

# ***THE SCUTTLEBUTT***

## The Newsletter of the *USS Buchanan (DDG-14) Association*

Fall, 2007

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Our next reunion is less than three months away, to be held in San Diego. The dates are March 12 -16<sup>th</sup>. Time is drawing short for you to register. The reunion will be held at the Holiday Inn San Diego Bayside. Three tours are planned. A tour of the city, a tour of USS Midway with a harbor tour, and a tour of an active duty ship at the 32<sup>nd</sup> Street Naval Base. A hospitality room is provided for the crew's relaxation, and a banquet will be held on Saturday night.

Go to the reunion page for more information at <http://us-sailors.com/reunions/2008R.htm> . The site is also linked to our association website at <http://www.uss-buchanan-ddg14.org> . E-mail our reunion organizer Tim Nightingale at [tbnightingale@comcast.net](mailto:tbnightingale@comcast.net) for more information.

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### TREASURER'S REPORT

#### PAID MEMBERS (71)

Acosta, Javier; Alexander, Ted; Andrew, Randy; Backer, Bill; Baile, Bruce; Bartleson, Don; Batterman, Bill; Beinke, Phil; Bomar, Rick; Boyle, Tim; Brinley, Bill; Brown, Michael & Jacqueline; Browning, Rob & Marian; Boyle, Tim; Bussey, Robert; Cabahug, Jaime; Cadia, John; Casmier, Dave; Clark, Jere; Connell, Dan; Copeland, Nelson; Craig, Tom; Crosser, Tom; Daisley, Dick; Egge, Dennis; England, Carl; Falkenhan, Marc; Fitzroy, John; Gant, Charlie; George, David; Gilbert, Joe; Glidewell, Mel; Gloyd, Elmer; Gray, Bill; Hararas, John; Heffernan, Michael; Henley, Ron; Hubner, Leon; Hummel, Gary; Jones, Bobby; Kane, Ken; Kern, Tom; King, Michael; Kupec, Cole; Larsen, Jerry; Looney, Glenn; Malone, Dave; Marak, Ron; Martelly, Pete; McDonald, John; Mezori, George; Myers, Dean; Nightingale, Tim; Norrod, Michael; Probus, Ed; Proctor, Lou; Re, Joe; Rivenes, John; Rudisill, Terry; Saylor, John; Sena, Pat; Smeltzer, Steve; Stroud, Mike; Taylor, Jim; Thacher, Phil; Ursich, Al; Walla, Bob; Walsh, William; Wihera, Victor; Wood, Ken; Zimmermann, Dick

#### NEW MEMBERS SINCE SEPTEMBER 2007

Hararas, John	FTM3	1963-65
Saylor, John	MM2	1967-71
Brown, Michael and Jacqueline	FTM2	1967-71

#### TREASURER'S REPORT

Balance 1 Oct 2007	<b>\$4,334.94</b>
Dues	49.00
Ship store sales	90.20
Ship store expenses	-9.20
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Balance 31 Dec 2007	<b>\$4,464.94</b>

## USS CHARLES F. ADAMS (DDG-2) PROJECT

*For those who don't know, an organization called the Adams Class Veterans Association is involved in trying to save the USS Charles F. Adams (DDG-2), the very last Adams Class DDG still in American hands, and turn her into a museum. It appears that the ACVA is very close to locating a permanent home for her. If you are interested in making a donation, or getting involved with the ACVA, e-mail Tom Crosser at [tecrosserbsausnr@aol.com](mailto:tecrosserbsausnr@aol.com).*

### FLASH MESSAGE - JAX Waterways Commission endorses ADAMS Concept

On November 1st, the Jacksonville Waterways Commission (which is tied to the City Council) voted to endorse the concept of berthing ADAMS in JAX. Final endorsement from the Commission will depend on the future submission of a detailed Business Plan, and related Financial Plan upon which work can now begin, given Commission support of the berthing. They understood we couldn't put a plan together without a location defined. The next step will be to go to the JAX City Council and also get their support (about 1/2 of all City Councilmen have already said they support the proposal).

Bert Watson gave a superb PowerPoint presentation and then there was an extensive Question & Answer session. There were 2 Commissioners who, during the Q & A discussion, voiced some concerns (parking, impact on nearby boat ramp, lack of a detailed financial plan, etc). One Commissioner expressed concern that there was "no organization behind the effort". Jim Aldrich explained about ACVA, and our concept that once the City says they support the idea, then a local "501c3 Museum group" will be formed. In spite of the concerns from the 2 Commissioners, these 2 Commissioners voted to Endorse anyway. On the other hand, during the Q & A, there were about half a dozen Commissioners who were very vocal in their outright support of the idea. One had recently been to Charleston, and Patriot's Point, and she said, basically, this is a wonderful thing to do, and can be of great benefit to the City! The failed SARATOGA effort surfaced, but everyone agreed that ADAMS is a much different (smaller, more appropriate to JAX) kind of proposal. Another key point - the Chairman and Vice Chairman of the Waterways Commission are both City Councilmen, and both of these men expressed strong support of the idea.

There were no "NO" votes when the Commissioners voted on the Motion to endorse the ADAMS concept. Bert has been told that he will get a "copy" of the Endorsement.

After the presentation, several - commissioners and people from the audience - came up and voiced strong support of the proposal; all offered support, a couple offered guidance and references to other that might help, and one offered to help directly!

That afternoon, the ACVA JAX Team put together the urgent action items that now must get into high gear - additional fund raising, establishment of 501c3 in JAX, and commencement of work on elements of the Application. This is what we have been waiting for. The door has been opened and it up to us to continue opening it so that we can walk through it. This is why the fundraising letters have been sent.

We have asked for this opportunity - it is ours for the taking and take it we must. It is a great part of the reason we have banded together. Please contribute some funding, some names and contacts of others who can contribute, and please share the inspiration felt by the ACVA Board and the JAX-ACVA Team! We can now control our destiny - it is up to us to kick this can down the road.

We're picking up knots fast! We owe Wayne & Bert a big ATTABOY for achieving this success!

Jim Aldrich  
ACVA City Search Team

## KILLER EYES

*A request from Dino Myers.*

Does anyone have a picture of the Buchanan in '72 with the eyes painted on the bow or a picture of the tank kills painted on the starboard wing? I have one picture of the kills, but it only shows four and a small craft. These were on when we arrived in San Diego from WestPac, but were painted over soon after the change of command. Also, does anyone have a picture of the AK 47 that was a trophy displayed in case on mess deck? I believe it was from a '68 NGFS mission and was displayed until some time in '72 or '73. Anyone with info please contact me at [dmyers@myers-vacuum.com](mailto:dmyers@myers-vacuum.com).

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## FLEET WEEK '07

*Received from Pat Sena. At the suggestion of Phil Beinke, I submit this to the newsletter. A collection of some really excellent photos from San Francisco's Fleet Week.*

<http://home.comcast.net/~bzee1a/>

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## WHAT HAPPENED TO THE NAVY WHEN I WASN'T LOOKING?

*Written by Don Koch of the USS Waddell Association.*

What the hell happened to our Navy while we were playing civilian? Who let the yuppies in?

### **Culinary Specialist (CS)**

Crossed keys and quill superimposed upon an open ledger.

A Culinary Specialist?????? Isn't this a Stew Burner? A ship's cook? You know... the guy with the flies buzzing around his head and crotch. Even at sea. I wonder if a Culinary Specialist can still make s\*\*\* on a shingle? Or is it all quiche & cucumber sandwiches with the crusts trimmed off? Washed down with a steamy cup of Earl Gray.

### **Gas Turbine System Technician (GS)**

A turbine with an impeller.

I guess that we are now dinosaurs. Guys that went to sea in steam powered destroyers. Is that why half of the winos on Skid Row look like out of work BTs?

### **Legalman (LN)**

A vertical mill rinde over a quill; nib of pen down and to the left.

A Leagalman? Gimme a break! Just what we need... enlisted lawyers. We had plenty of sea lawyers on my ship. And just what in the hell is a "vertical mill rinde"? Is it a vertical mill used to ream some poor swabbie's butt? What's next? A Religious Program Specialist?

### **Mass Communications Specialist (MC)**

Globe with a satellite in orbit and four superimposed lightning bolts.

OK, I give up. What does a Mass Communication Specialist do? Is he the guy that now blows the damned whistle over the 1MC in the middle of the night yelling "general quarters, all hands man your battle stations" while you're trying to get some rack time logged in? Is that why the other half of the winos on skid row look like out of work Bosun's Mates?

### **Navy Counselor (NC)**

An anchor crossed with a quill.

Ah, now here's a useful rate. Navy Counselor. There's only two things any sailor needs counseling on. 1. Don't get with any girl in WestPac that isn't wearing white sox. The ones with the white sox don't have VD. & 2. Put half of your money in your shoe when going on liberty. That way when you get rolled, you'll have enough money to get back to the ship at 2 AM. Now we can send these newly out of work NCs to join their out of work BT & BM brethren.

### **Operations Specialist (OS)**

An O-scope on an arrow; arrow pointing diagonally upward and to the front.

Operations Specialist? What the hell happened to Radarmen? You know... those guys that were bent over the plotting boards in that darkened, sweaty CIC after two months at sea? They are probably the winos I see standing around the gay bars.

### **Religious/Program Specialist (RP)**

A rose compass, a globe, and an anchor.

I spoke too soon. They do have an RP

I guess I long for the good old days. When we had real rates like BMs.

### **Boatswain's Mate (BM)**

Crossed anchors; crowns down.

The guys who made everything nautical on the ship work.

Or Gunners Mates. The reason why we were all there. To deliver lots of HE to people whose point of view differed from ours.

### **Gunner's Mate (GM)**

Crossed gun barrels; muzzles up.

Or MMs, the guys who made the big fans under the water in the back of the ship turn. So that you could go places.

## Machinist's Mate (MM)

Three-bladed propeller; one blade pointing down.

But maybe the worst of all, no more BTs. No more sweet-natured gentle Boiler Tenders, like Flowers, to talk soothingly to the little screw-ups who we used to send down to the boiler room to clean bilges for extra duty. The memory almost brings tears of sorrow to my eyes.

Oh well, I guess time marches on.

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## NOW ON THE BUCHANAN...

Moments in the life of USS Buchanan (DDG-14), taken from the ship's annual reports.

### **Forty years ago... 1967**

On completion of overhaul, **BUCHANAN** again underwent Ship's Qualification Trials and Refresher Training, then proceeded to Hunter's Point Naval Shipyard for shipboard alterations, at which time Commander Robert N. Congdon relieved Commander Spencer as Commanding Officer; then back to San Diego for the holidays.

### **Thirty years ago... 1977**

On 3 October, **BUCHANAN** entered port at Fukuoka, Japan in company with **USS BAGLEY (FF 1069)**. **BUCHANAN** was the third U.S. warship to visit Fukuoka in twelve years. **BUCHANAN** crew members proved to be excellent diplomats, the ship conducted an "open house", and crew members visited a local orphanage to play with the children and repair their recreational equipment.

### **Twenty Five years ago... 1982**

With only 4 December as a breather, **BUCHANAN** was underway for READIEX 83-1 until 15 December when the ship once again returned to San Diego. **BUCHANAN** nestled in for a holiday upkeep period to round out the year.

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## SEA STORY OF THE QUARTER

### OWNING A PIECE OF THE ROCK

*By John Howard*

I had just reported aboard Buchanan in the fall of 1972 to relieve LCDR Dick Beal as Ops Boss. And shortly before I got there LCDR John Dalrymple had assumed command from Jim Thearle. Before I had taken over as Ops, we got underway for a couple of days of local operations just off San Diego. This was the first underway on Buchanan for Capt Dalrymple and myself. As is the case on most destroyers, the Ops Boss is the Sea Detail OOD and the department head with the most experience on the bridge. As we got underway from 32nd Street, the Captain had the Conn, Dick Beal was the OOD, I think it was Mark Rogers (ASWO) who was the JOOD, and I was trying to stay out of the way and learn the idiosyncrasies of driving an Adams Class DDG. Heck, I thought driving Buchanan would be a piece of cake - I learned ship handling on a Dealey Class DE with only one propeller and rudder. Buchanan had two of each and lots of horsepower!

On our way out to the Op Areas we had to stop at the refueling pier over by the foot of Point Loma. No big deal there, just pull out of the channel to starboard, tie up at the pier, take on fuel, get underway already headed fair toward the sea buoy. Well, it didn't quite go that way - if it had I wouldn't be writing this sea story. We left 32nd Street and headed out under the Coronado Bridge and past the carrier berths at North

Island. During this short transit the wind began picking up from the Northwest. As we began our approach to the fuel pier, the breeze was pretty good, blowing directly from the pier toward the channel. Now, in a no or low wind situation, the approach to the pier would be very much like pulling over to the curb in your car. That doesn't work when the wind is giving you a big push away from the pier. In this situation, the book calls for approaching the pier at a fairly steep angle, maybe 45 degrees or a bit more, so that the wind won't have as much superstructure to act on, and at a pretty good speed. Then at the last moment, turn parallel to the pier, kill the headway, and get the lines over so the wind doesn't have much time to push you away from the pier and back into the channel.

With the bow pointed at the mark on the pier about where we wanted the brow to go over, and with maybe a two thirds bell, we were rapidly approaching the pier. Still standing out of the way, but with a full view of the situation, I was ready to be really impressed with Buchanan's ability to make a sharp turn, especially after we had passed the point where I would have started turning on my last ship. By the time we started our turn, I could tell it was too late. So could everybody else on the bridge and the fo'c'sle. I have absolutely no recollection of the orders to the helm and lee helm, but I know there were several of them. Very loud and in rapid succession. The stem sliced through the wood facing of the pier at about a 30 degree angle like a hot knife through warm butter. Through the wood facing, the bow started into the concrete deck of the pier, and we really started slowing down. As we hit the concrete it looked like there was an explosion on the pier. Smoke, chunks of wood and concrete all over the place. But no fire or flames. The smoke cleared and we managed to get tied up - somehow.

As it turns out, only seconds after the bow hit the concrete deck of the pier, it cut through a compressed air line that ran under the pier. It was the compressed air that blew the debris from the collision making it look like an explosion. If our turn had been a heartbeat or two later we would have had enough momentum for the bow to travel another foot or so into the pier rupturing one of the fuel lines. Luckily for all of us, not a drop of fuel was spilled. After things settled down and we started refueling, somebody brought me a fist sized chunk of concrete from the pier. I was to be the custodian of this "Piece of the Rock" so that it could be presented as a gag gift to Captain Dalrymple at his change of command hail and farewell party. A merry reminder of his very first day underway in Buchanan. As it turned out, that party never happened. And, for the life of me, I can't remember what happened to that "Piece of the Rock". (Note from Dino Myers, '71-'75: When this happened it was told that Capt. Dalrymple turned to the XO and said "It looks like I'm going to own a piece of the rock". Within 15 minutes of this happening every man aboard knew how he had handled situation and accepted responsibility. I feel safe to say he had the respect of all aboard for how he handled the situation.)

This sort of ship handling faux pas can happen to anyone... During the 73-74 WestPac we pulled in to Subic and went pier side - we had the Commodore on board. The USS England was to nest outboard of us on our starboard side. Similar situation - wind pushing us off the pier. We made a nice landing, got tied up and made ready to have England tie up alongside. She approached us at a steep angle with a good bit of speed. Commodore (Tom Kolstad), CO (Jim Roche) and I watched closely from the starboard bridge wing. She didn't make her turn in time. Put her bullnose into our ASROC magazine (just forward of the launcher on the starboard side). Luckily none of the rounds in the magazine were touched, but we had to send off a Bent Spear message to God and everybody. And the CO of the England had his shipfitters and welders first across the brow to start fixing what he had broken.