

USS CHARLES F. ADAMS (DDG 2)
Fleet Post Office
New York 09501

1 May 1972

Dear Friends,

The month of April began with a reluctant farewell to the port of Halifax, Nova Scotia. Despite eight inches of snow on the ground as we "set sail", the hospitality and warmth displayed by the Halifaxians will long be remembered by all ADAMSMEN. We played the song "Farewell to Nova Scotia" on our ship's announcing system to the delight of the natives as we departed.

As we transitted south to Norfolk, much preparation for our visit was evident. The primary event for the Norfolk visit was the Twentieth Anniversary of SACLANT (Supreme Allied Commander, Atlantic) who is at present, our "big boss". The ceremony held at SACLANT headquarters was most impressive. Among the many notables present were the Honorable Melvin R. Laird, NATO Secretary General Luns, and of course SACLANT himself, Admiral Charles K. Duncan, USN. Several ADAMSMEN were involved in the ceremony. Acting as flag raisers were Kendall McManus, Hiram Howard and Andy Pace. Standing as NATO representatives were Larry Moore, Jud Bowness, Gar Shedlock, Scotty Stromoski, Jim Ballard and Steven Rolland. At the conclusion of the activities at SACLANT headquarters, a reception was hosted by the five ships of the force. Our honor guard under the guidance of Larry Case and composed of Henry Brown, Al Scott, Don Hubsch, David McLaughlin, Jerry Kresge, Willard Loucks, Gary Laffoon and Thomas Newson greeted guests as they approached ADAMS. William Laster aided by Charles Becker helped insure parking on the pier was accomplished without difficulty. Flag bearers were also stationed at the bow of the flagship, HMS AURORA. Called upon to display the colors of the United States was Steve Gaines while Larry Orrell hoisted the NATO flag.

The efforts put forth by all hands to make ADAMS look outstanding were rewarded by the comments many of our guests that ADAMS was the cleanest ship of the force. Our guests included:

The Secretary General of NATO, Mr. Luns
The Chief of Defense of Germany Lt. General von Loringhoven
(and Baroness von Loringhoven)
The Supreme Allied Commander Atlantic, Admiral Duncan
(and Mrs. Duncan)

Of course for many of our men, Norfolk also meant an opportunity to visit with our families prior to our journey over for the European phase of our STANAVEFORLANT cruise.

At 2 AM on the morning of our departure from Norfolk, we received our new 26 foot personnel boat. Through untiring efforts of hardy lads like James Swanson and Charles Becker, the boat was securely in the skeds as we sailed.

Our trip across presented us some pretty rough weather and seas, however efforts of men like David Grant and Warren Davis of our Damage Control gang, to insure the ADAMS was ready paid off as no major problems were experienced (except for the green faces).

We had scheduled the ADAMS Olympics to be held during our transit, but the weather caused the cancellation of this event. Despite the cancellation, we opened a Hamburger Shop on the Mess Decks. The cooks and Stewards worked the Shop for seven hours producing hamburgers, cheeseburgers, hot dogs, potato salad, and nearly every other item associated with a picnic you could name except the arts. All hands certainly enjoyed the spread. None of us forget the efforts of our food servicemen, who spent most of the day keeping the trays of food on the tables.

Weather also prevented the "holy helo" from flying but as is the motto of all Chaplains, the services must go on. Our Protestant Lay Leader, Don Orr, and Catholic Lay Leader, Jerry Pech, ably conducted the services in the absence of our Force Chaplain, Jack Rogers.

On the 16th we refueled from the British Oiler FRA Wave Chief. Despite being confronted with the cumbersome British "close in derrick" fueling rig, the forward fueling station, of which Wayne Pruitt, Gary Griffin and William Myers are part of, were up to the task and we accomplished the refueling without a hitch.

ADAMS successfully completed both a full power run and an economy run during our Trans-Atlantic voyage, both resulting in overall grades of EXCELLENT. To name only a few of our hard working Engineers, Jesus Ibanex, Henry Stewart, Mike Viets and Mike Bush, were part of the group who assisted in the accomplishment of both evolutions.

Needles to say, when the ship is steaming certain machinery failures can result, but thanks to men like Randy Conwell, Melvin Gwynn and Steve Paulson of the repair group; Duane Fish, Jim Ballard and Horace Franklin of the Electrical gang; Ron Hill and Burney Beal of the Electronic Technicians; faulty equipment is quickly repaired.

Under the leadership of Everett Otte, G Division has converted the old Tartar Check Out room to an office. We understand it seems to be more of an Acey-Deucey Club, since Ken Bensen, Fred Brown and Larry Orrell always seem to be there...working??

Ken Free had the opportunity to ride the Dutch Ship Evertsen for the transit. He was able to visit their various working spaces and compare them to ADAMS and other U.S. Ships.

Our first night in Lisbon, we had to anchor out, and operate our boat. At 4 AM on the 20th of April, our boat crew of Donald Cocke, Glenn Phillips and William Baker acted as good samaritans when they transported an injured Canadian sailor to several ships before finally locating medical treatment for him. Their outstanding service was acknowledged the following day in a message from the Canadians.

A once in a lifetime sports thrill was experienced by Al Colenda, when he holed out his tee shot for a hole-in-one at one of the local courses in Lisbon. Nice work, Al.

Our special congratulations are extended to Jim and Barbara Miller on the arrival of little Kimberly Ann Miller. Our last report said both mother and baby were doing fine.

April the 1st marked the advancement for several of our men. Promoted were Terry Mooney to BT1, Nicholas Garcia to BT1, Harry Blackney to BT2, Dan Donovan to FTM2, David Stahl to SM2, Lloyd Holt to MS2, Charles Keyser to HM2, Theodore Morrow to STG2, Donald Cocke to SM3, Richard Kisker to SH3, Jerry Kresge to FTG3, Gary Laffoon to FTG3, William Myers to BM3, William Rowe to SM3, Leroy Stromoski to SH3, Joe Thouvenal to SM3, Henry Valdez to RM3, Richard Walker to GM3 and Ronald Wenner to SK3. Congratulations and Well Done are certainly in order for these men.

Although I'm sure for many of you the cruise has seemed to be years long, we have finally reached the two-thirds mark. We have now established 0900 on Thursday 13 July as our arrival time in Mayport, so mark that day on your calendars.

The schedule for the month of May is as follows:

1 May - Lisbon, Portugal
2 May - 9 May - At sea for a NATO exercise
10 May - Inport Izmir, Turkey
12 May - 14 May - At sea NATO exercise
14 May Inport Pireaus, Greece
17 May - At sea, Transit
19 May - Inport Naples, Italy
22 May - At sea
23 May - Inport La Spezia, Italy
24 May - 26 May At sea, Transit
27 May - Arrive Lisbon, Portugal
27 May - 12 June Inport Lisbon

Some ADAMS sailor who has the lucky number in the ADAMS Navy relief raffle will win a free trip home from London plus 20 days leave and 100 dollars spending money. It may be your ADAMSMAN. The winner will be announced in next months Family Gram.

Our schedule after our return is still rough but based on our 13 July arrival date should look like this:

- 13 July - 13 August - Inport for leave and upkeep Mayport.
- 14-24 August - Underway for training and visit to New York City. Possible short stop Charleston to offload stores.
- 25 Aug - 4 Sept - Upkeep Mayport preparing for Navy Distillate Conversion.
- 5 Sep - 20 Oct - Inport Mayport in Restricted Availability for Navy Distillate Conversion.

We have a new ship in the Force, the Portuguese frigate ALMIRANTE PAREIRA DA SILVA. They will be with us until we leave the force on 3 July at the end of our London visit. Our good friends in the Canadian ship Skeena will leave us in Portugal on 1 May, and head for Halifax.

The last week of April has been spent participating in a large scale NATO exercise called NIGHT SEARCH. Our "objective" has been to guarantee freedom of the sea off the entrance to the Mediterranean Sea. The Standing Naval Force has been joined by other ships from Canada, Great Britain and the Netherlands in escorting a simulated vital cargo of oil into the Med. We have been opposed by a simulated enemy "ORANGE" force and have been "battling" furiously with little sleep for the entire week. I am pleased to say that our weary team has done well. While all of us pray that we never have to use the skills we are sharpening at sea, we each know that those who might take our freedom from us will think twice before trying, only so long as we maintain our high state of readiness. ADAMS has never been sharper.

I'd like to end this month's letter with a comment about the conduct of ADAMS' crew during this deployment. It has been exceptional. Each man seems to understand his individual importance to the operation, maintenance and day to day life of the ship. We have had less problems (essentially none) than any other ship in the Force. We have received no Shore Patrol Reports. I have received comment after comment about ADAMS "Ambassadors" ashore. They represent you and our country well wherever they go.

My next letter to you will be mailed when we return to Lisbon after our exciting transit of the Med. It will be the first visit of the Standing Naval Force to the Med. We will be joined at various times by ships of our NATO Allies Turkey, Greece and Italy. I should have lots to report.



B. Bruce NEWELL
CDR, USN
Commanding Officer