



THE BRIGHT PENNY

July - September 2014

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

Jacksonville Reunion Update

Quarterly Update

The year is swiftly passing by, and our reunion is fast approaching. There are a number of articles in this edition that provide most of the information you may need, and additional information is available at the web site under reunions.



Our latest update from ACVA (Adams Class Veterans Association) reports that they are close to finalizing the transaction to bring the Charles F. Adams to Jacksonville as a museum ship. Everything hinges on raising the amount of money NAVSEA desires be in place (to cover projected costs for the next ten years) before they award the ship. They hope to conclude the transaction late this year, or in early 2015.

One of the items I intend to address at the reunion business meeting is the inclusion of more 1980 to 1992 crew members in Association activities. We're starting to see a slow shift in this direction, and our newsletter editor & publisher William Stevens is the first staff member from that era.

Another area requiring some attention is more contributors to the quarterly newsletter. We would like to find shipmates (or their significant others) who can

contribute articles for the newsletter or be the subject of our "In the Spotlight" and "Berkeley Beauties" columns.

We will be exploring some additions and enhancements for the web site for FY2015. We still have a couple of cruise books to add for starters. Any Suggestions?

Hope to see you in Jacksonville this September, so please make your reservations soon. An ample number of rooms are still available.

Reunion Update

Following is a recap of information provided in earlier issues along with a few new pieces of information. Reunion activities will officially kickoff on Thursday, September 25th with our evening Bull Session. The event will begin at 7:00 p.m. and end when the fun is over (or 11:00 p.m.). Snacks and beverages will be provided.

The Hospitality Suite will open Wednesday (September 26th) at approximately 4:30 PM. and Welcome packets will be available at that time. This is our place to meet, view cruise books and other ship's history, and visit the Ship's Store. Hours will be posted outside the room, and will be in the reunion itinerary included in your Welcome Packet.

Attendees can check into the hotel with reunion rates as early as Monday September 22nd, and reunion rates are good through Tuesday September 30th. Reservations must be made by September 9, 2014 in order to receive the reunion rate.

Room rates begin at \$95 + taxes for single or double occupancy. A complimentary hot breakfast buffet is available in the American Grill for each hotel guest, and complimentary parking is provided as well. We were informed RV's are permitted in the hotel parking lot, but it is recommended that you verify this with the hotel.

On Friday, September 26th, we have a group tour of St. Augustine which departs the hotel at 9:30 a.m., returning at 4:00 p.m. Friday night will feature our traditional Welcome Reception beginning at 6:00 p.m. Hors d'oeuvres will be provided, and dress code is casual.

Saturday, September 27th is our busy day featuring several events. The Business Meeting and ACVA/JHNSA briefing are in the morning, and the popular Ladies Event (a tea with snacks, and other surprises) will be held at the hotel in the early afternoon. Our feature event, the Banquet, will begin at 5:00 p.m.

Sunday (September 28th) morning we will hold our traditional Farewell Breakfast beginning at 8:00 a.m. and ending about 10:30 a.m. Stop by for breakfast, and say goodbye!

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Al Meier

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Webmaster: Jim Barrett
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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
July 2014**

50 Year Ago, 1964

23 Captain Michael D. Ricinak relieved Commander Wyatt E. Harper, Jr. as Commanding Officer

40 Years Ago, 1974

01 - 10 Escort CTG 77.6, enroute Subic Bay, R.P.
11 - 13 Inport Subic Bay, R.P.
14 - 19 Enroute Yokosuka, Japan
20 - 22 Inport Yokosuka, Japan
22 - 24 Enroute Kure, Japan
24 - 27 Inport Kure, Japan
27 - 30 Enroute Yokosuka, Japan.
Joint operation with Japanese Maritime Self Defense Force
31 Inport Yokosuka, Japan

30 Years Ago, 1984

01 - 04 Enroute Subic Bay, R.P.
05 - 08 Inport Subic Bay, R.P.
16 CHOP TO COMTHIRDFLT
09 - 22 Enroute Pearl Harbor
23 - 24 Inport Pearl Harbor
25 - 31 Enroute San Diego/Tiger Cruise

20 Years Ago, 1994

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

2014 Reunion Special Request from Lee Peters FTCS USN Ret.

I'd like to introduce myself to those of you that don't know me as one of the most sought after DJ's in today's music industry, a world renowned dance and music legend, a leader in every respect. But I can't, since I've never DJ'd ever in my life, despite the obviously photo-shopped picture shown here.



Regardless, I will be the DJ for the 2014 Berkeley Reunion Banquet and Dance, and guarantee we'll all have a great time! I've dug out all three of my old 78's and several cassettes of my best music to bring along.

But in order to fulfill my DJ role, and to ensure I come prepared, I think it best if I turn the tables ahead of time and ask a special request of you. What music do you want to hear? What are your favorite dance numbers? What requests do you have for your significant other? Who knows, it might actually be on one of my records. Email me with your requests at:

leland.peters@yahoo.com

I'm predicting this will be the best Berkeley Reunion ever, and am looking forward to seeing all of you there!

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We require reunion and tour fees be received no later than Friday September 5th. A reunion and tour registration form is on page 5 of this newsletter.

Ahoy Berkeley Beauties!

In a few weeks we will all be together in Jacksonville, Florida for the reunion. I've been working on arrangements for a Ladies Tea for Saturday, September 27th, 1:00 p.m., in the Crown Room at the Crowne Plaza Hotel. We'll be enjoying a variety of sandwiches, teas & dessert. We'll have plenty of time to catch up on what each of us has been doing since our last tea in San Diego. I lucked out that year as it was a 78 mile drive for me; however, this time I have to sprout wings. I'll be arriving late in the afternoon on September 24th so I'll be ready to greet you all on the 25th.

I know we were able to do a little mini-quilt run during the last reunion and know how much fun we had. After reading the e-mail that the tour of a ship on Saturday, September 27th has been cancelled, I did a little internet surfing and found the following shops in Jacksonville:

Cinnamon's Quilt Shoppe:
4222-4228 Hood Rd, Jacksonville
Lady Bug Quilt Shop:

1400 Cassat Ave, Jacksonville
WP Quilts, Westside Patchworks Quilts:

6165 Connie Jean Rd, Jacksonville
Quilt It Forward:

101 Kernan Blvd, Jacksonville
Paula's Fine Fabrics:

8358 Point Meadows Dr #4, Jacksonville

Skribbles Embroidery & Gift: 8034 Lone Star Road, Jacksonville

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How Many Carriers Does the Navy Need?

Aircraft carriers are the most powerful expression of our Navy's military might, but they are very expensive and somewhat vulnerable in this age of financial constraints. This question will ultimately be answered by the commander-in-chief, defense officials and lawmakers.

Admiral Jonathan Greenert, the Chief of Naval Operations, feels he knows the answer, and that number would be eleven. This is to address combatant commander requirements in addition to the contingencies which the Navy is tasked to respond to in the time frame they have to respond.

The Pentagon is currently considering retiring the carrier USS George Washington if congress doesn't lift budget caps imposed on the Defense Department. This would cut the available carrier number to ten. Greenert says "We would have to change the way we do presence and the way we think about contingency response if we go to ten aircraft carriers".

The Navy's intentions are to always have three carriers in the strategically vital areas of the Western Pacific and the Middle East. How the carriers get assigned depends on the security situation in both areas.

With eleven carriers, the Navy can maintain 3.5 carriers deployed. The average is higher than three because when one carrier is relieving another in an operations area, there are more than three carriers at sea. With a ten carrier fleet, there is an average of three carriers deployed, and there are times when the number is less than three. Dropping down to eight carriers would make it difficult to

keep even two carriers deployed. Right now, the Navy only has ten carriers because the USS Enterprise was retired at the end of 2012, and its replacement, the USS Gerald R. Ford, won't be available until 2016 at the earliest.

Outside analyst aren't as reluctant to ax the carriers. During a recent budget and force planning exercise conducted by Washington think tanks, the teams proposed cutting two to four carriers over the next ten years.

The price tag for carriers is very high, and it costs hundreds of millions of dollars a year to operate a carrier strike group. The USS Gerald R. Ford cost approximately \$13 billion to procure.

Todd Harrison of the Center for Strategic and Budgetary Assessments described carrier-cutting proposals as "the least worse alternative given the restraints." He noted that each of the four teams proposed cutting the same number of carriers under both a full-sequestration budget cap scenario and a more generous half-sequestration cap scenario.

Center for Strategic and International Studies analyst David Berteau says that his proposal to cut three carriers from the fleet was based on the assumption that there would still be a forward deployment capability that provided the same coverage that the Navy has today. Adm. Greenert contends that trying to maintain the same coverage with fewer carriers by instituting longer deployments and doing less maintenance

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If anyone is interested, maybe we can hit some of them (or all, LOL) Also, thank you to those of you that have gone on my Face Book page, Crazy Quilters' Guild of Laguna Woods and liked it.

As in the past, I've been busy making items for the Ladies Tea and the reunion banquet. Hope some of you came up with ideas to use the ship's fabric photo to design something we can raffle off.

Hope most of you will be going on the St Augustine tour. Sounds like it will be great. I've looked up information, and am very much looking forward to the tour.

See ya in Jacksonville!

Pat

Remembering the USS Berkeley

Greetings - I was the COMDESRON 33 Chaplain at the time of Berkeley's decommissioning. I participated in the decommissioning ceremony in '92. It was a sad day for me when we did this as the USS Berkeley was my favorite destroyer in the DESRON. I rode her a number of times out of San Diego to minister to crewmembers, and was particularly fond of the ship's CO, CDR Malgrave. I still have my USS Berkeley ball cap, and proudly display a large framed photo of the Berkeley in my office. When asked about the photo, I always tell visitors that it was the best destroyer in the Navy!

Blessing,
CDR Mike Uhall

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Operation Sea Dragon

Captain John G. Kost, USN (retired)

LCDR McCoy's excellent review of 1972 Linebacker destroyer operations against North Vietnam presented in your Naval History October 2012 issue appropriately highlights the heroics of USS BERKELEY (DDG-15). BERKELEY was an honored name to many of us who served aboard other Destroyers privileged to work together.

My personal experience with BERKELEY was in 1968 when I served as OpsBoss and GQ Officer of the Deck aboard USS HARWOOD (DD-861), part of a squadron of DDs deployed from Mayport, FL. Most notably, we joined Berkeley during that period for highly classified missions then known as Operation Sea Dragon.

UPI press release (undated 1968 reprint contained in Harwood Cruise Book) described one such mission as a massive interdiction of enemy waterborne logistics craft: "Two US Navy destroyers knocked out 58 North Vietnamese supply boats in a blistering barrage of big gun fire, American military spokesmen said Monday ... It was one of the heaviest offshore bombardments of the war...Spokesmen said the destroyers Harwood and Berkeley Sunday destroyed 45 of the craft ... about 90 miles north of the demilitarized zone ... On Saturday, the two vessels bagged 13 others..."

I hope you can share this anecdote with LCDR McCoy. Mainly, I hope this will add a little more luster to the legacy of Berkeley and the "tincans" such as Harwood which proudly served with her.

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would be counterproductive. "Some folks say the deployments will just be longer. 'I say not necessarily, there's a limit to that. There's an optimal response that you can provide that would be to come back and you do maintenance and train again and go out there. And we have to take care of our sailors ... and the equipment. So if you just turn the crank faster, for lack of a better term, in the cycle of deployment, the ship gets older faster [and] the uranium burns out faster [and] you don't get [to keep the ship in service] for 50 years," according to the Navy chief.

Retired Vice Adm. Peter Daly said carrier deployments typically last seven or eight months nowadays, which is sustainable, but extending that time line would result in excessive wear and tear on flight decks, making the surface more dangerous for aviators and crew members. It would also place too much stress on sailors, according to Daly.

Skepticism about the need to maintain eleven carriers is not limited to those outside DoD, in 2010, then Defense Secretary Robert Gates called into question the need to have that many, given the nature of the threats posed by other powers.

"The need to project power across the oceans will never go away. But consider the massive overmatch the U.S. already enjoys. Consider too, the growing anti-ship capabilities of adversaries. Do we really need 11 carrier strike groups for another 30 years when no other country has more than one?" Gates asked a Navy League

audience at the time.

Daly said sizing the fleet simply on the number of carriers that other countries possess is a flawed methodology because the American Navy doesn't just fight other navies; in wartime, carriers are used as a platform from which planes attack targets ashore, like they have throughout the war in Afghanistan in support of U.S. troops on the battlefield. Carriers also offer advantages over overseas air bases because they are more difficult to target and they don't require the U.S. to get a "permission slip" from other governments to launch airstrikes from their soil, Daly noted.

Critics also argue that emerging anti-ship missiles, especially China's DF-21D – sometimes referred to as the "carrier killer" – has a reported range of 1,100 miles, whereas the carrier variant of the new Joint Strike Fighter can't fly more than 700 miles without being refueled. That means, getting the service's premier manned aircraft of the future within striking distance of Chinese territory would require an American carrier to get within range of China's advanced anti-ship missiles.

"The aircraft carrier is in danger of becoming like the battleships [of the World War II era]: big, expensive, vulnerable-and surprisingly irrelevant to the conflicts of our time... [but] the national security establishment, the White House, the Department of Defense and Congress persist [with buying carriers] despite clear evidence that the carrier equipped with manned strike aircraft is an increasingly expensive way to deliver firepower, and that carriers themselves may not be able to move close enough to targets to operate effectively or survive in an era of satellite imagery and long-range precision strike missiles," Navy Capt.

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Henry Hendrix wrote in a paper published last year.

By Hendrix's calculation, for the amount of money that the U.S. Navy spends to procure a new carrier, the Chinese military could buy more than 1,200 DF-21Ds to saturate carrier strike groups' defensive systems.

This article is a condensed version of a Stars and Stripes article by Jon Harper titled "With Tight Budget, How Many Carriers Are Enough?"

Remembering Ron Farris

The Association recently learned of the passing of LCDR Ronald M. Farris who passed away on December 31, 2010. He served aboard the Berkeley in 1967 and 1968.

Have You Registered? Have You Submitted Payment?

A number of people have submitted paperwork to register for the Jacksonville reunion and the tour. Several have not yet submitted their payment. If you have not yet forwarded your check or money order to Gerry Hansen, please do so today. Please make your payment to the USS Berkeley Association.

2014 Jacksonville Reunion Registration Form

Name(s): _____

Contact email and/or phone: _____

Reunion (all events including Banquet): Thurs., 09/25 – Sun., 09/28 _____ X \$80 = _____
Banquet Only: Sat., 09/27 _____ X \$65 = _____

Payment information is listed at the bottom of this for.

2014 Jacksonville Reunion Tour Order Form

Name(s): _____

Contact email and/or phone: _____

St. Augustine Historical Tour Sun., 09/28 _____ X \$65 = _____

Total enclosed (check or money order payable to the USS Berkeley Association) \$_____

The St. Augustine tour will be conducted by Active Escapes, and includes transportation and a guide. The Jacksonville Tours article in this newsletter provides additional information on the above tours.

Please mail payment to: USS Berkeley Association
 c/o Gerry Hansen
 6318 S 20th Street
 Milwaukee, WI 53221

All Payments for the REUNION and TOURS MUST be received by FRIDAY, September 5, 2014
Thank you!