

# The FLAGSHIP

Volume 15 Issue 4

February 2008

## OFFICIAL NEWSLETTER OF USS ROWE



### Special Points of Interest

- *What was your biggest frustration or irritation while in the Navy? Read about what others had to say on this subject in our cover story.*
- *More stories on how the Navy benefited one's life are on page two.*
- *Only one new name for Welcome Mat on page two. See if you can locate an old buddy and let us know.*
- *Carl Cramer has some requests for his shipmates in a letter under Mail Call on page three. Hope someone can help out.*
- *Read about the new USS George H.W. Bush CVN-77 on pages three and four.*
- *Hope you enjoy the puns on page four.*

## MY BIGGEST FRUSTRATION

*The subject above was suggested by a reader for the next series of articles after a successful question on the benefits of being in the Navy. Following are the answers received on your biggest frustration or irritation in the Navy.*

### Steve Painter:

We pulled into Hong Kong in 1963 and the "E" Division (electrical) were restricted to the ship because the dress ship lights were not completed. Thanks to our EM, everybody got liberty but us. Wish I could remember his name. This is one of many experiences that caused frustration to me.

### Delbert McFadden:

There were some instances that I recalled but

really would be reluctant to mention. Many times the frustration or irritation comes in interactions with others, some that should just be forgotten. I would rather focus perhaps on humorous incidents or unique situations, such as the time I found myself in the captain's cabin. We were riding in a major storm and were caught in some deep swells. I was sitting in a chair in CIC by the porthole when the ship lurched over a wave...it threw me, sitting in the chair, across the room and the sliding CIC door opened and the captain's door across the passageway slid open and I landed right in the captain's cabin still sitting in the chair. The captain was on the bridge at the time and I scampered back across the passageway.

### John Harris, SO2:

I don't recall many frustrating incidents that affected me; at least not after basic training. There is a minor one that I do remember. The tin cans had to escort a tanker back from the Med Cruise. This greatly limited the speed that we could steam. Seems to me that our max was "standard" (15 knots). We encountered some really nasty weather off of Cape Hatteras. The DDs were being tossed around like match sticks, and we had to proceed to a safe anchorage. I recall the instrument on the bridge indicating 35 to 40 degree rolls at anchorage.

The gist of the story is that the tanker was able to steam into Norfolk and after we "baby sat" her

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across the Atlantic, she beat us home by a day.

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### Mike Flaherty SO2:

My biggest frustration came towards the very end of my enlistment. We were sitting dockside with no requirement to get underway. My discharge date was in mid October. I wanted to go back to school and there was a second session starting early October. I put in a request for early discharge—to leave the ship by October 1. The request went through the chain of command with each level approving it with high recommendations until it got to the Executive Officer. He was relatively new on the Rowe and he disapproved the request. Needless to say I requested permission to talk with him but couldn't persuade him to change his mind. As a result, I missed the next session of school and had to wait a year before I could begin.

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### Clarence Stegeman, Electricians Mate 3/c:

The most frightening time while serving aboard the USS Rowe was when I was asked to change a light bulb on the outer end of the mast. The mast was about 40 feet above the deck. Fortunately, the day was sunny and the sea was quite calm, but when you were up on the mast you were about 60 feet to the water. The bulb was incased in a red glass moisture protective casing and had to be removed to get the bulb out and a new one installed. I was hanging on for dear life and frantically working to get the installation completed and back on the deck. Of course when you are under way the ship does up and down motion and some sideway movement as it moves through the waves of the ocean. I'll say one thing—that was the quickest I changed a bulb on a ship.

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## MORE ON HOW THE NAVY BENEFITED MY LIFE

*For those who don't have e-mail and didn't get a chance to respond to the question for the last issue, here are your responses:*

### Bob Wood:

This farm boy, with my mother's signature, enlisted on my 17th birthday, September 13, 1943. On Sept. 21, I was in the Navy for the duration and 6 months.

I was sent to Miami University, Oxford, Ohio, to learn typing and to copy Morse Code. We lived in the dorms and had great chow.

I was to catch the Rowe at Bremerton, WA on her shakedown cruise, but got there too late, and caught the Rowe at Pearl Harbor. I left the ship at Philadelphia on Dec. 23, 1945. Discharged March 22nd, 1946.

We served in the North and South Pacific. I survived the radar picket duty at Okinawa, as well as the wild storms. It was a great experience.

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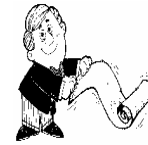
### Jan Bohren (1956-58):

It was a great experience for me and I was able to save enough money to go to school for a year when I got out, and eventually finished my degree and went on to become a Senior Executive in the U.S. Office of Personnel Mgmt., Exec. Dir. of Federal Labor Relations Authority, and Director of the Naval Civilian Personnel Command) plus, executive positions in the private sector.

You might want to ask former Rowe shipmates who were on the 1957 (?) Med Cruise about Gibraltar.

*(Editor: Okay guys, let's hear about Gibraltar!)*

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## WELCOME MAT

The following shipmate has been located since the last issue of the newsletter. Welcome aboard. We hope to see you at the next reunion.

**Dennis James**  
 (1951-52) MM2 Eng  
 6706 Country Rd 2  
 Swanton, OH 43558  
 419-825-2823  
 jodi41262@yahoo.com

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## REQUEST FOR COASTER INFO

Carl Cramer would like information about the USS Rowe DD-564 coasters that he received at the 2007 reunion. In the middle it had the Navy Log and the following wording: "UNITED STATES NAVY \* FAIR WINDS AND FOLLOWING SEAS". He would like to order some more of them, but doesn't know where they came from. If you know how he can obtain more, please contact him at:

[thecramers@pa.net](mailto:thecramers@pa.net) or  
 Carl Cramer  
 PO Box 98  
 Newburg, PA 17240

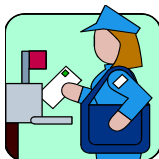
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*Our reunions work so you don't have to.*



## MAIL CALL

Dear Karen,

A couple of things:

1. When I go into the USS Rowe DD-564 web site under Association web site, the following comes up:

*"I'm sorry, the portion of your group's site is still under construction. Please check back soon to see the progression."*

It has been like that for a couple of years now. I contacted Dina and she said that we need someone from the Rowe to do this task.

Would it be possible to put something in our newsletter asking for a volunteer and/or volunteers to get this site up and working?

2. Someone put the USS Rowe DD-564 1957 Med Cruise on the computer. Since we made a World Cruise in 1954, and a lot of us have a copy of that Cruise Book, I was wondering if one of our shipmates would have the know-how and volunteer to put this on the computer? It could maybe be added to our web site somehow.

Would like to see both of these done but I don't have any idea how to do it. We had some good shipmates on the Rowe and I hope someone will come forward and volunteer to do this.

Carl Cramer, USNR (Ret)

*Editor's Note: If anyone has the ability and the will to do one or both of these tasks, contact Carl Cramer at the address printed on page two.*



Rowe DD-564 Patch submitted by Delbert McFadden

## USS GEORGE H.W. BUSH CVN-77



**USS George H.W. Bush (CVN-77)** is the tenth and last Nimitz class supercarrier of the United States Navy. She is named for former President George H. W. Bush, who was a naval aviator during World War II. *George H. W. Bush* is to be the final Nimitz class aircraft carrier constructed; her successor will be *Gerald R. Ford*, the first of a new class.

She is the second United States aircraft carrier to be named after a naval aviator (*Forrestal* was the

first). While still a Nimitz class ship, George H. W. Bush differs significantly from her predecessors, even more so than the differences between CVN 68-70 and CVN 71-76.

Construction began in 2001 by the Northrop Grumman Newport News shipyard, at a cost of \$4,500,000,000. The aircraft carrier was christened on October 7, 2006, and delivery is set for 2008. She is scheduled to be commissioned in 2009.

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#### FACTS:

- Contract awarded January 26, 2001
- Seven-year construction time-frame
- Keel laid September 6, 2003
- Christened October 7, 2006
- Delivery scheduled for late 2008
- 47,000 tons of structural steel and about a million pounds of aluminum
- Modular construction process forms large individual units of the ship much like interlocking building blocks
- Units welded together to form a module or superlift weighing up to 900 tons

#### Capability

- Top speed exceeds 30 knots
- Powered by two nuclear reactors that can operate for more than 20 years without refueling
- Expected to operate as Navy warship for about 50 years
- Typical *Nimitz*-class ship carries 80-plus combat aircraft
- Three two-inch diameter arresting wires on the deck bring an airplane going 150 mph to a stop in less than 400 ft

#### Size

- Towers 20 stories above the waterline with a 4.5 acre flight deck
- 1,092 ft long: nearly as long as the Empire State Building is tall
- Four bronze propellers, each 21 ft across and weighing more than 30 tons
- Steering accomplished by two rudders, each 29 ft and weighing 50 tons.
- Four high speed aircraft elevators, each more than 4,000 square ft, bring planes to the flight deck from the hangar below.

#### Capacity

- Home to about 6,000 Navy personnel

- Enough food and supplies to operate for 90 days: 18,150 meals daily
- Distillation plants providing 400,000 gallons of fresh water from sea water daily, enough for 2,000 homes
- Nearly 30,000 light fixtures and 1,600 miles of cable and wiring
- 1,400 telephones, 14,000 pillboxes and 28,000 sheets

## PUNS

### My apologies in advance!

- Two antennas met on a roof, fell in love and got married. The ceremony wasn't much, but the reception was excellent.
- A dyslexic man walks into a bra...
- Two cannibals are eating a clown. One says to the other, "Does this taste funny to you?"
- I went to buy camouflage trousers the other day, but I couldn't find any.
- Two fish swim into a concrete wall. The one turns to the other and says, "Dam!"

## FINANCIAL STATEMENT

Balance after 11/07 **\$710.32**  
 Funds received since 11/07 issue  
**\$0**  
 Funds available for 02/08 issue  
**\$710.32**  
 Funds Expended for 02/08 issue  
**\$104.33**  
**Ending Balance for 05/08**  
**\$605.99**

This issue is being mailed only to those who returned the coupon to receive a paper copy. Others can view the newsletter at the website [www.mlrsinc.com/rowe](http://www.mlrsinc.com/rowe). Please send contributions to ML&RS at the address on page two.

## STATEMENT OF PUBLICATION

The Flagship is the official publication of the USS ROWE Association. From now on it will be published quarterly in February, May, August and November, *subject to receiving sufficient funding*. The Newsletter is funded by voluntary contributions from the membership. All members are encouraged to support the voice of the ROWE. A financial statement appears in each issue of the newsletter.

The newsletter is intended to be a vehicle for the members to express opinions, make suggestions and especially share experiences.

Unless otherwise stated, the views and opinions printed in the newsletter are those of the article's writer, and do not necessarily represent the opinion of the Association leadership or the Editor of the Newsletter.

All letters and stories submitted will be considered for publication, except unsigned letters will not be published. Letters requesting the writer's name be withheld will be honored, but published on a space available basis. Signed letters with no restrictions will be given priority.

Letters demeaning to another shipmate will not be printed; letters espousing a political position will not be printed.

The editor reserves the right to edit letters to conform to space limitations.

ML&RS, Inc. is not responsible for the accuracy of articles submitted for publication. It would be a monumental task to check each story. Therefore, we rely on the submitter to research each article.

**You are encouraged to actively participate in the newsletter family, by submitting your stories and suggestions.**