



T H E

# BRIGHT PENNY

April 2005

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

## 2006 Reunion in Seattle, Washington

### 2006 Reunion

The reunion will be held at the Radisson Hotel Seattle Airport August 3-6 during the latter part of Seattle's Sea Fair celebration.

Rooms are going to be \$99.00 a night. So start making plans now to attend the reunion. This little bit of information should give you all enough time to make plans far in advance to attend the reunion next year.

### Regional Managers

In the January 2005 'The Bright Penny' newsletter, I asked all of the regional managers that volunteered in Branson, Missouri to confirm their desire to be a manager and so far no one has contacted me so I will put the idea on hold again.

### Address Changes

Avoid missing your copy of the 'Bright Penny' or the crewmember roster. If you move or change your email address please let us know as soon as possible so you don't miss out on anything.

There were some requests for email address changes after the latest crewmember roster was already mailed out. If you discovered your email address was incorrect after you received your roster, by then it was too late for me to make any corrections.

We will be mailing out another crewmember roster around the first part of the new year so please keep your address up to date so that it will be correct. Thanks for your cooperation.

### Daylight Saving Time

For most of the United States and its territories, DST goes into effect annually at 2 A.M. on the first Sunday in April and remains until the last Sunday in October. In exchange for this inconvenience we get an additional hour of daylight in the evening during the periods where DST is observed. Although Federal law enacted DST, it allows exemption for states/territories that do not want to change. For example, Arizona, Hawaii, the Eastern Time Zone of Indiana, Puerto Rico, the Virgin Islands, American Samoa, Guam and the Northern Marianas do not change their clocks. Benjamin Franklin

conceived DST while he was an American delegate in Paris in 1784. However, around 1907, William Willett, a London builder, became the first serious advocate of saving daylight.

In 1916 and during WWI, Europe realized a need to conserve energy and various plans of "daylight savings" were enacted.

In 1918, the United States came to the same realization and enacted a law to both preserve daylight and provide standard time for the nation. It was an unpopular law, and in 1919 was repealed over President Wilson's veto. However, some localities liked the DST concept and continued it. During WWII, the nation, for the years of 1942 - 1945 went under DST year around, which was called "War Time." In 1966, 1972 and 1986, congress passed various laws concerning the issues of time and daylight savings.



### Returned Checks

Recently there have been several checks for membership dues returned for insufficient funds. The association has no choice but to institute a new policy to address the issue. In the future, members who do not respond after they have been notified of a returned check will be deleted from the website and crewmember roster. I am sorry that I have to do this but a few bad apples can ruin it for the rest of us. Your cooperation is greatly appreciated.



### Telephone area codes

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

### Vendor requests for our roster

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

### Hooray For Computers

FTM2 John Turnbow wrote a little note along with his membership dues.

"Enclosed are my dues for the year 2005. Sometimes when I reflect on my days in the navy I never imagined there would be a ships association, let alone be able to locate it. Hooray for computers."

John resides in Louisville, KY and John hopes that he can attend the next reunion.

### After a Long Service, WWII Sub Comes Home

The Razorback SS-394, a World War II submarine that is the world's longest-serving, is back in U.S. water, starting a voyage up the Mississippi River to become an inland museum in Arkansas.

The Navy decommissioned the vessel in 1970 and handed it over to the Turkish navy, which recently agreed to sell it to North Little Rock, Ark., for \$1.

The rusty, barnacled Razorback entered the Mississippi towed by the tug boat that had been with it since it left Istanbul in May, and docked in New Orleans then from there it will begin its final leg to North Little Rock.

The Razorback took part in the 1945 surrender of Japan, and was awarded five battle stars during World War II and four during the Vietnam War.



USS RAZORBACK SS-394

### HAWAII

### Plans for USS Arizona Memorial Stir Worries

Plans are underway in Honolulu to build a \$34-million visitors center and museum at the USS Arizona Memorial, and officials say they will address concerns about whether it is appropriate to put a retail center near Pearl Harbor.

Veterans groups have said a private retail center would be crass for a national park that honors 2,390 people killed in the Dec. 7 1941 attack.

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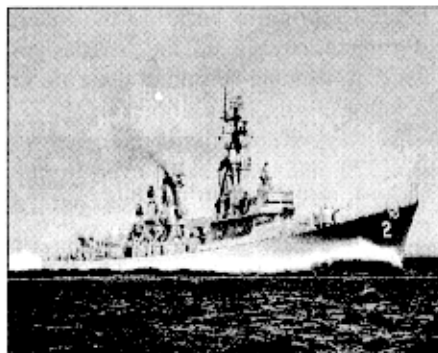


Ray Bartlett

**Charles F. Adams (DDG-2) To Remain on Museum Hold**

The 44.6 year old Charles F. Adams (DDG-2) planned disposition is on hold as a museum and memorial. The Charles F. Adams is berthed at NAVSEA Inactive Ships On-Site Maintenance Office Philadelphia, PA.

USS Charles F. Adams (DDG-2) was named for Charles Francis Adams III who was the Secretary of the Navy from 1929 to 1933. USS Charles F. Adams was the lead ship of the Charles F. Adams class of guided missile destroyers of the United States Navy.



USS CHARLES F. ADAMS (DDG-2)

The ship was laid down by the Bath Iron Works at Bath, Maine on 16 June 1958, launched on 8 September 1959 by Mrs. R. Homans, sister of Mr. Adams and commissioned on 10 September 1960.

Charles F. Adams was decommissioned and stricken from the Naval Vessel Register on 20 November 1992 and held for donation at Philadelphia, Pennsylvania.

There was some scuttle butt going around last year that the Miami Dade Historical Maritime Museum in Miami, Florida was interested in displaying the vessel in Miami.

**MORE APRIL HISTORY 30 YEARS AGO**

The (10th) C.O. of BERKELEY Commander Clifford F. Homan USN was the Commanding Officer (1975 - 1977). Now deceased (11/8/1994).

Towards the end of April, on the 28th, a technical standardization inspection was held by joint services team. The Nuclear Weapons Inspection they held rated the BERKELEY excellent in every area of nuclear weapons and security. Additionally, supply support was lauded as outstanding with no discrepancies.

**TAPS**



**BT3 John R. Carmichael  
March 12, 1945 to March 11, 2005**

John was born in Warren, Ohio. John served aboard BERKELEY from 1965-1968.

Survived by his wife Sherry and his two sons John II and Jeff. Also survived by daughter-in-law, Tanaia, his sister June, his brother-in-law Bob and 6 grandchildren.

Scouting was John's life, beading and woodworking were his passions.

John and Sherry attended the last reunion in Branson, Missouri.

"WE WILL MISS YOU JOHN!"



**Navy to Blow up Carrier America (CV- 66)**

Washington - The Navy plans to send the retired carrier USS America to the bottom of the Atlantic in explosive tests this spring.

The Navy says the effort, which will cost \$22 million, will provide valuable data for the next generation of aircraft carriers, which are now in development. No warship this size or larger has ever been sunk, so there is a dearth of hard information on how well a super carrier can survive battle damage.

Since its decommissioning in 1996, the America has been moored with dozens of other inactive warships at a Navy yard in Philadelphia. The Navy's plan is to tow it to sea on April 11 - possibly stopping at Norfolk, VA - before heading to the deep ocean, 300 miles off the Atlantic coast, for the tests.

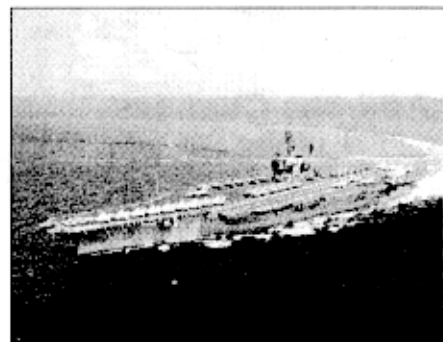
There, in experiments that will last from four to six weeks, the Navy will batter the America with explosives, both underwater and above the surface, watching from afar and through monitoring devices placed on the vessel.

These explosions would presumably simulate attacks by torpedoes, cruise missiles and perhaps a small boat suicide attack like the one that damaged the destroyer USS COLE in Yemen in 2000.

At the end, explosive scuttling charges placed to flood the ship will be detonated, and the America will begin its descent to the sea floor more than 6,000 feet below.

Certain aspects of the tests are classified, and neither America's former crew nor the news media will be allowed to view them in person. The Navy does not want to give away too much information on how a super carrier could be sunk.

Why the America? No other retired super carriers were available on the East Coast when the test was planned. The others - the Forrestal and the Saratoga were designated as potential museums.



USS AMERICA CV-66

Although no larger warship has ever been sunk, bigger civilian vessels have gone down. The largest ship in the world, supertanker Seawise Giant, was sunk by Iraqi warplanes in the Strait of Hormuz during the Iran - Iraq war in the 1980's. Fully loaded, it displaced more than half a million tons. It was later raised and renamed.

The America, which is more than 1,000 feet long and displaces about 80,000 tons, exceeds the size of the Japanese World War II battleships Yamato and Musashi, and the carrier Shinano, which all displaced close to 70,000 tons. The Tamato and Musashi fell to American warplanes, the Shinano to a U.S. Submarine.

The America was the third carrier of the non - nuclear Kitty Hawk class, and the first to be retired.

Some artifacts have been removed for museums.

The Navy has several other carriers awaiting their fates. Environmental regulations make breaking warships up for scrap metal largely unprofitable, though some still are dismantled. The Oriskany, a smaller carrier that was commissioned in 1950, is scheduled to be sunk as an artificial reef off the coast of Pensacola, FL, late this year.

**BERKELEY HISTORY  
APRIL**

40 years Ago, 1965

For the year 1965 file is missing.

30 Years Ago, 1975

01-04, UMI/INSURV. 05-12, Upkeep, San Diego. 13-14, Inport, San Diego. 15, Training Readiness Evaluation. 16-27, Inport San Diego. 22, Disbursing Review. 28-30, Technical Standardization Inspection.

20 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.

10 Years Ago, 1995

Ex-Berkeley in service with the Hellenic Navy of Greece.