



THE BRIGHT PENNY

October 2009

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

Course is set for the Denver Reunion

The 2010 reunion in Denver, Colorado will take place August 19th through 22nd and the Brown Palace/Comfort Inn will be our host hotel. Rooms will be available in the Comfort Inn and all our activities will be held in the historic Brown Palace Hotel. The



hotel is located in downtown Denver about 24 miles from the airport. A super shuttle and cab service is available from the airport. The Sixteenth Street Pedestrian Mall which contains many restaurants and shops is only a block away. The hotel is close to the Denver Mint and within walking distance of the city's finest restaurants and other attractions.

The price for a standard room with a queen bed is \$99 per night plus applicable taxes. There are other rooms, including a deluxe corner king which is \$119 per night, available at a higher rate. Darrell Delimont previewed the rooms, and found them to be spacious and well furnished including a large screen TV. Free internet access is also available in the rooms. A complimentary breakfast is available each morning and includes eggs, bacon/sausage, potatoes, pancakes/French toast/waffles, fruit, pastries & muffins, cereal, yogurt, coffee and juices. Attendees can extend their stay for up to three days before or after the reunion dates for the special reunion rate. Due to a "total room nights" requirement imposed by the hotel, we have initially committed to thirty rooms, and therefore encourage you to book early so that rooms will be available. We are not limited to thirty rooms, but rooms in excess of that number will be on an as available basis.

We plan to offer at least two or three tours which we will book in advance. A list of potential tours will be posted at the web site by the end of November, and we encourage you to visit the site and cast a vote for your top two choices. This will help the reunion committee determine which tours to make available in the reunion packets that will be sent out to active members and all other shipmates that express interest in joining us in Denver.

Emails will be sent to members in early 2010 once most of the details have been worked out, so please ensure we have your current email address on record. This information will also be available at the web site, and will be updated periodically, so check back often!

Captain David Schnell is a native of Scottsdale, Arizona, and a 1983 graduate of Bemidji State University in Northern Minnesota, where he received a Bachelor of Arts degree in Political Science. He attended Officer Candidate School in Newport, Rhode Island, and was commissioned an Ensign in the United States Navy in 1985.

Captain Schnell's previous sea tours included duty as Missiles Officer and Combat Information Center Officer in USS BERKELEY (DDG 15), Combat Information Center Officer in USS TARAWA (LHA 1), Operations Officer in USS CALLAGHAN (DDG 994), and Executive Officer in USS VINCENNES (CG 49) forward deployed to Yokosuka Japan.

His early shore duties included Flag Lieutenant to the Commander of Amphibious Group THREE. With the outbreak of hostilities in the Middle East, Amphibious Group THREE deployed to the Arabian Gulf as overall commander for the Pacific Amphibious Task Force. During the next eight months, Captain Schnell participated in Operations DESERT SHIELD and DESERT STORM in the Arabian Gulf, Operation SEA ANGEL in Bangladesh, and Operation FIERY VIGIL in the Philippines. Additional shore assignments included the U. S. Army's Command and General Staff College in Fort Leavenworth, Kansas where Captain Schnell received joint military training and earned a Master's Degree in Business Management from Saint Mary College, and the Armed Forces Staff College in Norfolk, Virginia, for advanced joint military training.

In June of 1999, Captain Schnell reported as the Surface Operations Officer to the staff of the Commander, U.S. Naval Forces Central Command in Bahrain. During three years in the Middle East, he helped to coordinate naval efforts in support of Operation SOUTHERN WATCH, Operation DETERMINED EFFORT following the attack on USS COLE, and Operation ENDURING FREEDOM following the attacks in Washington, DC and New York City.

In the Spotlight



Captain David E. Schnell

On January 24, 2003, Captain Schnell became the eleventh Commanding Officer of USS FORD (FFG 54), a U.S. Navy guided missile frigate home ported in Everett, Washington. During this tour, he conducted a 6-month overseas deployment with the JOHN C. STENNIS Aircraft Carrier Strike Group. In December of 2004 he reported to the policy division of the Joint Chiefs of Staff where he served as the Executive Assistant to the Director for the War on Terrorism. Following that assignment, he served on the staff of the Chief of Naval Operations in DEEP BLUE from November of 2006 to August of 2007.

Captain Schnell assumed Executive Officer of USS PELELIU (LHA 5) on January 11, 2008 and will fleet up to Commanding Officer of USS PELELIU in the summer of 2009. His personal decorations include the Defense Meritorious Service Medal, Meritorious Service Medal (with two Gold Stars), Joint Service Commendation Medal, Navy Commendation Medal (with three Gold Stars), Navy Achievement Medal, and various service and campaign awards.

USS BERKELEY ASSOCIATION

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Annual Dues: \$20.00

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Al Meier



Jim Sundahl

What a crazy summer here in Portland, Oregon record breaking hot and cold weather, haunted us. Debbie and I are running around like chickens with their heads cut off, volunteering at church and a community center, with little time to do anything else. Who says retirement is when you relax and do nothing, we don't have time to slow down to even smell the coffee.

It reminds me of our boys and girls in the all volunteer United States Armed Forces on call to do the pleasure of the people of our fine country, never ever having much time to be with loved ones. A young man I know from the U.S. Army's Styrker forces out of Tacoma, Washington is on his third deployment. He hasn't stopped since he enlisted four years ago. He married just before his deployment and I hope his wife knows what their life will be like in the new volunteer Army. Pray for our kids in the Armed Forces and their families.

On the lighter side of things the mile high city is calling you folks for a fun time at the reunion. I lived in Colorado for many years and it is a beautiful state, air is thin and most places clean and crisp. I got nose bleeds the first few weeks I lived there when I first got out of bed. So get up slowly (chuckle) or have a bloody good time. Those driving there make sure your vehicle is good shape brake and transmission wise, lot of mountain passes and steep grades.

Reading the USS Gridley (DLG-21) letters from the back page really brightened my day. Hope you remember the rule at sea in heavy weather don't sit in the first john as you come in the hatch that was reserved for the guys that are seasick. One day after a VERTREP we had a long waited mail call but the seas were really rolling and if you were forward you could knock your head on the overhead and get slammed to deck on your return flight. One of our old salts got his hometown newspaper and was called to the head by mother nature only to sit on the first john from the hatch. He was busy doing his business and reading his paper when a new kid came running in the head and you got it, hit the first john letting loss the breakfast and lunch he had ate. It landed right in the center of old salts newspaper and his exposed lap. I never saw this salt sick before but he didn't have time to be mad or say anything he just let loss his lunch on this poor newbie. I left before I got hit, I just didn't get seasick or sick watching others hurl their breakfast, lunch or dinner.

That's all the space I have for my words of wisdom, so have a good Fall and don't sit in the first john from the door.

Till next issue, hoorah for the Berkeley.

Sunny

From the Quarterdeck By



CDR Jim Barrett



Navy's new pirate catcher

A couple of these should be able to easily clean all the pirates out of the Indian Ocean...USS Independence (LCS-2). A Triple Hulled, Weapon-Laden Monster.

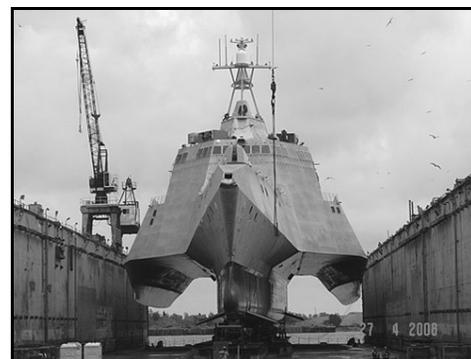
We've been hearing rumblings about the U.S. Navy's triple-hulled ships, but here's one that was launched recently, the USS Independence .. Built by General Dynamics, it's called a "littoral combat ship" (LCS), and the trimaran can move huge weapons around faster than any ship in the Navy. Ironic that with all that high tech built in, the ship reminds us of the Merrimac ironclad from Civil War days.

Littoral means close to shore, and that's where these fleet-hulled ships will operate, tailor-made for launching helicopters and armored vehicles, sweeping mines and firing all manner of torpedoes, missiles and machine guns.

These ships were designed to be relatively inexpensive this one's a bargain at \$208 million and the navy plans to build 55 of them.



This trimaran is the first of the new fire-breathing breed, ready to scoot out of dry dock at a rumored 60 knots.. It's like a speedy and heavily-armed aircraft carrier for helicopters. (Source, several. See link)



For more detailed information visit:
[http://en.wikipedia.org/wiki/USS_Independence_\(LCS-2\)](http://en.wikipedia.org/wiki/USS_Independence_(LCS-2))

Berkeley History October

40 Years Ago, 1969

01-23 SQT; **24-26**, In port San Diego; **27-31**, Refresher Training San Diego. Commanding Officer is CDR J.F. Frost III.

30 Years Ago, 1979

01-02, In transit to Subic Bay, RP; **03-12**, In transit to Yokosuka, Japan - South China Sea ops. **13-21**, Inport Yokosuka, Japan; **22-31**, Underway ops with USS Kitty Hawk (CV-63), South China Sea. Commanding Officer is CDR K.R. Sydow.

20 Years Ago, 1989

01-30, Underway: PacEx-89, Seal Operations; **31**, In port: Hong Kong. Commanding Officer is CDR R.R. Peterman.

10 Years Ago, 1999

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

Mesothelioma

If you served on a ship going through overhaul during the 1950-60's you may have been exposed to asbestos dust. The lagging covering pipes in ships built during WW-II and the early post war years contained asbestos. Cutting and replacement was common during overhaul. For more information click on the links page on our Web site.

Ahoy Berkeley Beauties

By Pat Clark



Ah, fall has arrived. It is such a beautiful time of the year. For some of you it is far more beautiful due to the spectacular fall foliage season. It is also a time of celebration.

October is the Navy's birthday. Yep, it was established by the Continental Congress on Friday, the 13th of October, 1775. This will make our Navy 234 years old this month. In this edition of the Bright Penny, I'd like to introduce Sandra Norris. Sandra is married to Larry G. Norris, SM2, OC Div, who served aboard the USS Berkeley during 1968-71.

Hello Berkeley Association Members and the Berkeley Beauties. My name is Sandra Norris. Everyone calls me Sandy except for my husband Larry. Larry and I live in a small town in Southern Illinois. When I say southern I mean almost to the tip of Illinois where the Mississippi and Ohio Rivers run together. We're about 30 miles north of Cairo, Illinois and about 20 miles south of Carbondale, Illinois home of Southern Illinois University and the Salukis. We have lived here all our lives except for a short time my family moved to Florida. We moved back and I am glad we did because I met Larry after he returned from the Navy. We were married on Sept. 24, 1977. Larry is retired from Verizon. I worked for 25 years in banking and now I work at a Mental Health Hospital as an Office Associate. Talk about a career change, but now I am working toward a retirement from the State of Illinois.

We have a daughter, Melissa, who lives in North Carolina. She is married to a very nice guy named Derek. He is a sergeant in the Marine Corp and just recently returned from Iraq. We are proud of them both.

Larry found the Berkeley website a few years ago by accident. He was very excited to find information about his ship and we have enjoyed our affiliation with the Berkeley Association.

We have a Midnight Venture and a Goldwing motorcycle. We enjoy our adventures on road trips and someday I want to travel from Chicago to California on Route 66.

Update on the New Security Center at the Port of Long Beach

In the summer 2006 edition of the Bright Penny, photos of the groundbreaking ceremony for the new state-of-the-art Homeland Security's new Security Command and Control Center took place. You may remember this photo of Scoop Clark and article by his trusty photog 'Lilipad':

The Security Center was recently completed and is up and running. You can read more at:

<http://www.polb.com/news/displaynews.asp?NewsID=508&TargetID=23>

At the end of the article you can click on a link to view a video of the new facility.

Pat 'Lilipad' Clark



Larry and I are active in our local VFW where Larry is the Junior Vice Commander and Parade Chairman and I am the Secretary of the Ladies Auxiliary.

We are looking forward to the next Berkeley Reunion in Denver. We have met some of the nicest people who belong to the Berkeley Association and enjoy so much the time we spend with them. Take care and we will see you in Denver. It will be good to see everyone again.

Till next time, Pat

Lone Sailor Navy Memorial - Long Beach, CA

By Pat Clark

The Lone Sailor Navy Memorial is located in Bluff Park near Ocean Blvd & Paloma Ave. The Long Beach Lone Sailor is a replica of the original Lone Sailor statue, cast by artist Stanley Bleifeld, located on the granite plaza that forms the amphitheater of the U.S. Navy Memorial in Washington, D.C.

Lou and I visited the Navy Memorial in D.C. when we attended the USS Berkeley's 3rd reunion in Arlington, VA in 1995.



Although the artist has created several Lone Sailor memorials throughout the United States, the Long Beach Lone Sailor is the only one that overlooks the ocean. All others are located inland while one overlooks the San Francisco Bay.

This magnificent bronze statue was placed on the bluff overlooking the Pacific Ocean, on Ocean Boulevard at Paloma Avenue in Long Beach, on October 13, 2004, the 229th anniversary of the creation of the United States Navy. The dedication of the statue was held on December 11, 2004 in memory of the many brave men and women who gave their lives on December 7, 1941 at Pearl Harbor.

As a former Navy town that once was home to the Long Beach Navy Base it is fitting that Long Beach is the site of this striking Memorial commemorating the past and present service of all men and women who have served and continue to serve our nation on the seas.

The City of Long Beach is honored to be the home of a countless number of brave sailors and is especially proud to be home to one more lone sailor.

From the Archives - **HEAD OF THE FUTURE (a 2001 shipboard discussion)** *Contributed by Jim Barrett*

Wednesday morning's training session was devoted to plans for the Navy's "Head of the Future," during which it was noted that urinals will be phased out in favor of commodes as the navy transitions to a unisex model for functional accommodations. One problem has been exposed during a trial of the unisex concept, however--urine deposits on toilet seats. This acts as a deterrent for actions which necessitate bodily contact with the seat for various purposes by male and female crew members, not to mention creating unsightly and unsanitary conditions. It is certainly a sticky wicket to be overcome. Various remedies are apparently under consideration; for example, spring-loaded toilet seats. In searching for solutions, however, it is always wise to take a look at the past. The following copy of actual Naval correspondence from the "Slippery Sixties" may prove to be more useful guidance than merely sticking a finger in the wind as we direct our aim at improving shipboard habitability.

USS GRIDLEY (DLG-21)
c/o Fleet Post Office
San Francisco, California

DLG-21/PAL
9000
Ser 520

10 July 1964

From: Commanding Officer, USS GRIDLEY (DLG-21)
To: Chief, Bureau of Ships

Subj: Urinals; height of

1. In a recent exchange of correspondence between Commander, Puget Sound Naval Shipyard and the Chief Bureau of Ships, the Commander, Puget Sound Naval Shipyard, on the basis of complaints by USS GRIDLEY (DLG-21) and USS REEVES (DLG-24), recommended that in future construction the urinals be installed at a height of 26 inches above the deck rather than the specified 23 inches. In response to the recommendation, the Chief, Bureau of Ships, stated that the evidence did not justify a departure from the approved specifications on height of urinal installation.

2. Since the original recommendation was made partly on the basis of complaints by GRIDLEY personnel and since there is an indication that GRIDLEY's complaint was not adequately justified, GRIDLEY has caused a more thorough inquiry into the facts.

3. A survey of ship's company has revealed that the tallest man in the crew is 6' 6" and the shortest 5' 4". In a dry run, these two men have been posed at the urinals, at their present height of 23" and it has been determined that the tallest man has 15 inches clearance and the shortest 4 inches. Although GRIDLEY completely concurs in the desirability of fully documenting its recommendations, it is considered that photographs may be, in this instance, omitted owing to the delicacy of the subject. At any rate, it may be seen from the above figures that even the shortest man in the crew would still have one inch clearance if the urinals were mounted 3 inches higher. Let there be no thought that there is anything wrong with GRIDLEY's marksmanship. We can hit them, but it must be realized that the longer the drop in flow, the higher the head and consequently the greater the splash. Splash is the nemesis of sanitation.

4. From GRIDLEY's measurements and from information gleaned from the almanac that the average height of the American male is increasing, it is clear to GRIDLEY that the urinals are too low and should be raised. It appears that the fault lies in the change in the type urinal and possibly the change in height of the average man since the specifications were written and that there is no truth to the rumor that the man in BUSHIPS in charge of writing specifications for urinal heights is a midget and short coupled at that.

5. A change in specifications for future ships in earnestly recommended.

P.A. LILEY, Jr.

Copy to:
PSNS, Brem., Wash.
CO, USS REEVES (DLG-24)

5 Aug 1964

From: Chief, Bureau of Ships
To: Commanding Officer, USS GRIDLEY (DLG-21)
Subj: Urinals, height of

Ref: (a) USS GRIDLEY ltr Ser 520 dtd 10 July 1964
(b) NAVSHIPYDPUGET SOUND ltr Ser DLG-23/9350 dtd 1 Apr 1964
(c) BUSHIPS ltr Ser 523-376 dtd 28 Apr 1964
(d) BUSHIPS ltr Ser 531M-527 dtd 2 June 1964

1. In response to reference (a), references (b), (c) and (d) have dealt with the subject at length and should clearly indicate to the Commanding Officer, USS GRIDLEY, that the Chief, Bureau of Ships has by no means taken a hands-off stand in this matter.

2. In view of the delicate nature of the situation, considerable time and effort, both in-house and out was directed at the subject. From this steady stream of information, the current Bureau Specification of 23" has been found to compare favorably with maritime, aviation and other industrial standards. Domestic engineering standards give the installed height of urinal lip as 20" to 21". The Crane Company catalogs show the height as 22". Although a unique relationship developed earlier by USS REEVES (DLG-24) between bowl size and the trajectory appears valid, there is no known cure for splash. Habit, experience and care will minimize but not eliminate this problem regardless of a man's height relative to that of the urinal.

3. Based on the above, I feel that we are on firm if not dry ground with our current specification. A review of the suitability of the smaller vitreous china urinal will be made prior to the next standard plans revision. In the interim, it is suggested that you utilize the technique recommended to the fire chief from Wichita Falls: If you can't stand closer to the fire, reel out more hose.

W.A. Brockett

Copy to:
CO, USS REEVES
PUGET SOUND NAVAL SHIPYARD