the trip from Hawaii to San Diego. The captain may have failed to comply with the rules of the California Department of Food and Agriculture that require anyone bringing farm animals into the state to have them checked out by a veterinarian.

The exact reason for Benigan's removal as the ship's Captain remain unclear. The Navy has declined to comment. Master Chief Charlie's role as the ship's mascot was no surprise. He appeared at numerous events in Hawaii, often bleating at interesting moments to the delight of crew and family members. He was pictured with sailors and with the Navy's top Admiral. There is a long history of the

goats from coming aboard ships, although there are rules to be followed. The area where senior enlisted sailors sleep, lounge and eat aboard ship is called the goat locker. The mascot of the Naval Academy is a goat. In the early days of the Navy, goats provided a source of fresh meat when ships were at sea.

The U.S. Naval Institute last year published "A Brief Illustrated History of the Navy Goat." With their sure-footedness, compact size, and willingness to eat anything, goats were better suited to sea voyages than, say, cows, the history noted.

Rosie the Riveter Dies at 92

Mary Doyle Keefe, the model for Norman Rockwell's iconic Rosie the Riveter painting that symbolized the millions of American women who went to work on the home front during World War II has died, she was 92. Keefe grew up in Arlington, Vermont where she met Rockwell - who lived in West Arlington - and posed for his painting when she was a 19-year-old telephone operator. The painting was on the cover of the Saturday Evening Post on May 29, 1943.

USS BERKELEY ASSOCIATION

5553 Makati Circle
San Jose, CA 95123
408-656-3879

E Mail: ddg15@ussberkeley.com

Website: www.USSBerkeley.com

Annual Dues: \$20.00

Director: Al Meier

Asst. Director: Dale Johnson

Treasurer: Gerald Hansen

Secretary: Pat Clark

Tammy Meier



Al Meier

Membership Committee Chairman: Al Meier

Regional Chairmen:

Northeast: Duane LeDoux

Southeast: Randy Wilkins

North Central: Larry Norris

South Central: Don Carson

Northwest: Ron Bravo

Southwest: Dr. William Perry

Ship's Store Mgr: Gerald Hansen

Bright Penny Editor & Publisher: William Stevens

Webmaster: Jim Barrett

ACVA Representative: Rex McCoy

Newsletter Distribution: To dues current members via

e-mail in pdf form and to non-e-mail members via

U.S. Mail.

Ship's History April 2015

50 Year Ago, 1965

Ship's Command History for April 1965 is missing from the files

40 Years Ago, 1975

01 - 04 UMI/INSURV

05 - 12 Upkeep, San Diego

13 - 14 Inport, San Diego

15 Training Readiness
Evaluation, CMS
Inspection, 2B Boiler
Inspection

16 - 27 Inport, San Diego

22 Disbursing Review

28 - 30 Technical Standardization
Inspection

30 Years Ago, 1985

01 - 05 ISE SOCAL

06 - 07 IPT San Diego

08 - 14 UPK San Diego

15 CSRT

16 ISE SOCAL

17 - 19 CSRT

20 - 28 UPK San Diego

29 IPT San Diego

30 TNGANCH

20 Years Ago, 1995

In service with the Hellenic Navy of Greece as the H.S. Themistokles

Navy Prepares for F-35B's First Deployment

The Navy and Marine Corps are preparing their amphibious assault ships for the F-35B Joint Strike Fighter's first ever deployment which is targeted for 2018. The Marine corps short-take-off-and-landing variant of the Joint Strike Fighter, the F-35B, will be the first ever fifth-generation aircraft to deploy. Meanwhile, the Navy is working to prepare the flight decks, sensors and weapons systems on board several amphibs to be ready in 2018.

The Navy is making sure the amphibs are prepared to take the F-35's because they are going to be the first ones out, and will be the first such aircraft deployed out in the world. They will be on big deck amphibs, and while that's exciting it's also a real challenge.

The Navy is set to provide the modifications to the USS America which is the lead ship in a series of eleven planned America-class big-deck amphibs. The ship is going through hull, mechanical and electrical mods for the F-35, including environmental mods. Some of it is deck related and some of it is lighting related. The F-35 lands on the deck differently than the Harrier.

The USS America will go through a series of intense modifications to ensure that the flight deck can withstand the heat of the F-35B's vertical take-off-and-landings. Navy engineers are installing a new heat-resistant material designed to prevent heat from the aircraft's engines from burning a hole in the flight deck. The flight deck modifications entail adding intercostal structural members underneath the flight deck landing spots seven and nine. With the added structure, these two landing spots will provide the capability to perform closely timed cyclic flight operations with the F-35B without overstressing the flight deck. Also, some of the modifications may involve re-adjusting some of the ship's antennas in order to get a clear flight path for the Joint Strike Fighter. These efforts involve reinforcing the flight deck with additional structural material and moving items further below deck.

The modifications planned for the USS America will emulate those already completed on the USS Wasp, an amphibious assault ship which has been testing with F-35Bs for months. The Wasp is slated for F-35B operational testing in May.

The second America-class big-deck amphib, the USS Tripoli, is now being built with the F-35B modifications being built in from the start. The deck on the Tripoli will be thicker from the start, and the structural supports for the deck are being built into the ship. The Tripoli will be delivered to the Navy in 2019.

The Navy is outlining how operations will change with the F-35B versus the Harrier jets that the fifth generation fighter is replacing. Harrier jets, which also have the ability to conduct vertical take-off-and-landings, are multi-role jets primarily designed for light attack missions.

The Joint Strike Fighter brings a wide range of new sensors, weaponry and aviation technology to the Marine Corps. Rear Admiral Peter Fanta, Director of Surface Warfare, said the F-35B brings a much different capability to the amphibious force compared with Harriers. "Having lived with Harriers on big decks - Harriers are relatively short-legged, short, operational rapid turn-around assets. Now we're putting out an aircraft that can go for hours and travel long distances." Fanta also said that sensors, radars and weaponry on board amphibs are also being upgraded to better integrate with the F-35B. For example, elements of a combat system called Surface Ship Self-Defense System are being engineered to work with Joint Strike Fighter technologies.

Fanta said the Navy is also upgrading the seeker on various ship defensive systems such as Rolling Air Frame missile and NATO Evolved Sea Sparrow Missile to an active seeker. "They are both going to higher threats and higher maneuver capability," Fanta added.

Source: Military.com