

HUNTINGTON HERALD

Volume 19, Issue 1

May 2009

OFFICIAL NEWSLETTER OF USS HUNTINGTON



Special Points of Interest

- *We think you'll enjoy reading "Real Navy Chiefs," the cover article. See if you agree with the author.*
- *Gene Volcik urges everyone to attend the 2009 reunion in Albuquerque, NM in his article on page two.*
- *Read a story from the USS Griggs Coordinator, Charles Forshee, on page two.*
- *Bruce Gillies remembers Gitmo. See page three.*
- *Get to know the USS Rowe. Its history is on page four.*

REAL NAVY CHIEFS

REAL CHIEFS Think Ensigns should be seen and not heard, and never, ever, be allowed to read books on leadership.

REAL CHIEFS Don't have any civilian clothes.

REAL CHIEFS Have CPO Association Cards from their last 5 commands.

REAL CHIEFS Don't remember any time they weren't Chiefs.

REAL CHIEFS Propose like this "There will be a wedding at 1000 hours on 29 October, be there in whites with your gear packed because you will be a prime participant."

REAL CHIEFS Favorite

national holiday is CPO Initiation.

REAL CHIEFS Keeps four sets of dress khaki uniforms in the closet in hopes they will come back.

REAL CHIEFS Favorite food is shipboard SOS for breakfast.

REAL CHIEFS Don't know how to tell civilian time.

REAL CHIEFS Call each other "Chief."

REAL CHIEFS Greatest fear is signing for property book items.

REAL CHIEFS Dream in Navy Blue, White, Haze Gray and occasionally khaki.

REAL CHIEFS Have served on ships that are now war memorials or tourist attractions.

REAL CHIEFS Get tears in their eyes when the "Chief" dies in the movie "Operation Pacific."

REAL CHIEFS Don't like Certified Navy Twill. "Wash Khaki" is the ONLY thing to make a uniform out of.

REAL CHIEFS Can find their way to the CPO Club blindfolded, on 15 different Navy Bases.

REAL CHIEFS Have pictures of ships in their wallets.

(Continued on page 2)

(Continued from page 1)

REAL CHIEFS Don't own any pens that do not have "Property U.S. Govt" on them.

REAL CHIEFS Don't voluntarily get the mandatory flu shots.

REAL CHIEFS Don't order supplies, they swap for them.

REAL CHIEFS Favorite quote is from the movie Ben Hur, "We keep you alive to serve this ship."

REAL CHIEFS Think excessive modesty is their only fault.

REAL CHIEFS Hate to write evaluations, except for their own.

REAL CHIEFS Turn in a 4 page brag sheet for their evaluation.

REAL CHIEFS Last ship was always better.

REAL CHIEFS Know that the black tar in their coffee cup makes the coffee taste better.

REAL CHIEFS Idea of heaven-Three good PO1's and a Division Officer who does what he is told.

REAL CHIEFS Think John Wayne would have made a good Coast Guard Chief, if he had not gone soft and made Marine movies.

REAL CHIEFS Use the term "Good Training" to describe any unpleasant task...Scraping the sides of the ship is "Good Training." Having to sleep on your seabag in the parking lot because there was no room in the barracks is "Good Training."

COORDINATOR'S CORNER

BY GENE VOLCIK

There is a song that has the line, "Memories are made of this." Well, that sorta reminds me of our reunions—memories and friendships are always made at each reunion. You can never put a value on memories, but they can never be made unless you make them, so this is just another subtle way of hinting that you should come to our reunions. I know that we have been to Albuquerque, New Mexico, and you may think there is nothing else to see or do, but the city and surrounding area offer many exciting sights. After such a rough year of snow, flooding and drought in many parts of our country, wouldn't it be nice to enjoy a little sunshine—and add a little more sunshine to our extended family reunion? This year we are joining with the USS Rowe and USS Griggs, so we should have a better reunion with a larger crowd of salty sailors and their sweet wives and friends. With the increase in attendance, we should be able to get better hotel rates and have enough to make the bus trips to the different sights. You know we are all proud of being sailors, so let us sail our ships into the dry docks of Albuquerque and let them know we are there with our wives and friends to enjoy their hospitality. As I have said many times before, we are like an extended family with close ties with each other and this love for each other grows each and every year. All seems to be well when we get together, so join the fun and forget your problems and ailments at least for a few days, because that is the name of the game. So as always, I say, "YA'LL COME!!!"

A STORY FROM USS GRIGGS COORDINATOR

BY CHARLES FORSHEE

This writer has seen many occasions that could have had disastrous results. When the USS Baker sunk a German sub, the Germans said they fired a torpedo at our ship, but it missed. When the USS LaGrange was hit moored next to us at Okinawa, it was believed that the actual target was the USS Griggs because we had just loaded troops for return to the USA. There were a number of ships moored in a line that could have been observed loading troops to our ship. But one ship getting underway in that line closer to the beach and pulling out would have changed the number of the ship to be hit by suicide planes to the LaGrange. Another time we dropped anchor in Luzon, Philippines, and the water was clear and someone looked down and a mine was bumping up against the side of the ship. We very carefully maneuvered out of that area and reanchored. Another time we went through a storm that tore away one life raft and did more damage to the ship. Two other ships could not keep up with us and took several days to catch up in order to travel together. On the USS Baker, a DE, we were in the north Atlantic during a storm and had 70 degree rolls and had damage to the ship. Seventy-two degree rolls and the ship would have continued and would have capsized. The only thing I can say is God was looking after us and protecting everyone on board both the USS Baker and the USS Griggs when they did not get hit by suicide planes or torpedoes in those days of danger.

2009 USS HUNTINGTON REUNION SEPT. 17-20 ALBUQUERQUE, NM
BEST WESTERN HOTEL

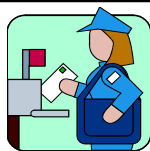
REMEMBERING GITMO

BY BRUCE GILLIES, MM3

Most shakedown cruises of ships manufactured on the East Coast had their shakedown cruises down in Cuban waters. Also there is an island down there used to target practice. During the Huntington shakedown cruise we put in to Gitmo Bay, as they called it. Liberty on base there consisted of two beer gardens with a truck taking men back and forth. The beer garden had Cuban beer. On the label was a picture of an Indian—side view. They sold the beer two bottles for a quarter—what a bargain and on a Navy base at that. This beer was much stronger than American beer, and they used to say when you saw the Indian Chief on the label looking at you with two eyes, you had too much.

Across from the Navy base was a town called Caminera. I went over there one time and saw Cuba for what it was then. Dirt roads and shacks with pigs running in and out of houses. People there used to come over to the base to work. Also working on the base were people from China. They would save their money and return to China thinking they would live well. I guess that didn't work out too well.

Castro wanted us out of Cuba when he took over, but we had a long term lease. One time he turned off the water supply, but a few flyovers changed his mind. Gitmo is a wonderful port with lots of room for ships. I have seen battleships, air craft carriers, cruisers, as well as many smaller ships in there at the same time. Before leaving the Navy I used to go down there from New Orleans every two weeks on the Wallis L Lind DD-703—a reserve training ship. I assume not much has changed there except for the description of the ships putting into port these days.



MAIL CALL

Editor's Note: The following e-mail was sent asking for input for this newsletter: "Please send a story about the most surprising thing you learned in the Navy. Many of you were a small town or farm boy when you went in, so there must have been some real surprises when you were exposed to the world. Maybe it was another culture, an unfamiliar language (accents, phrases, foreign languages, etc.) or listening to how other shipmates were used to living back home. Maybe you learned something about yourself and your abilities that you never thought you could do." We only got one response, so we would like to extend this story idea for the next issue. Please send in your most surprising story for August.

Here is the one response we received:

Charles Sutter, I Division:

Before I enlisted, I lived at home and shared a large bedroom and a private bath with my brother. We each had our own comfortable bed. What a surprise it was to share a compartment with thirty other guys and a "head" that was very open. I also learned quickly that you never want a bottom bunk.

Published by:

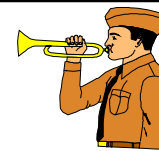
*Military Locator & Reunion Service, Inc
PO Drawer 11399
Hickory, NC 28603-6402*

*828-256-6008 (voice)
828-256-6559 (Fax)*

**DINA@MLRSINC.COM
KAREN@MLRSINC.COM**

www.mlrsinc.com/huntington

Our Reunions Work So You Don't Have To.



TAPS

The Herald was informed of the deaths of the following former crewmembers since the last newsletter. The entire crew extends our deepest sympathy to the families and friends of the deceased.

Fred Raiford, Jr.
Died March 1995

Odell Yancey, Sr
(1946-49) GM3 5th Div
Died September 5, 2008

Ben Przybylko
Died January 24, 2009

Phillip Dye
(1946-47) FC-3 7th Div
Died March 2009

Waylon "Jack" Luck
Died December 5, 2008

Anyone learning of the death of a former crewmember is requested to notify the Herald so their passing can be acknowledged in TAPS and also on the Honor Roll at the reunion memorial service.

FINANCIAL STATEMENT

Balance after 11/08 **\$473.73**

Contributors since 11/08

G.L. Brooks \$25.00

Donna Desoto \$25.00

Jack Kelty \$20.00

Gary Gerard \$50.00

Total received since 11/08 **\$120.00**

Available for 05/09 **\$593.73**

Funds expended 05/09 **\$324.48**

Ending Balance for 08/09 **\$269.25***

***Funds will be needed for the August issue.** Contributions for the newsletter may be sent to ML&RS, Inc. at the address to the left.

HISTORY OF THE USS ROWE (DD-564)

Editor's Note: Since the USS Huntington will be meeting with the USS Rowe for the 2009 reunion, we thought we would give you a history of the Rowe so you would be familiar with their ship.

(DD-564: dp. 2,940 (f.) 1. 376'5", b. 39'7", dr. 17'9"; s. 35 k., cpl. 329, a. 5 5", 1b 40mm., 7 20mm., 10 21" tt., 2 dct.6 dcp.; cl. Fletcher)

Rowe (DD-564) was laid down 7 December 1942 by the Seattle-Tacoma Shipbuilding Co., Seattle, Wash., launched 30 September 1943, sponsored by Mrs. Louise Bradley Roberson, and commissioned 13 March 1944, Comdr. A. L. Young, Jr., in command.

Following shakedown off San Diego, Rowe got underway for Pearl Harbor 24 May 1944. After 2 weeks of additional underway training in the Hawaiian Islands, she completed a round-trip escort run to Eniwetok, 16 June to 2 July, and on 3 August 1944 sailed as flagship of Destroyer Squadron 57 for Adak, Alaska, to report for duty with the 9th Fleet. She engaged in underway training there, and participated in three strikes against the Kuriles, Matsuwa To Island on 21 November 1944, Suribati Wan on 3 January 1945, and Kurabu Zaki, Paramushiro Island on 18 February 1945. On 18 April Destroyer Division 113 was detached from the North Pacific Force and sailed for Pearl Harbor.

There following repairs and training, Rowe sailed on 11 May for Ulithi with aircraft carrier Ticonderoga and her destroyer division. Arriving 22 May, she joined the 5th Fleet for duty and a week later left Ulithi in convoy for Okinawa. Reaching the Ryukyus 2 June, Rowe began radar picket duty. Fifteen days later, with Destroyer Division 113, she escorted the battleship Mississippi out of Hagushi anchorage and steamed for the Philippines, reaching San Pedro Bay, Leyte Gulf, 20 June.

Standing out of Leyte Gulf on 1 July, Rowe rendezvoused with TF 38 for screening and plane guard duties during attacks against the Japanese home islands, Honshu, Shikoku and Hokkaido. The first strike was launched on 10 July against airfields and installations in the vicinity of Tokyo. Temporarily detached on 23 July 1945, Rowe participated in the bombardment of the town of Omura on Chichi Jima then rejoined the carrier force.

When the official surrender document was signed in Tokyo Bay on 2 September 1945, Rowe was still steaming with Task Group 38.4 in a patrol area east of Honshu Island, while the group's planes performed air observation missions over prisoner of war camps. Following a round-trip run to Eniwetok, Rowe steamed out of Tokyo Bay 18 November for Pearl Harbor and the United States.

Touching at San Diego, Rowe transited the Panama Canal 17 December and reached Philadelphia 23 December. Arriving Charleston 20 March 1946, Rowe decommissioned 31 January 1947 and was berthed at Charleston as a unit of the Atlantic Reserve Fleet.

After almost 5 years, on 20 September 1951, Rowe was brought out of mothballs and recommissioned 5 October 1951. Following shakedown in the Guantanamo Bay area, Rowe conducted shore bombardment exercises at Culebra Island P.R., and returned to Norfolk 12 March 1952 for local operations with Des Div 322. In July she steamed to Halifax returning to Charleston in late August for a yard availability.

Following further training exercises in the Caribbean in early 1953, she made a midshipman cruise to Europe during the summer, and, during the fall, she undertook hunter-killer antisubmarine warfare exercises with TG 81.2 in the Caribbean. On 20 April 1954 Rowe, with ComDesRon 32 embarked got underway for duty in the Far East. Steaming via

Panama, she reached Yokosuka, Japan, 28 May 1954. Three days later she and Fichteler got underway for Sasebo, thence to Pusan for patrol duties. Arriving the same day, they relieved Fox (DD-799) and Laffey (DD-724) on Korean patrol. On 4 June Rowe assisted crash boats and aircraft in a search for an Air Force plane that had crashed between Korea and Japan. Six members of the plane's crew and passengers were rescued. Rowe then towed an Air Force seaplane, which was unable to take off in the rough seas, to port. On 28 August 1954 Rowe completed her tour with the 7th Fleet and prepared for the homeward leg of her round-the-world journey. Steaming via Suez and the Mediterranean, the division arrived in Norfolk 28 October 1954.

The following months were spent in tender availability upkeep, leave and local operations. On 20 June 1955, while conducting high-speed night carrier operations with Bennington, Rowe rescued a downed pilot. From 18 July through 19 September, Rowe participated in various CONVEX events and training exercises while operating with Commander, AntiSubmarine Warfare Forces, Atlantic Fleet. Rowe returned to Mediterranean duty on 5 November and served in the 6th Fleet returning to Norfolk 26 February 1956.

In June and July 1956, Rowe conducted another midshipman cruise, then resumed operations out of Norfolk. Attached to the 6th Fleet 21 October 1957 to 5 March 1958, Rowe returned to European waters in June to call at ports in Sweden and Germany. Back in Norfolk in early August, she operated off the Atlantic and Gulf coasts until decommissioned in November 1959 and berthed at Norfolk, where she remains into 1974.

Rowe earned three battle stars for World War II service.