



USS Claude V. Ricketts / (formerly) USS Biddle DDG-5

The Big Nickel #11, July, 2013

Next reunion: Washington, D.C, 25-29 July,
2014

Executive Directory/Reunion Coordinator

Carl Slack: rickettsddg5@yahoo.com



Shipmates,

I'm presently enjoying the sunshine and hot, humid weather in the White Mountains of NH. If you are in the area of Jackson, NH anytime stop in and I will send you on a hike up Mount Washington or drive you to the clouds.

Planning for the 2014 Reunion in Washington, DC is going full speed ahead. The official 2014 Reunion dates are Friday, July 25, 2014 – Tuesday, July 29, 2014, though I recommend coming earlier and staying later. If you are planning on or even thinking about coming to the reunion, please fill out the [2014 Reunion Attendance Survey](#) on [The Big Nickel](#) website. At the end of this newsletter, you will find a 2014 Reunion Registration form. You can also find this form on-line on the website where you can play via PayPal if you wish.

The Hotel: We have signed a contract with the [Crowne Plaza National Airport](#) in Arlington, VA near the Pentagon. The [hotel location](#) is readily accessible from the interstate system and local transportation. Note that at one point on [The Big Nickel](#) website, the hotel for the reunion was designated as the Sheraton Crystal City in

Arlington, VA. However, because they would not honor the contract and give us the group rate 3 days before and after the reunion we were forced to cancel the contract we had with them.

To make your reservations at the Crowne Plaza National Airport call the hotel directly at 1-888-233-9527, or reservations local phone at 1-843-760-5839, or use the [special DDG-5 online booking link \(effective after August 15, 2013\)](#). If you call, make sure you tell them you are with the DDG 5 Crew Members Association 2014. Reservations must be made by June 25, 2014 to receive the group room discounts. Any reservation received after June 25, 2014 will be accepted on a space and rate availability basis so get your reservations in before then. If you have a problem making a reservation [let me know](#).

The DDG-5 Association room rate is \$99 for Kings, \$115 for doubles plus tax per night. The rate is good for three days before and three days after the reunion. The before and after rates are on a space available basis, so make those reservations now. The current room block is for 30 rooms. This is a small block of rooms and was done to make sure we met our numbers to receive a free hospitality room and other perks. If the room block fills up we can add to it as long as rooms are available, therefore the earlier the better. Reservations should be made as early as possible. There is no risk since you can cancel up until the arrival day. There is no reason to wait to the last minute, if your plans change you can always cancel at the last minute.

If you are flying in or coming by train or bus you really do not need a car, there will be others with cars and we can work out transportation. The hotel provides shuttle service to Reagan National Airport and all around Arlington. We (the DDG-5 Association) will provide limited shuttling to and from Dulles airport using our personal vehicles. You can also use the metro from there and elsewhere in the DC area. The metro stop is close to the hotel. Crowne Plaza parking is \$19 a day. There is street parking available although it is limited. Parking is free at Crystal City Mall after 1600 on week days and weekends, which will work well for shipmates who will be coming for the evening events.

Touring Washington, D.C.: I am planning on being there early to spend some time visiting Civil War sites in VA because 2014 marks 150 years since 1864. I also am planning on visiting Annapolis after the reunion. Would welcome company from anyone else interested in tramping the Civil War road or visiting Annapolis.

Red bus tours can be caught near the hotel, and they allow on and off for most major sights, using the Red Bus Tours allows everyone to see and spend as much time on what they are interested in.

Reunion Agenda: Our tentative plans are to have a welcome reception on Friday night, dinner on Saturday night, and pizza on Sunday night. Sunday we are planning a bus tour with a guide to the war memorials in DC. We will stop at the Navy Memorial and have lunch there and dedicate a plaque to DDG 5. To get information on the plaque look at the [Navy Memorial Plaque Wall](#) website. For the plaque we need to raise \$3000. I have reserved a spot and will put the first \$500 down. A proposed plaque design and donation form will be available this fall to aid in tax deductible donations towards procurement of the plaque

Our big event will be on Monday 28 July at the Washington Navy Yard. The USS Barry is berthed there and we will have our ceremony on board. As a Forest Sherman 900 class and except for the lack of missile systems, the Barry has a lot in common with our ship. This is when we will celebrate 50 years since DDG 5 was commissioned the USS Claude V. Ricketts as well 50 years from starting the NATO Mixed Manning Demonstration (MMD).

If you were on board for the MMD, this is your time to come celebrate and remember that event. This was a significant time in American History when we were involved in the Cold War with Russia. The MMD was an idea that President Kennedy and Secretary of Defense McNamara had to protect the free world. Gordon Hogg

from Kentucky is working on a book about the mixed manning. There is a form on the web site for contacting Mr. Hogg. If you took part in the MMD, please contact Gordon by using the [form on the web site](#).

This is the one reunion everyone should try to make. We're working to make it special. It is the ships and our history and time is rolling on and we are all getting older. Some of the key players in our history are no longer with us.

We are also working on having the Navy Museum doing an exhibit of the Mixed Manning Demonstration, with a video display of the video "In Common Cause" which can be found on [The Big Nickel](#) website. I would also appreciate any help we can get from shipmates who live in the DC area or anywhere. I need help from anyone who might have contacts at the Navy Yard and the USS Barry. We're still early enough in the planning that things can be changed, so if anyone has other ideas or suggestions, [let's hear from you](#).

The event on Monday, 28 July celebrates an important time in the history of the ship and I think an all-out effort should be made to make it special and memorable. I would like to have put together a booklet about the ship, the MMD, and Captain Fortson, something similar to what was done in 1964. The reunion will cost money. I would like to sell space in the booklet to sponsors to help with the costs. I would like some help from anyone who has experience doing that kind of booklet and selling space.

We will be inviting members of the Ricketts and Fortson families to attend any or all events of the reunion. We are also looking into inviting members of the MMD nation naval attaches and possibly the Secretary of State and Secretary of the Navy to attend the Monday ceremony.

I'm also looking for crew members who have experience in:

- Fund raising
- Grant applications
- Booklet writing
- Invitations to dignitaries
- Commissioning ceremonies
- Changes of command

We also need to incorporate the Association and obtain a nonprofit status (i.e., 501(c)(3)). If any shipmate has experience applying for non-profit status, please [contact me](#).

I'm looking for [feedback](#) on this reunion. Everyone's feedback is welcome and needed.

Shipmates, one and all, are encouraged to attend this reunion. You should make an effort to reach out and find shipmates who served with you and also encourage them to attend. Everyone is allowed to post the reunion information wherever they can; it is every shipmates' responsibility to help get the word out. Do you remember the all hands magazine they always said pass it on. I post information about the reunion on and in all the websites and magazines that I know of. Back when there were fewer reunions the magazines used to have it in several issues. Today most only publish them one time and post it on their website. The Fleet Reserve only allows a member a free posting once a year. If anyone is a member of the VFW, could you post the reunion info with them? Here is the information to post/publish:

DDG 5 Crew Members Association
C/O Carl Slack
PO Box 83, Jackson, NH 03846
Phone: 1-603-986-4661
Email: RickettsDDG5@yahoo.com
Website: www.thebignickel.org.

You can use your own information as the point-of-contact if you wish. I only recommend doing that if you are prepared to receive contacts from a lot of people, other than shipmates.

Remember never assume that we have contacted anyone, Better that several shipmates reach out than no one.

Hope to see everyone there! We are all getting older and time is marching on, so don't miss the 2014 Reunion. If you plan on going to the 2014 Reunion, the registration form is on the next page. Complete the form and send it along with your check to Michael Margeotes.

Carl Slack FTM1 63-68
Executive Director DDG 5 Crew Members Association
RickettsDDG5@yahoo.com

2014 DDG-5 Reunion

25 July – 29 July
Washington D.C.

Send/submit this form no later than 1 July, 2014. After 1 July, bring the form and payment with you.

Please print name of attendees as you want them to appear on name badge:

Crew member: _____ Years onboard (i.e., 7/64 – 3/68): _____

Country: US German Greece Italy Netherlands Turkey UK

Spouse: _____

Guests: _____

Registration is \$40 for each crewmember and guests over 18 and \$10 for spouse. Guests under 18 are free. Registration includes use of the hospitality room with snacks and non-alcoholic beverages (BYOB), name badges, reunion pin (first 100 registries), and coffee mug.

Crewmate: \$40 = \$ _____

Spouse: \$10 = \$ _____

Guest(s): X \$40 = \$ _____

Friday welcome reception with hors d' oeuvres and cash bar Number attending: X \$35 = \$ _____

Saturday buffet dinner Number attending: X \$50 = \$ _____

Sunday memorial tour w/lunch Number attending: X \$45 = \$ _____

Association Dues \$10 _____

Hull #P5 Donation (to aid in the effort to save the Charles F. Adams DDG2) \$ _____

Total \$ _____

\$20 non-refundable deposit , \$ \$20 _____

Due at the reunion \$ _____

Name _____

Signature _____

Address _____

Telephone # _____ Email address _____

Comments: _____

If paying with personal check, make check payable to **DDG 5 Crew Members Association**. Mail to:

DDG 5 2014 Reunion

c/o Michael Margeotes

49 Columbia Blvd

East Stroudsburg, PA 18302

Make hotel reservations directly with the Crowne Plaza National Airport Hotel. Make sure you tell them you are with the DDG 5 Crew Members Association. See the website for more details.

If you are planning on coming to the reunion and haven't yet done so, please fill in the 2014 Reunion survey on the website.

<http://thebignickel.org/2014Reunion.html>

Treasurer

Michael Margeotes



Contact margeotesm@msn.com

Checking: \$25.75

Savings: \$137.38

Secretary

Dan Rogers



The minutes from the 2012 Reunion Crew Meeting can be found on [The Big Nickel website](#).

A word from the Webmaster



Kirk "VJ" Neuman

Captain.Kirk@TheBigNickel.org

TheBigNickel.org or USSClaudeVRicketts.org

There is a new video page for the site. As I write this, there are 3 videos available; a 17 minute video about the Mixed Manning Demonstration (MMD) thanks to Gordon E Hogg of the University of Kentucky, a brief, 2 minute video about the funeral of Adm. Claude V. Ricketts and the recommissioning of the ship in July, 1964, and a brief 2+ minute video filmed and put together by SK2 Gene Lambert (1967-1968) of missile shoots in the waters off Puerto Rico. If you have any videos that you'd like to share online, please contact me and we can work out the details of getting it online.

I previously mentioned Gordon E. Hogg who graciously provided a copy of the video, *In Common Cause* about the MMD. Gordon is with the Special Collections department of the University of Kentucky Libraries and is researching a book about the MMD which he hopes to publish in 2015. Gordon contacted Carl Slack,

Jim Miller and myself last April about his research and his efforts to contact MMD crew members for their reminiscences and thoughts about that deployment. As a result Gordon has been invited to attend the 2014 reunion since it is hoped that a number of MMD shipmates will be in attendance, including some of our non-US shipmates. In addition, I have created a special MMD Crew Announcement page which contains a form for MMD shipmates to provide initial contact with Gordon. (As I write this, I have uncovered some issues with the contact form processing and am working feverishly to correct things. If you have previously filled out the contact form, your information was lost and you will have to redo the contact. Please check the page often to see when it goes “live” once again).

When the 2014 Reunion registration form becomes available online later this summer, I hope to have in place on-line registration and payment, via PayPal. This is to help accommodate our MMD shipmates from across the pond as well as all US shipmates. Since reunion costs haven’t yet been solidified, the form is not yet available, but keep checking the 2014 Reunion page for any updates. If you are thinking about attending the reunion and haven’t yet done so, please fill out the Reunion Survey so that the Reunion Committee can get an idea of how many attendees there will be and their interest in various activities being planned.

If you’ve kept up with the **Last Site Updates**, via the button on the Home Port page, you should be aware of the new **Personnel Office** page I’ve put up. This page has links to the National Archive to assist you obtaining copies of your military records, DD-214, replace any medals/awards you may have and information about how to locate other service members along with numerous other items.

I would encourage you to check/update your registration information if you haven’t done so recently. Simply click the BRB (Big Red Button) on the Home Port page for instructions on how to do this. As always, if you have questions or problems, contact me.

A word from the Storekeeper



Kirk “VJ” Neuman

Storekeeper@TheBigNickel.org

The “new” ships store is now open for business. Items for sale include ships cups, ships hats, ships patches, challenge coins, polo shirts and denim shirts (long and short sleeve). I’m (still) working on implementing an online ordering and payment system using PayPal to make it easier to order. In the meantime, simply fill out the PDF order form, print it and send it to the address indicated along with your check or money order.

The Amen Corner

Chaplain: Wayne Miller

Choicemedtrans@optonline.net

Taps:

We have received notification of the passing of the following shipmates and family members since the last newsletter:

Captain Thomas Russell Sheridan (Commanding Officer, June 19 1980 - Mar 27 1982) - June 20, 2013. You can view his [obituary here](#). Memorial contributions may be made to the [Leukemia and Lymphoma Society](#).

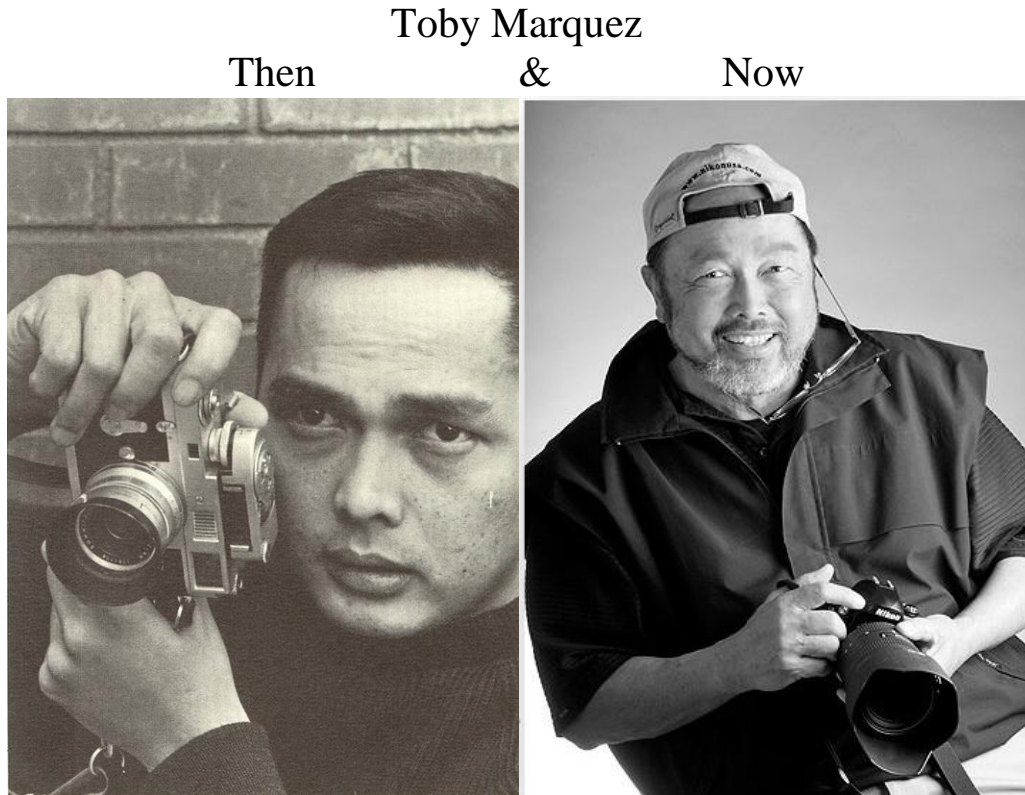


MM2 Michael Waltman (1968 - 1970) - April 27, 2011. You can view his [obituary here](#).



Where Are They Now

We're adding a new section to The Big Nickel Newsletter to highlight shipmates then and now. We begin with JO1 Toby Marquez. Toby was the primary photographer assigned to the ship during the Mixed Manning Demonstration. His job was to visually document the 18 month endeavor and produce news releases about the ship and crew for the national and world press.



If you were on board during the Mixed Manning Demonstration (MMD) (June 1964 – December 1965), do you remember the first class petty officer who went around the ship with his hat on backwards and cameras around his neck, taking everyone's pictures in their work spaces? Well not much has changed; he might be a few years older (but then aren't we all), but still puts his hat on backwards and has his ever ready cameras. He is also beating on little white balls with sticks and calling it a game. Toby had a very interesting career in the Navy both before and after the MMD. He was involved with another mixed manning on the USS Sanctuary. That involved the first Navy ship with a mixed male and female crew. When they were pulling into Wilmington, NC the crew was manning the rail and one of the females streaked in view of the press and dignitaries. He called the Admiral he worked for and reported the incident. The Admiral asked Toby if she was good looking, Toby said yes. The Admiral said that there is no problem and hung up.

Toby Marquez

Filmmaker-Writer-Photographer

Toby Marquez is a photographer, producer-director writer whose assignments have taken him to 32 countries in Asia, Australia, Africa, North America, South America and Europe.

He has filmed prominent people including Jane Goodall, Kirk Douglas, Stevie Wonder, Senator John Warner, Kelly McGillis and Lil Wayne. He is a recipient of distinguished national awards for his films on the Chemehuevi Indians in California and the United States Navy in West Africa.

Marquez has 20 years' experience consulting for major corporations, the non-profits and advertising agencies. He enlisted in the U.S. Navy, made Chief, commissioned as an Ensign, earned two masters degrees, became a public affair officer, rose to the rank of Commander and director of the Navy's weekly worldwide video information program. He now heads **STUDIO M Inc.** -- a company specializing in corporate and institutional communications -- with emphasis in the creative application of visual communications. In recent years he became active in fundraising for the Leukemia & Lymphoma Society and American Red Cross. For The Wounded Warriors and the U.S. Navy Memorial Foundation he helps direct their annual golf tournaments. He's currently producing a short film on the Wheeling Jesuit University in West Virginia.

National Hollywood's "**Directors Guild of America Award**"
Awards for the documentary "A GATHERING IN THE DESERT"

"Cine Golden Eagle Award" **for the short film** "WEST AFRICA"

"Eastman Kodak Award" **for excellence in Photography**

Education M.A. Communications, University of Southern California
M.S. Film Education, University of Southern California Graduate Photojournalism Program, Syracuse University
BA Journalism, Ateneo de Manila

STUDIO M Inc. 1709 Wainwright Dr., Reston, VA 20190 703.471.4666 email:
tobymarquez@mac.com

Bring Home The Adams Updates



Here is the latest information about the situation and work being handled in Jacksonville FL. by the JHNSA ([Jacksonville Historic Naval Ship Association](#)) who is the ACVA ([Adams Class Veterans Association](#)) Jacksonville group.

Following is an excerpt from the article, but please visit www.folioweekly.com for the complete article about establishing the USS Charles F. Adams as a floating ship museum on the St. John's River in Jacksonville at the old shipyard location between downtown and the sports complex.

“An average of more than 27,500 vehicles zoom past a point two miles south of the Florida-Georgia border on Interstate 95 in each direction. That’s more than 55,000 vehicles every day, according to 2011 North Florida Transportation Planning Organization figures.

If just 5 percent of the vehicles traveling southbound visited Downtown Jacksonville, that would be about 1,375 vehicles. If each car had an average 2.3 passengers, more than 3,100 people a day would visit our city — more than one million per year. For comparison’s sake, St. Augustine has six million visitors per year.

What type of attraction could convince that many people to leave I-95 and go Downtown? Converting the destroyer USS Charles F. Adams into a floating museum would provide this kind of a draw.”

Help us “Bring Home the Adams” through your support and if you can make a tax deductible contribution, please do so!

Below is the lead editorial from the July 12, 2013 Florida Times-Union regarding the Shipyards (future berth for the Charles F. Adams DDG-2).

Shipyards property deserves a rebirth

In truth, the Jaguars and the Shipyards — the city-owned property just yards away from EverBank Field — have a lot in common.

The last few years haven’t been too kind to either. But each has real potential that may simply need vision and patience to be fulfilled.

So it’s fitting that Jaguars owner Shad Khan has expressed interest in developing the Shipyards, the riverfront site that stretches some 40 acres between downtown and Metropolitan Park.

For too long the vacant property has been an untapped asset that's fallen victim to financial, legal and other obstacles.

If Khan can use his resources and access to expertise to revive the Shipyards, it could bring a surge of fresh energy to downtown Jacksonville — and create positive ripple effects for the whole community.

BACKING UP THE PROMISES

Over the past decade, the Shipyards property has been eyed as a potential site for everything from a residential-commercial project to a multi-tower condominium complex.

None of those ideas have come to fruition.

If Khan takes over Shipyards, however, he'll do so with a proven record for getting things done in the community.

In addition to taking over the Jags last year, he also helped finance SouthEast Holdings' purchase of the Laura Street Trio this spring. That will provide instant credibility and momentum to any project Khan might propose for the Shipyards location.

That's critical, because after years of unmet promises by others, the Shipyards must be in the hands of someone capable of backing up talk with actual follow-through.

Khan clearly meets that standard.

MAINTAIN ITS CHARACTER

But if Khan does take over the Shipyards, his first priority should be developing a project that fully capitalizes on its main strength: its prime riverfront location.

A future project must not detract from the grand view or limit public access to the riverfront. In fact, it should capitalize on it.

And it should have buildings that are constructed and positioned in a manner that enhances the area's riverfront character not block the view.

For example, how about an emphasis on modern glass architecture that offers plenty of visual access to the nearby water?

Or an aquarium, designed with innovation and daring, that flows in seamless fashion with the overall riverfront location?

Or an eye-catching state-of-the-art maritime museum that fully reflects that industry's massive importance in this area's history?

Or a mixed-used development that attracts people living on the waterfront just walking distance from a Jaguars game. By not relying on just one use, the development can avoid a risky bet.

IT SHOULD BE DRAMATIC

Sure, it can be argued that almost anything might be an improvement over the Shipyards in its current sad, unused state.

But the last thing Jacksonville needs is yet another brick box on the riverfront — particularly on a spot with such visual and logistical potential as the Shipyards.

Once an industrial site across from a power plant, the Shipyards location is ideal to transition to a glamorous new role.

In voicing his desire to develop the Shipyards, Khan said a new life for the property “would be good news” for not only his football team and others, but also downtown Jacksonville.

Khan is right, and his genuine interest in reviving the Shipyards is a good start.

The following opinion article is from the July 18, 2013 Florida Times-Union. Daniel Bean, JHNSA President, believes that this article is extremely significant in the continuing effort to bring the Charles F. Adams to Jacksonville, FL.

Destroyer downtown deserves support

Given Jacksonville’s proud heritage as a major Navy community, it seems obvious this city should have a prominent naval ship museum.

That’s why the city should ramp up support for the Jacksonville Historic Naval Ships Association’s campaign to bring the former USS Charles F. Adams here, anchor it downtown and convert the decommissioned destroyer, which counted Mayport among its home ports, into a major naval ship museum.

If successful, the campaign could produce the ultimate “everyone wins” result.

It would give Jacksonville a fine tourist attraction with long-term potential but one that maintains and sustains its presence with little risk to the community’s taxpayers. “There’s no excuse not to try this,” says Daniel Bean, the association’s president, regarding the proposed naval ship museum.

Bean’s right, and the community’s active, aggressive backing can remove any remaining excuses from keeping the USS Charles F. Adams from becoming an area museum.

A RICH PAST

Between 1959 and 1990, the USS Charles F. Adams was an invaluable asset for the Navy.

It was used during the Cuban missile crisis and Vietnam War and also saw service across the Middle East.

The ship’s rich past, plus its deep and historic ties to this area, clearly makes it worthy of being preserved as a Jacksonville museum

But more important, it’s worthy of being preserved as a museum that has a legitimate chance for success — and that’s reflected in the plan put together by those leading efforts to land the USS Charles F. Adams.

The ship is the right size for the downtown riverfront. An aircraft carrier would be overwhelming and also create huge maintenance issues.

The Adams is a more realistic size. It would not be like a floating skyscraper.

NEAR THE GOAL

The backers are halfway to their goal of creating a \$2 million line of credit — built from private donations and other non-taxpayer dollars. That would allow the Adams to be towed from its current spot in Philadelphia and given the necessary touches to display as a museum.

However, if the ship doesn't perform as well as expected as a museum site during its first three years, the Jacksonville backers also have an agreement with a Texas salvaging firm to tow it away.

That agreement should effectively erase any fear that an unsuccessful USS Charles F. Adams museum would become a flop monstrosity that clogs up a portion of the riverfront for years to come.

A SOLID PLAN

In short, the campaign backers have put together a solid plan that doesn't heavily depend on taxpayer money and wisely balances optimism (that the naval ship museum will succeed) with realism (that it might not).

That's all the more reason to be optimistic that the Adams could succeed here as a naval ship museum. Bean properly notes that a naval ship museum in downtown Jacksonville would celebrate two of the city's best attributes: the Navy and our water.

The plan to bring such a museum to Jacksonville also combines two other important attributes — it could be great for the city and largely painless for taxpayers.

It's time to apply full speed to that effort.

Below is a form to contribute towards the port Hull Plate #5. We, as an association, have completed our pledge for the starboard hull plate #5 during our 2012 reunion in Jacksonville, Florida. If you are able, please consider making a donation towards the hull plate.

Adams Class Ship Museum

Hull Plate #5 Donation Form

I am enclosing the following amount to help the DDG-5 Crew Members Association sponsor Port Hull Plate #5 for the USS Charles F. Adams DDG-2.

\$25 \$50 \$100 \$200 Other \$_____

Name _____

Address _____ City _____ ST _____ Zip _____

E-mail _____ @ _____ Phone _____

Please make checks payable to: Adams Class
Veterans Association Mail to:
DDG-5 Hull Plate Sponsorship
c/o Michael Margeotes
49 Columbia Blvd
East Stroudsburg, PA 18302

For DDG-5 Use Only

CHECK# _____ DATED _____ AMOUNT _____ RECEIVED ON _____