

THE FLAGSHIP

Volume 12 Issue 1

February 2004

OFFICIAL NEWSLETTER OF USS ROWE & USS WATTS



PROGRAM FOR RECOMMISSIONING OF THE USS ROWE (DD-564) OCTOBER 5, 1951

Continued from November 2003 issue. (Note: In that issue the year was incorrectly printed 1954. It is actually from 1951)

COMMANDING OFFICER

Commander Snowden Arthur, U. S. Navy, the Commanding Officer of the USS Rowe (DD-564), is a graduate of the U.S. Naval Academy, class of 1938. As a midshipman, he was editor of the Academy LOG and a member of the swimming team. During World War II he commanded two destroyers, the four-piper USS BROOME and the 1600-tonner USS BOYLE, operating in the Atlantic and Mediterranean, and at Okinawa during the closing months of the war. He holds the Bronze Star Medal with combat "V" for operations in the Southern France-Italian area as Commanding Officer of the BOYLE. He was recently detached from the Progress Analysis Group in the office of the Chief of Naval Operations. During 1949, he was a

member of "Op-23," OpNav Organizational Research and Policy Division. Last year he wrote the directive establishing the new system for issuing instructions and notices to the Operating Forces.

EXECUTIVE OFFICER

The Executive Officer of the USS ROWE (DD-564) is LCDR John P. Simpson, Jr., USNR, a graduate of the University of Georgia and a native of Atlanta, Georgia. During World War II, he served aboard the USS PLUNKETT, a destroyer, for two years during which time the ship was on convoy duty in the North Atlantic, acting as an escort, and subsequently participating in the North African, Sicily and Salerno campaigns. In 1943, he reported to the USS MORRISON in the commissioning detail of that

destroyer and subsequently became the executive officer. While he was on board the MORRISON she joined Task Force 58, and served with Carrier Task Forces until she was sunk on radar picket duty at Okinawa. LCDR Simpson wears seven battle stars on his Asiatic-Pacific campaign ribbon, the Bronze Star Medal with combat "V," and holds a letter of commendation and two Navy Unit citations.

ROSTER OF OFFICERS

CDR C. Snowden Arthur--
Commanding Officer
LCDR John P. Simpson, Jr.--
Executive Officer
LT Lawrence H. Baker, Jr. --
Operations Officer
LT Bennie D. Freeman—
Gunnery Officer
LT Jack M. Hanson—
Engineering Officer

LTJG Richard F. Guthrie—
CIC Officer
LTJG Frank H. Gurry—
First Lieutenant
LTJG Frederick J. Clawson—
Main Propulsion Assistant
LTJG Lewis Neilson—
Torpedo Officer
LTJG Edward Becker—
Air Defense Officer
LTJG Richard L. White—
Damage Control Assistant
ENS Lewis H. Goldbeck, Jr.—
ASW Officer
ENS Paul W. Arthur—
Communications Officer
ENS Kenneth J. Lisy—
Supply Officer
ENS R. S. Duggan—
Electronics Officer
ENS William E. Wilson—
Electrical Officer
LTJG Anthony Sullivan
(To Report)
LTJG W. E. Sutter, Jr.
(To Report)



TAPS

The Flagship has learned of the following deaths since the last publication. Not all deaths were recent, but were just learned of. Every member of the Association sends his heartfelt sympathy to the family and friends of the deceased. If you learn of the death of a former shipmate, please let us know so his name can be included in TAPS and also added to the Honor Roll for the next reunion.

USS ROWE

Edward Tallman
(1952-56) BT3 E Div
Died July 16, 2003

W.J. Brown (LTJG)
Died 1997

James Trainham (BM)
Died 1999

Anthony Pikus (RM3)
Died December 1999

USS WATTS

James Gillen
(1945-46) Ensign C Div
Died December 27, 2002

Lt Warren Gorton (1951-53)
Died October 23, 2003

CORRECTION

The TAPS entry in the last issue for Ray Dishner should have read
GMC Ray Dishner.



MAIL CALL

Dear Dina,

I talked to Charles Arthur this morning by phone so all of the info I sent you is up-to-date. He was my CO (Commanding Officer) when I reported aboard in April 1952, and I was his Bridge Talker for the Special Sea & Anchor Detail (getting underway & returning to port). He said that he had just spent over 30 days in the hospital and/or rehab center. I asked him what was wrong and he said, "Everything." He graduated from the U. S. Naval Academy in 1938 and I believe he is 88 years old. It's too bad that we didn't know that he lived in Washington, DC because we had a Reunion there in 2000. We could have gone to visit with him and/or we could have gone over and picked him up and brought him over for all and /or some of the reunion functions. He was a good CO.

Now let me tell you a story about Capt. C.S. Arthur. Shortly after I reported aboard the ROWE, I don't remember if I was SA or SN then, but I became the Captain's Bridge Talker (Sound Power Phones) for Special Sea and Anchor Detail. I had about 15 other stations that reported to the Bridge. I believe it was my very first time as the Captain's Bridge Talker for Special Sea and Anchor Detail when Main Engine Control requested permission to spin main engines once every 3 minutes. (I scored very low on Mechanical for my GCT, so I knew absolutely nothing about engines and/or what they were requesting permission from the Captain for). At Boot Camp they taught you to say, "Repeat," if you didn't understand the message. After I said,

COORDINATOR'S COLUMN

"HOSPITALITY"

On their way home to Kansas, following our 2003 reunion at Charleston, the Stegemans made a stop at Adamsville, TN.

This stop was to visit Norman and Ann Britt, who put them up for the night, and took them to Hagy's Catfish Restaurant, which has been in business for 65 years and is located on the banks of the Tennessee River.

On our trip to Florida, Ruth and I made a detour to the Britts' home on October 28, and also enjoyed our visit with Norm and Ann and the delicious catfish dining. Thanks again, guys.

Bob & Ruth Wood

2004 REUNION
USS ROWE/WATTS
SEPT 23-26
COLORADO
SPRINGS, CO

FINANCIAL STATEMENT

Balance after 11/03 **\$131.39**
Funds received since 11/03 issue
\$479.00
Funds available for 02/04 issue
\$610.39
Funds Expended for 02/04 issue
\$294.05

Ending Balance \$316.34

“Repeat,” about a dozen times, I realized that Main Engine Control was getting upset, so I turned to the Captain and said, “Captain, Main Engine Control request permission to spin something down there every 3 minutes.” Needless to say I never did that again. By the way, Capt Arthur didn’t remember that when I talked to him by phone.

Mr. Duggan, who was at our last reunion in Charleston, SC on Sept. 18-21, 2003, was the Electronics Officer. They both re-commissioned the ROWE in Charleston, SC in October 1951. I might try to visit him sometime in the near future if I get a chance.

At the Reunion in Charleston, SC, I talked to BM3 Woods and his wife Yvette. They told me that they moved to Kutztown, PA, (a couple

of hours from where I live). Last fall Cabela’s opened a new Sporting Goods Store up near the Woods. I called them by phone and we agreed to meet at the store on January 21, 2004. It was about 1 hour and 45 minutes from my place and about a half hour from the Woods’ residence. We met at the store around 1030. Shortly after meeting we went to the restaurant for lunch. (They have a restaurant in the store on the 2nd level.) We talked about old times because we were both on the ROWE at the same time. Hopefully we can do this again sometime.

If you live near a ROWE shipmate, why not give him a call and/or look him up. It will do your soul a lot of good.

One other thing I would like to call to your attention. At the

ROWE reunion in Charleston, SC, one of the ROWE shipmates told me about an outstanding video called “Heavy Metal, The Destroyer.” The entire video is about the Fletcher Class Destroyers. I would recommend it very highly and I purchased mine from the History Channel (A&E) for around \$20.00. I have watched it several times and get goose bumps every time I watch it.

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ONCE I WAS A NAVYMAN

I like the Navy. I like standing on deck on a long voyage with the sea in my face and ocean winds whipping in from everywhere– the feeling of the giant steel ship beneath me, it’s engine driving against the sea.

I like the Navy. I like the clang of steel, the ringing of the bell, the foghorns and strong laughter of Navy men at work. I like the ships of the Navy–nervous darting destroyers, sleek cruisers, majestic battle ships and steady solid carriers.

I like the names of the Navy Ships: Midway, Hornet, Enterprise, Sea Wolf, Iwo Jima, Wasp, Shangri-La, and Constitution–majestic ships of the line.

I like the bounce of Navy music and the tempo of a Navy Band, “Liberty Whites” and the spice scent of a foreign port. I like shipmates I’ve sailed with...the kid from the Iowa cornfields, and a pal from New York’s eastside, an Irishman from Boston, the boogie boarders of California, and of course a drawling friendly Texan.

From all parts of the land they came–farms of the Midwest, small towns of New England– the red clay and small towns of the South, the mountains and the prairies. All Americans. All are comrades in arms. All are men of the sea.

I like the adventure in my heart when the ship puts out to sea, and I like the electric thrill of sailing home again, with the waving hands of welcome from family and friends waiting on shore. The work is hard, the going rough at times. But there’s the companionship of robust Navy laughter, the devil-may-care philosophy of the sea.

And after a day of hard duty, there is the serenity of the sea at dusk, as white caps dance on the ocean waves. The sea at night is mysterious. I like the lights of the Navy in darkness–the masthead lights, and red and green sidelights and stern lights. They cut through the night and look like a mirror of stars in darkness. There are quiet nights and the quiet of the midnight watch where the ghosts of all the Sailors of the world stand with

you. And there is the aroma of fresh coffee from the galley.

I like the legends of the Navy and the men who made them. I like the proud names of Navy Heroes: Halsey, Nimitz, Perry, Farragut, and John Paul Jones. A man can find himself.

In years to come, when the Sailor is home from the sea, he will still remember with fondness the ocean spray on his face when the sea is angry. There will come a faint aroma of fresh paint in his nostrils, the echo of hearty laughter of the seafaring men who once were close companions. Locked on land, he will grow wistful of his Navy days, when the seas belonged to him and a new port of call was always on the horizon.

Remembering this, he will stand taller and say, **“ONCE I WAS A NAVYMAN.”**

Submitted by Larry DiPasquale

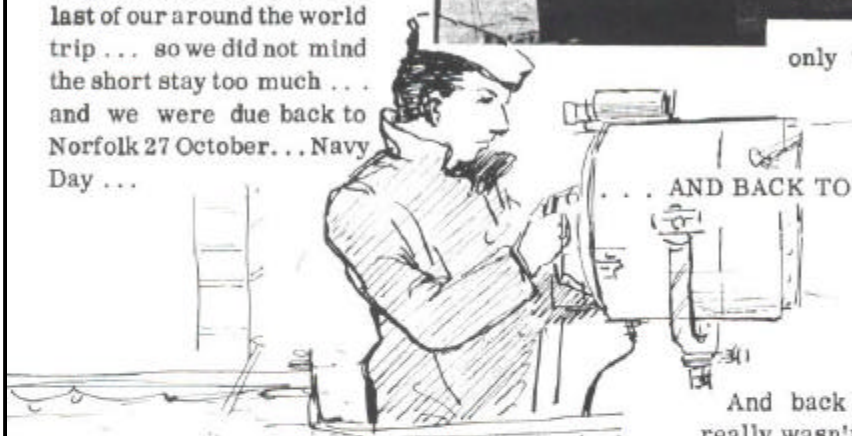
USS FECHTELER DDR-870 TIED UP OUTBOARD OF THE USS ROWE DD-564 IN THE AZORES. THIS WAS OUR LAST STOP BEFORE NORFOLK FROM OUR KOREA/WORLD CRUISE IN 1954. SENT BY CARL CRAMER.

LAST, THE AZORES

Our last stop before Norfolk was the Azores ... a fuel stop of only a few hours ... liberty was restricted to walks about the quay ... but most of us were ready to complete the last of our around the world trip ... so we did not mind the short stay too much ... and we were due back to Norfolk 27 October ... Navy Day ...



only walks about the quay



NORFOLK

And back to Norfolk at last ... but it really wasn't that easy ... running well ahead of our track we collided with the little storm that wasn't there ... at least so said the weather bureau ... which lasted three days and covered a front of 1500 miles ... we called it Hazell's first cousin ... and we wound up a day late and many bruises back to Norfolk ...



entering the home slip

