

ADAMS CLASS VETERANS' ASSOCIATION



● SAVE ● RESTORE ● PRESERVE

VOL 05 SPRING ISSUE

WHO ARE WE?

We are an association of men (Officers & Enlisted) who have proudly served on board one of the finest class of destroyers ever designed. There was no mission that an Adams Class DDG could not fulfill. Whether it was anti-aircraft or submarine warfare, shore bombardment, search & rescue, plane guard, or convoy/Amphib escort - they could do it. These ships were out patrolling the oceans during the darkest days of the Cold War, and Adams Class DDG's saw action in every theater. From the Cuban missile crisis naval blockade to Vietnam & Desert Storm - they were there!

There is a deep burning fierce pride that comes from being a 'Tin Can' sailor. Perhaps it comes from being a small crew knowing that you all depend on each other, who knows. I am glad that I was lucky to serve on one of these fine ships.. —

Frank Manis OS3 USS Buchanan
DDG-14 ('78-'80)

Adams Class History

Most people look at a ship as nothing more than a bunch of iron & steel. But a sailor sees it a living being that was conceived in a shipyard, the hopes dreams & pride of those that built her. From the grandmother who helped assemble her electronics, to the welders and pipe fitters in the shipyard. Then the day comes when she is commissioned and her crew breathes life into her hull. Her radar & lookouts are her eyes, sonar her ears, radios her voice and her engines her heart. She then starts to reflect her crews attitude, hopes & dreams. There are several reasons a ship is usually referred to in the feminine as a 'she'. In her life time she will see about 10-15 complete crews man her. Until the sad day that Uncle Sam says 'Thank you for your service" and she is retired.

The ships of this class were in the tradition of the Navy named for famous men, from Revolutionary War heroes, Civil War admirals, to former statesmen. It is our dream to save one of these proud ships.

Philadelphia Reserve Fleet



Would you like to go to Philadelphia and tour the USS Adams, DDG-2?

Initial Information

Date: Spring or Summer 2005
Total number allowed in group = 15
10 Days advance notice required
What you will need:

Hard Hats are Required
Extra flashlights suggested
Bring your camera
Bring your video recorder
(Photographs and video's may be restricted while topside)

INTERESTED?

This is our chance to acquire current pictures and document the condition inside and out of the Adams.

We can then share this information with all 23 Adams Class Ship Associations. This is a good way to light a fire under some of our fellow shipmates.

Information gathered can be shared with Cities and current museums we are approaching as a possible "Home Port" for the Adams.

CONTACT: Tom Crosser, President, ACVA

WHAT KIND OF SHIP ARE WE?

Class: ADAMS (DDG's 2-24)
Ship Type: GUIDED MISSILE DESTROYER
Displacement (std): 3370 tons
Displacement (full): 4500 tons
Length: 437' **Speed (max):** 35
Beam: 47'
Draft: 22'
Powerplant: 4 x 1200psi boilers; 2 geared turbines
Horsepower: 70000 Screws: 2
Complement: Officer: 20, Enlisted: 363 Armor: N/A
Armament
1 twin Mk13 Tartar missile launcher
2 single Mk42 5-inch/54 DP guns
1 Mk16 8-tube ASROC launcher
2 triple Mk32 torpedo tubes

Visit Update: February 2005

Just to clear things up before someone grabs a shuttle for the airport or makes a hotel reservation. We do not have a date yet to visit the Adams. We do not have even a range of dates. This is going to take some very careful planning. Here is what I got from Gloria at NavSea.

1. These visits can only be conducted Monday-Friday, NOT ON A WEEKEND.
2. Until I confirm this, plan for a visit length of only one (1) day from about 0800 until 1430.
3. She needs at least 10 days advance notice. (Many or most of us may require more lead time to arrange days off from work.)
4. Total number allowed is 15. (I thought it would be more like 6-8)
5. The Adams is at a pier, so no boat transfer in the middle of a harbor or river.
6. The Adams does have some lighting, but the flashlights will be handy for looking into less well lit areas.
7. Gloria thinks the Base at Philly will provide the Hard Hats.
8. A cross section of rates will give us a better idea of what we are really seeing. (Current or past jobs outside the Navy may also be of benefit to the group).
9. I live in the Arizona desert and cold to me is our Boy Scout Camporee next weekend with a temp range from 33 at night to 66 during the day. I have been told that 33 can be the high in Philly the next few months. This is something to think about. An unheated ship in very cold water is not a fun place. Possible ice on decks and ladders is another concern.

CFA Class DDG Ship's Fate

One ship is on memorial/museum hold

● USS CHARLES F ADAMS DDG-2 (NISMF Philadelphia)

Eighteen ships are gone forever:

- USS JOHN KING DDG-3: Scrapped at Orange county Texas
- USS LAWRENCE DDG-4: Scrapping underway.
- USS CLAUDE V RICKETS DDG-5: Broken up for scrap
- USS HENRY B WILSON DDG-7: SINKEX target 8-15-03
- USS LYNDE MCCORMICK DDG-8: SINKEX target 2-14-01
- USS TOWERS DDG-9: SINKEX target 10-08-02
- USS SAMPSON DDG-10: Broken up for scrap 6/2003
- USS SELLERS DDG-11: Broken up for scrap 1/2004
- USS ROBISON DDG-12: Broken up for scrap
- USS HOEL DDG-13 (Producing power, Manaus, Brazil)
- USS BUCHANAN DDG-14: SINKEX target 6-14-00
- USS BERKELEY DDG-15 (DDG 221 Themistocles)
Decommissioned from Hellenic Navy on 7/29/2002. Sold for scrap on 2/19/2004.
- USS JOSEPH STRAUSS DDG-16 (DDG 220 Formion)
Decommissioned from Hellenic Navy on 2/18/2002. Sold for scrap on 2/19/2004.
- USS CONYNGHAM DDG-17: Broken up for scrap
- USS TATTNALL DDG-19: Broken up for scrap
- USS GOLDSBOROUGH DDG-20: Sold to Australia and cannibalized.
Gutted hull resting on a beach in India.
- USS COCHRANE DDG-21: Being scrapped. Effective 3-14-01
("breakers alley", Brownsville Texas)
- USS BENJAMIN STODDERT DDG-22: Enroute to scrap, took on water and sunk 2-03-01
- USS RICHARD E BYRD DDG-23: Sold to Greece. Used from spare parts. Sunk as target 6/19/2003.

Waiting to be scrapped.

- USS BARNEY DDG-6: NISMF Philadelphia

Sold to Greece and recently decommissioned. Located at Souda Bay, Crete, where will remain in the decommissioned vessels area pending disposal.

- USS Semmes DDG-18 JHS Kimon D-218: Decommissioned from Hellenic Navy on 6/17/2004.
- USS Waddell DDG-24 / HS Nearchos D-219: Decommissioned from Hellenic Navy on 7/18/2003.



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CHIEF PETTY OFFICERS

One thing we weren't aware of at the time but it became evident as life wore on, was that we learned true leadership from the finest examples any lad was ever given, Chief Petty Officers. They were crusty old guys who had done it all and had been forged into men who had been time tested over more years than a lot of us had time on the planet.

- The ones I remember wore hydraulic oil stained hats with scratched and dinged-up insignia, faded shirts, some with a Bull Durham tag dangling out of their right-hand pocket or a pipe and tobacco reloads in a worn leather pouch in their hip pockets, and a Zippo that had been everywhere. Some of them came with tattoos on their forearms that would force them to keep their cuffs buttoned at a Methodist picnic. Most of them were as tough as a boarding house steak. A quality required to survive the life they lived. They were and always will be, a breed apart from all other residents of Mother Earth.

- They took eighteen year-old idiots and hammered them into sailors. You knew instinctively it had to be hell on earth to have been born a Chief's kid. God should have given all sons born to Chiefs a return option. A Chief didn't have to command respect He got it because there was nothing else you could give them They were God's designated hitters on earth. We had Chiefs with fully loaded Combat Patrol Pins in my day...Hard-core bastards, who found nothing out of place with the use of the word 'Japs' to refer to the little sons of Nippon they had littered the floor of the Pacific with, as payback for the December 7th party they gave us in 1941. As late as 1970 you could still hear a Chief Petty Officer screaming at you in bootcamp to listen to him, because if you didn't, the damn gooks would kill us. They taught me In those days, 'insensitivity' was not a word in a sailor's lexicon. They remembered lost mates and still cursed the cause of their loss... And they were expert at choosing descriptive adjectives and nouns, none of which their mothers would have endorsed.

- At the rare times you saw a Chief topside in dress canvas, you saw rows of hard-earned worn and faded ribbons over his pocket. "Hey Chief, what's that one and that one?" "Oh Hell kid, I think it was the time I fell out of a hookers bed, I can't remember. There was a war on. They gave them to us to keep track of the campaigns were in. We got our news from AFVN and Stars and Stripes. To be honest, we just took their word for it. Hell son, you

couldn't pronounce most of the names of the villages we went to. They're all gee-dunk. Listen kid, ribbons don't make you a Sailor. The Purple one on top? OK, I do remember earning that one. We knew who the heroes were and in the final analysis that's all that matters."

- Many nights we sat in the after mess deck wrapping ourselves around cups of coffee and listening to their stories. They were lighthearted stories about warm beer shared with their running mates in corrugated metal hooches at rear base landing zones, where the only furniture was a few packing crates and a couple of Coleman lamps. Standing in line at a Philippine cathouse or spending three hours soaking in a tub in Bangkok, smoking cigars and getting loaded. It was our history. And we dreamed of being just like them because they were our heroes.

- When they accepted you as their shipmate, it was the highest honor you would ever receive in your life. At least it was clearly that for me. They were not men given to the prerogatives of their position. You would find them with their sleeves rolled up, shoulder-to-shoulder with you in a stores loading party. "Hey Chief, no need for you to be out here tossin' crates in the rain, we can get all this crap aboard." "Son, the term 'All hands' means all hands." "Yeah Chief, but you're no damn kid anymore, you old fart." "Shipmate, when I'm eighty-five, parked in the old Sailors' home in Gulfport, I'll still be able to kick your worthless ass from here to fifty feet past the screw guards along with six of your closest friends." And he probably wasn't bullshitting. They trained us. Not only us, but hundreds more just like us. If it wasn't for Chief Petty Officers, there wouldn't be any U.S. Naval Force.

- There wasn't any fairy godmother who lived in a hollow tree in the enchanted forest who could wave her magic wand and create a Chief Petty Officer. They were born as hot-sacking seamen and matured like good whiskey in steel hulls and steaming jungles over many years. Nothing a nineteen year-old jaybird could cook up was original to these old saltwater owls. They had seen E-3 jerks come and go for so many years, they could read you like a book. "Son, I know what you are thinking. Just one word of advice. DON'T. It won't be worth it." "Aye, Chief."



Chiefs aren't the kind of guys you thank. Monkeys at the zoo don't spend a lot of time thanking the guy who makes them do tricks for peanuts. Appreciation of what they did and who they were, comes with long distance retrospect. No young lad takes time to recognize the worth of his leadership. That comes later when you have experienced poor leadership or lets say, when you have the maturity to recognize what leaders should be, you find that Chiefs are the standard by which you measure all others. They had no Academy rings to get scratched up. They butchered the King's English. They had become educated at the other end of an anchor chain from Copenhagen to Singapore. They had given their entire lives to the United States Navy. In the progression of the nobility of employment, CPO heads the list.

• So, when we ultimately get our final duty station assignments and we get to wherever the big CNO in the sky assigns us. If we are lucky, Marines will be guarding the streets. I don't know about that Marine propaganda bullshit, but there will be an old Chief in an oil-stained hat, a cigar stub clenched in his teeth and a coffee cup that looks like it contains oil, standing at the brow to assign us our bunks and tell us where to stow our gear... And we will all be young again and the damn coffee will float a rock. Life fixes it so that by the time a stupid kid grows old enough and smart enough to recognize who he should have thanked along the way, he no longer can. If I could, I would thank my old Chiefs. If you only knew what you succeeded in pounding in this thick skull, you would be amazed. So thanks you old casehardened unsalvageable sons-of-bitches. Save me a rack in the berthing compartment.

NCPOA (National Chief Petty Officers Assn.) can be reached at the following web site: <http://members.tripod.com/~chief6/ncpoa.html>

*Contributed by:
YNCM(SS) Charles "Tom" L. Tomkins, USN(Ret)*

CFA Class DDG Preservation Alternatives

Updated 2/28/04

With every month that passes, the likelihood of preserving a Charles F. Adams class DDG that served in the United States Navy becomes less likely.



However, the German Navy will be preserving the Zerstörer Mölders D186 (what would have been DDG-29) and rumors exist of the Hellenic Navy (Greece) preserving the HS Nearchos D-219 or HS Kimon D-218 (former USS Waddell DDG-24 & USS Semmes DDG-18 respectively). When reviewing the ship's fate page on this website, you will see that only four of the twenty-three CFA ships built for the United States Navy remain afloat. Effective 10/8/2003, the Saginaw Valley Naval Ship Museum decided to abandon their effort to acquire the USS Charles F. Adams DDG-2. Although each CFA DDG presents varying challenges, the following ship's represent viable alternatives for preserving a USN CFA DDG. At this time, the CFA Associations do not have a unified direction. Understandably, each association with a ship remaining afloat desires to preserve their respective ship.



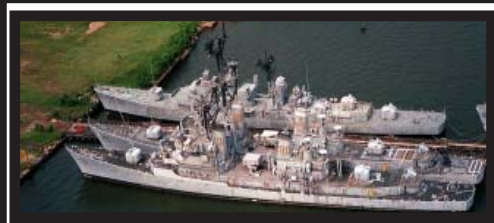
This page features views of USS *Lawrence* (DDG-4) and her insignia, plus a view awaiting her final days.

USS *Lawrence* (DDG-4), 1962-1999

USS *Lawrence*, a 3370-ton *Charles F. Adams* guided-missile destroyer built at Camden, New Jersey, was commissioned in January 1962. She made a shakedown cruise on the Great Lakes and, in the Fall of 1962, took part in Cuban Missile Crisis operations in the Caribbean. In February 1963 *Lawrence* began the first of more than a dozen overseas cruises, steaming across the Atlantic to join the Sixth Fleet in the Mediterranean Sea. Further Mediterranean tours took place in 1964, 1965, 1966-67, 1968, 1969-70, 1971, 1977-78 and 1979. During the latter cruise, in June 1979, she briefly visited the Black Sea. *Lawrence* also passed through the 6th Fleet area en route to deployments in the Indian Ocean and Persian Gulf areas that took place in 1974-75, 1980 and 1983.

The much-travelled destroyer made one Vietnam War tour to the Western Pacific in 1972-73, providing naval gunfire support, dodging enemy return fire and serving as plane guard during aircraft carrier operations. *Lawrence* also saw frequent service closer to home, in the western Atlantic and Caribbean, and occasionally visited the waters of Northern Europe. In 1986 she steamed around South America as part of Operation Unitas XVII, exercising with Latin American navies and visiting ports in Venezuela, Columbia, Ecuador, Peru, Chile, Uruguay and Brazil. USS *Lawrence* was decommissioned in late March 1990 and stricken from the Naval Vessel Register a few months later. She was sold in April 1994, but was repossessed in October 1996 after the failure of the ship breaking firm. Following over two more years in Navy custody, *Lawrence's* hulk was again sold for scrapping in February 1999.

USS *Lawrence* was named in honor of Captain [James Lawrence](#) (1781-1813), who lost his life while commanding the frigate *Chesapeake* in battle with HMS *Shannon* on 1 June 1813.



Baltimore Maryland Aug 25, 1994: An aerial port side view of two Adams-class guided missile destroyers and one Forest Sherman-class destroyer tied up at the Baltimore Fairfield Marine Terminal awaiting scrapping. The destroyer on the right is the Davis (DD-937). The inboard guided missile destroyer is the Lawrence (DDG-4) with the Claude V. Ricketts (DDG-5) outboard.

USS LAWRENCE - the fifth ship in the Navy to bear the name - was the third ship in the CHARLES F. ADAMS - class of guided missile destroyers and was homeported in Norfolk, Va.

USS LAWRENCE was stricken from the navy list on May 16, 1990, and was then berthed at the Naval Inactive Ship Maintenance Facility (NISMF), Philadelphia, PA. On February 10, 1999, LAWRENCE was sold for scrapping. **General Characteristics:**



Awarded: March 28, 1957
Keel laid: October 27, 1958
Launched: February 27, 1960
Commissioned: January 6, 1962
Decommissioned: March 30, 1990

Crew: 24 officers and 330 enlisted
Builder: New York Shipbuilding Corp.

Propulsion system: 4 - 1200 psi boilers; 2 geared turbines
Propellers: two
Length: 437 feet (133.2 meters)
Beam: 47 feet (14.3 meters)
Draft: 20 feet (6.1 meters)
Displacement: approx. 4,500 tons
Speed: 31+ knots
Aircraft: none

Armament: two Mk 42 5-inch/54 caliber guns, [Mk 46](#) torpedoes from two Mk-32 triple mounts, one Mk 16 ASROC Missile Launcher, one Mk 11 Mod.0 Missile Launcher for Standard (MR) and Harpoon Missiles.

Adams Class Veterans Association (ACVA) Membership Form

No Dues at this time Form Revised - Sept. 1, 2004

Even though we have no dues we will accept donation checks.
Checks should be made out to "The ACVA" and sent regular mail to:

ACVA Executive Secretary c/o Dave Myerly 5 Bush Road Denville, New Jersey 07834-2906

* Name:

* Rank/Rate at Discharge:

* Date You Left Service:

Ship(s) / Hull # On Board Dates (or other duty stations):

* 1. USS: Hull Number:

From: To:

2. USS: Hull Number:

From: To:

3. USS: Hull Number:

From: To:

Please use the Comments section below to list information if you were on more than 3 ships, or if you were not on a ship, or were assigned to a military unit not attached to a ship.

CONTACT INFORMATION

* Street Address:

* City: * State: * Zip:

* Home Phone: Fax:

* Primary E-mail:

Secondary E-mail:

* How involved would you like to be to help achieve the ACVA goals?
Indicate your preference by adding (X) next to the appropriate number(s):
(at least one of the four is required)

1. Not directly involved.

2. Participate in online discussions..

3. Assist with special projects.

4. Like to serve on the board.

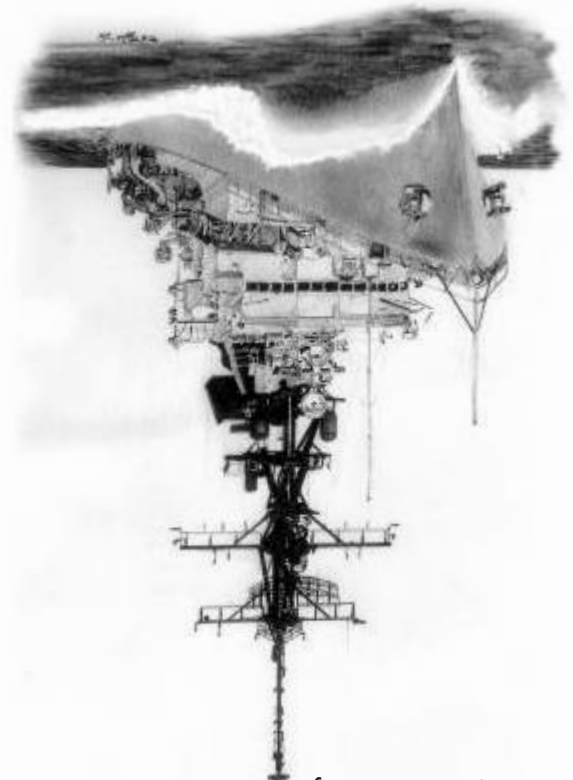
Comments:

* Indicates required information

NOTE: When you submit this form, mail it to: **ACVA Executive Secretary c/o Dave Myerly 5 Bush Road Denville, New Jersey 07834-2906**

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Adams Class Veterans Association
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Once proud . . .

Today it is sad!

THEN

Our Mission

- *Work with all Adams class groups and organizations to Save, Restore and Preserve the USS Charles F. Adams DDG-2.*
- *Educate the public on the rich naval heritage of the Adams class DDG ships;*
- *Document the roles Adams class DDG ships in United States history;*
- *Show the importance of preserving historic naval vessels and memorabilia for future generations to appreciate.*



NOW