



T H E B R I G H T P E N N Y

June 1999

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

Next Reunion in Las Vegas, Year 2000

Why Las Vegas? There is such a demand for reunion space, conferences and other events during the year 2000 that it is becoming cost prohibitive to host a reunion in any of the West coast cities served by the major airlines. San Diego is already quoting group rates of \$135 per night at the lower grade hotels. Las Vegas is a good choice and was suggested by the majority of the people attending the last reunion.

Our reunion will run from Thursday the 21st of September through Sunday the 24th, at the Gold Coast Hotel. The hotel has 750 rooms, is two miles from the airport and one mile from the Las Vegas Strip. Much more will be published later, but the important thing right now is to block out those dates and be thinking about Year 2000 reservations with the airlines.

A postcard is included with this newsletter to be returned right away. This is not a commitment, just a planning aid to see if we need more hotel rooms. Rooms are going fast and we don't want be left short.

With the lower costs of Las Vegas we should have a very good turnout that is affordable to most. There are a lot of things to do and places to visit in Las Vegas. For a tour of Las Vegas visit their Web Site at www.lasvegas24hours.com. We hope to see you there.

December 98 Roster

After the December 98 roster was distributed a number of inquiries were received regarding the 52 deletions. Many were members who had moved and mail was returned with no forwarding address or marked forwarding time had expired. Others were members who were four years behind in dues.

The next roster title will be titled Crewmember Roster rather than Membership Roster and include all names and addresses we have on file. The non-members will be coded "N" and former members no longer active will be coded "I" in the left column.

We are presently averaging one new member per week via visits to the Web site and their names are added to the site Roster Page as they come aboard. An addendum to the Dec. 98 roster is included with this newsletter listing new additions.

H.S. THEMISTOKLES

The annual report from the commanding officer usually appears in our June newsletter. It has been deferred to the next issue due to the ship being on deployment.

SKIPPER IN THE SPOTLIGHT

Hailing from South Pasadena, California, Commander Mallgrave enlisted in the U. S. Navy in 1965, attended boot camp in San Diego, received training as an Electrician's Mate and reported aboard the USS VALLEY FORGE (LPH-8), homeported in Long Beach, California. As a member of the ship's "E Division," he successfully competed for, and received, an appointment to the U. S. Naval Academy. He entered Annapolis in the summer of 1967 and graduated in June of 1971 with a B. S. degree in Chemistry. Following graduation Commander Mallgrave joined the fleet and served in a total of nine ships (cruisers, destroyers, and frigates), all assigned to the U. S. Pacific Fleet, during which he served as department head of all the three major shipboard departments: Engineering, Operations, and Weapons. His command tours were in guided missile destroyers of the Charles F. Adams Class, where he served as Commanding Officer in USS LYNDE McCORMICK (DDG-8) and USS BERKELEY (DDG-15). Commander Mallgrave served as the final commanding officer in Berkeley and officiated in the ship's transition to the Hellenic Navy. He was also honored to be appointed as Officer-in-Charge of the re-commissioning of ex-USS JOSEPH STRAUSS (DDG-16) which was subsequently sold to the Government of Greece along with Berkeley and ex-USS WADDELL (DDG-24).

During infrequent shore duty tours, Commander Mallgrave received his M. S. degree in Physical Oceanography from the Naval Postgraduate School, Monterey, California; spent some time in training for sea duty tours, and



CDR Fred J. Mallgrave III

taught freshman chemistry for three years at the U. S. Naval Academy. Commander Mallgrave served on the staff of the Chief of Naval Operations in the Pentagon while assigned to the Tomahawk Cruise Missile program—the most successful weapons project to come out of the Department of Defense.

At the end of a twenty-nine year naval career, Commander Mallgrave retired on November 1, 1994. He is employed by Kimberly-Clark Printing Technology as Director of Manufacturing. Commander Mallgrave is married to the former Colleen Hippe of Newport Beach and they have two children. The Mallgraves reside in Carlsbad, California.

TAPS



Captain Michael D. Ricinak

Captain Ricinak passed away on the 20th of May at the age of 75. He served as Berkeley's second commanding officer from July 1964 to January 1966. Captain Ricinak, a veteran of WW II, Korea and Vietnam, graduated from the U.S.

Merchant Marine Academy in 1944 and retired in 1975 after 31 years of naval service.

Among his many ships and shore assignments, he served as a Special Assistant to the Under Secretary of the Navy, the U.S. Atomic Energy Commission on the staff of Admiral Rickover and as a Program Manager in the Office of the Chief of Naval Operations. Captain Ricinak was the first executive officer of the first DDG built from the hull up as a guided missile destroyer, the USS Gyatt (DDG-1). He was laid to rest with full military honors in Santa Maria, California. Captain Ricinak is survived by his wife, Rose, and four children.

The following note was received from Rose:

Thank you for the beautiful easel spray of flowers. Mike was sent off in Berkeley style—Berkeley ballcap and all!

I know he would have been pleased. You have all been a big part of his life—your support was sincerely appreciated.

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BERKELEY HISTORY

JUNE

30 Years Ago

1-30, In overhaul Long Beach Naval Shipyard. CDR Thomas M. Ward Jr. is the Commanding Officer.

20 Years Ago

1-6, Inport San Diego. **7-14**, Underway for Readiness Exercise. **15-30**, Inport San Diego. CDR Kenneth R. Sydow is the Commanding Officer.

10 Years Ago

1-30, Inport Continental Marine Shipyard, San Diego for phased maintenance and training. CDR Charles R. Girvin is the Commanding Officer.

SEA TALES



The after refueling station was kind of a candy-ass assignment. They had three times the guys. I started there. Grab the line and run aft. Run forward and grab the line, repeat, repeat, repeat! When I was on board

the guys that worked their butts off were assigned forward. Naturally, nobody told me that. I wanted to make a good impression, right? I am (and was) 5'9" and 130 lbs. They put me forward, amongst a bunch of guys that looked like mountains. We even had one of the cooks up forward. That guy was as skinny as me.

Forward was a trip. Grab the line and pull, pull, pull, repeatedly. No break time running back forward (if that makes any sense). Just stand there and pull. Got a strap from my life jacket stuck in the line once. Got pulled forward about three guy lengths before somebody with a knife cut me loose. Thank God for the 1st division! The line burned by about 10 seconds later. I was almost a stain on the deck. I can still see the guy that cut me loose, can't remember his name. I think he was from Tennessee, maybe Kentucky.

If the weather was bad and the water came down the windbreak, pray that it only came down knee high. We had chest high water a few times. That hurt! Pick yourself up from amidships, check for broken parts (never had any, just some cuts and bruises a few times), and get forward again, watching out for the line burning by. Cuss at the green as grass Ensign that was yelling, "heave around," not realizing that the blasted line was death threatening. The story is that just before I came aboard a guy got messed up pretty bad. All kinds of broken bones. Nearly went over the fantail. The fantail watch caught him and held on. They took him off in a stokes.

I came aboard in the Indian Ocean. I was lowered from a helicopter in a storm. It was 1981 and we were in the monsoon season. We tried what seemed like forever to take on fuel and stores. No go. It was just too dangerous. The chow was starting to get bad. Powdered eggs with fried salami for breakfast, add some rice and dehydrated green

The Military Wife

The good Lord was creating a model for military wives and was into his sixth day of overtime when an angel appeared. She said, "Lord, you seem to be having a lot of trouble with this one. What's wrong with the standard model?"

The Lord replied, "Have you seen the specs on this order? She has to be completely independent, possess the qualities of both father and mother, be a perfect hostess to four or 40 with an hour's notice, run on black coffee, handle every emergency imaginable without a manual, be able to carry on cheerfully, even if she is pregnant and has the flu, and she must be willing to move to a new location 10 times in 17 years. And oh, yes, she must have six pairs of hands."

The angel shook her head. "Six pairs of hands? No way."

The Lord continued, "Don't worry, we will make other military wives to help her. And we will give her an unusually strong heart so it can swell with pride in her husband's achievements, sustain the pain of separations, beat soundly when it is overworked and tired, and be large enough to say, 'I understand,' when she doesn't, and say, 'I love you,' regardless."

"Lord," said the angel, touching his arm gently, "Go to bed and get some rest. You can finish this tomorrow."

"I can't stop now," said the Lord. "I am so close to creating something unique. Already this model heals herself when she is sick, can put up six unexpected guests for the weekend, wave goodbye to her husband from a pier, a runway or a depot and understand why it's important that he leave."

The angel circled the model of the military wife, looked at it closely and sighed, "It looks fine, but it's too soft."

"She might look soft," replied the Lord, "but she has the strength of a lion. You would not believe what she can endure."

Finally, the angel bent over and ran her finger across the cheek of the Lord's creation. "There's a leak," she announced. "Something is wrong with the construction. I am not surprised that it has cracked. You are trying to put too much into this model."

The Lord appeared offended at the angel's lack of confidence. "What you see is not a leak," he said. "It's a tear."

"A tear? What is it there for?" asked the angel.

The Lord replied, "It's for joy, sadness, pain, disappointment, loneliness, pride and a dedication to all the values that she and her husband hold dear."

"You are a genius!" exclaimed the angel.

The Lord looked puzzled and replied, "I didn't put it there."

- Author Unknown

beans for lunch and throw on a little gravy and call it dinner. We were at the point where we were either taking on fuel and stores, or withdrawing.

It started about 0100. Got washed out a couple of times. Finally, we were too beat up to continue up forward. It was up to the after refueling station. Forward refueling had retired to the ASROC deck, but we were not dismissed. After couldn't handle it. We were taking a little water aft of the stack and they were absolutely NOT used to that sh... At about 0400 we were asked, no kidding, we were actually asked if we would take over aft. We said yes, to a man. We were grumble-groaning something fierce, the language was rather foul even by destroyer standards, but, what the hell. It had to be over with sometime.

The after crew stood there, or sat, while we lined up. Not one of those guys helped. Not that we would have let them. It was a status thing now! The oiler fired the line over and we pulled. Just stood there and pulled. No serious water coming over, ankle deep maybe, a piece of cake. And we got the frigging fuel. Never, and I mean never, did after refueling seat the fuel probe as fast as we did. Never!

Contributor: EWSA Scott Wyatt. Served aboard 1981-83

Do you have a Sea Tale about your time aboard Berkeley? If so, send it in. If you have a picture to support your story, include that also.

Interesting Web site

Remember all the fuel stops at Midway Island? No longer a military base, it is now a tourist attraction and island resort. You can visit the island and see the changes at www.Midway-Atoll.com.

TAPS

Plankowner **MM1 Jack D. Lawson** (Ret) passed away on 2 December 1998 of respiratory illness. He was 63 years old. He served on board from June 1962 to September 1965.

LT Robert H. Yates (Ret) passed away on 10 April 1999 of lung cancer. He was 64 years old. LT Yates served as EMO from January 1965 to June 1967.

CAPT. Todd A. Barthold (Ret) passed away on 16 May of pancreatic cancer. He served as Executive Officer from August 1972 to October 1974.

Foreign Navy DDG's

Australia: Their three Adams Class DDG's are scheduled to be decommissioned. HMAS Perth in September, HMAS Hobart in 2000 and HMAS Brisbane in 2001.

Greece: The Kidd Class ship USS Scott (DDG-995) was decommissioned in December and transferred to the Hellenic Navy. HS Formian DDG-220 (ex-USS Joseph Strauss DDG-16) will be decommissioned in the near future.



A TRUE BERKELEY SAILOR

Plankowner MM2 Tom Costello