

The FLAGSHIP

Volume 11 Issue 3

August 2003

OFFICIAL NEWSLETTER OF USS ROWE & USS MATTS



Special Points of Interest

- *If you don't know who Capt. Robert Savage was, then read our cover story. Maybe some of the older guys will remember him.*
- *Ten new names have been added to the mailing list. Maybe you can contact an old buddy from the WELCOME MAT on page two.*
- *Biographies of Irvine Heyward and William Rentz are on page four in MAIL CALL.*
- *See page five under "Looking For..." and maybe you can help locate a former shipmate for someone.*
- *Navy Log entries for Carl Cramer and Bob Wood are on page six. See how you can be included. Read page four.*

HE LOVED HIS CAREER ON THE SEA, MAN'S NAVY SERVICE BEGAN DURING WWII

In the summer of 1999 I read an article in the *Harrisburg Patriot-News* newspaper with the above captioned headline. Being interested in this, I read the entire article.

Robert W. Savage was the gunnery officer aboard the USS Meredith DD-726 during the D-Day invasion. The time was 1:50 A.M. on June 8, 1944, and the place was the English Channel, just off shore from the beaches of Normandy, France. A split-second and one explosion later, he was trying to stay alive as the ship sank beneath him. They hit a mine and the blast killed 2 officers and 35 enlisted men.

The Meredith's death

was the most dangerous moment of a 25-year Navy career during which Savage commanded 3 ships and rose to the rank of Captain.

The rest of his Navy career included an around the world voyage as captain of the destroyer USS Flechteller DDR-870. This was the same ship that the USS Rowe DD-564 picked up in San Diego, CA, on May 4, 1954 and took along to Korea and around the world cruise.

Carl L. Cramer from the USS Rowe DD-564 called Captain Savage and when I told him that I was on the Rowe then, he said, "Where are you. We gotta talk." I was about 2 blocks

from his home and he said that I was to come over right away. When I arrived, he was out in his front yard waiting for me.

A little later he made lunch reservations at the Boiling Springs Tavern, and we spent the entire afternoon together telling sea stories. He brought his world cruise book along as I did, and we looked through them and compared notes.

Doubt if many of our enlisted Rowe shipmates know of Captain Robert W. Savage, but I'm sure all of our officers as well as the COMDESRON 32 staff would have known him.

If anyone would like to

(Continued on page 2)

(Continued from page 1)

contact him, his address is as follows:

Capt. Robert W. Savage
6 Windcroft Ct
Carlisle, PA 17013
Phone: (717) 258-1409

Submitted by:
STGC Carl L. Cramer, USNR (Ret)
June 01, 2003 (Rowe Shipmate)

P.S. Wouldn't it be great if we held our reunion in this area? He could be the guest speaker for our Saturday night banquet. I know he is really getting up in years, because he told me that he graduated from Northwestern in 1940. Probably between age 85-90.

2003 REUNION USS ROWE USS WATTS

**CHARLESTON,
SC
SEPT. 18-21**

**RADISSON NORTH
HOTEL**

Published by:
**MILITARY LOCATOR & REUNION
SERVICE, INC**
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Hickory, NC 28603

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Newsletter: mlrsnewsletters@aol.com
www.mlrsinc.com

Our reunions work so you don't have to.

STATEMENT OF PUBLICATION

The Flagship is the official publication of the USS ROWE and USS WATTS 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/WATTS. 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.



WELCOME MAT

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

USS WATTS

Robert McGinnis
4031 E Fox St
Mesa, AZ 85205

Doyle Glancy
P.O. Box 2154
Sun City, CA 92563
dwglancy2@mchsi.com

Ivan Flock
814 Cape Ave
Bozeman, MT 59715
ivanfl@theglobal.net

Robert Ball
15627 Highway 34
Fort Morgan, CO 80701

Ed Parella
20 Birchwood Rd
Medford, NY 11763

Bernard Rogenski
6865 Backwater Cove
Austintown, OH 44515

USS ROWE

Walter Williams
72 N Meade St
Wilkes-Barre, PA 18702-6515
paguy58@aol.com

John Carter
2747 Martha Dr
N. Charleston, SC 29405

Otto Zipf
P. O. Box 32
North Vale, NJ 07647

Richard Hale (1952-55) Lt(jg)
697 N Golden Sands Dr
Mears, MI 49436
231-873-7194
rahale@sprintmail.com



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

Lexie Bova
Died October 14, 2000

Bill Marshall
(1952-55) FT3
Died February 4, 2002

Paul O'Brien
(Comm.- 1945) WT 2/c E Div
Died December 2001

Dan Seidman
(1956-59) BT2
Died June 7, 2003

Selwyn Goff
(1952-55) FT3
Died February 20, 2003

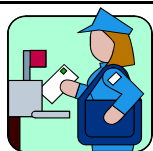
USS WATTS

Kenneth Beaudette
(1944-46) Cox 3/c 1st Div
Died March 8, 2003

Richard Ellwood
(1953-60) MR2 Eng.Div
Date of death not known

R. M. Nolan
(1944-46)
Date of death not known

Irving Shapiro
(Comm.- 1946) SM 3/c
Died April 2, 2002



MAIL CALL

Dear Mrs. Hoyle,

I would like to address the question that is proposed by Mr. Carl Cramer of the USS Rowe concerning the naming of the next reunion found on the first page of the May issue.

I applaud Mr. Cramer's loyalty not only to the USS Rowe, its former shipmates and its reunions, and I certainly appreciate his suggestion about honoring the anniversary of the Korean War and showing a solidarity in commemorating this 50th anniversary; however, since the members of the USS Watts were also involved in that conflict and many of the members of that ship continue to support joint reunions, (unless I misunderstood Mr. Cramer's suggestion) wouldn't it be appropriate to include the USS Watts in the title of the upcoming reunion?

You and your staff do a splendid job of keeping us all informed about the USS Rowe and Watts and I appreciate all your efforts.

Sincerely,
Jim Haldaman

Flagship,

I joined the Rowe in Norfolk in the summer of 1957. Bill Rentz was my department head and Chief Engineer. Jim Durburow was the skipper and LCDR Don McGrath was the XO. While in the Med 1957-1958, Johnny Williams came aboard as the new skipper. As Bill has reported, he had not been aboard a destroyer before, but needed a sea command to be selected for Captain. He was a decorated veteran of WWII and a fine gentleman. He was relieved after about a year by CDR Dick Flournoy who had command until the summer of 1959. We received word of scheduled decommissioning at that time and Flournoy was relieved by LCDR McGrath and we steamed to Orange,

TX, for decom. By then I was Chief Engineer. Other department heads were Carl Cox, Gun Boss; Pete Quinn, Ops. Boss. I left the Rowe after the three months of decom. and was XO on the USS Orleans Parish, MCS-6, a converted LST that was the command and support ship for the Mine Force. From the Rowe with 60,000 shaft horsepower to a ship that had a similar displacement but 1,800 shaft horsepower was quite a change. Subsequently I attended Navy Intelligence School, spent two years as Asst. Naval Attache in Oslo, Norway, and was squadron Material Officer with DESRON Four before leaving the Navy. My experiences as a crew member of the Rowe are some of the fondest I have during my short stay with the Navy.

LCDR Kermit Greeneisen, USNR-RET

Dear Karen,

In the May 2003 FLAGSHIP Publication of the USS Rowe DD-564 you have listed under TAPS I.K. Heyward, IV. You may want to put this in the next FLAGSHIP publication. I served with Mr. Heyward for about two years and this is the kind of items I like to read in our FLAGSHIP publication. (Stories about the men I knew and served with.)

Sincerely,
STGC Carl L. Cramer
P.O Box 98
Newburg, PA 17240-0098
Phone: 717-423-6425
E-mail: thecramers@pa.net

P.S. Also found some additional information about Captain William O. Rentz on the internet. I don't know if there is any additional information that you want to use in the next Flagship publication or not so I'm forwarding it on to you for you to decide.

The following are the articles sent by Mr. Cramer:

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BIOGRAPHY OF IRVINE KEITH HEYWARD, IV

Commander HEYWARD is a native of Charleston and Edgefield, South Carolina. He attended Porter Military Academy in Charleston and Bullis Preparatory School, Silver Springs, Maryland. Following graduation from the U. S. Naval Academy in 1954, Commander Heyward served as Engineer Officer of USS Rowe (DD 564), the flagship of Destroyer Squadron THIRTY-TWO. In 1957, he reported for duty as Executive Officer of USS BLACKBIRD (EMH11), followed by a two year assignment as Aide and Flag Lieutenant to Commander Military Sea Transportation Service in Washington, D.C. In 1960, he was ordered as Operations Officer on the USS JONAS INGRAM (DD 938), after which he assumed command of the USS VITAL (MSO474).

In 1964-65, Commander HEYWARD was a student in the Command and Staff Course, U.S. Naval War College. The Newport assignment was followed by a tour on the Staff of Chief Naval Operations in the General Planning Branch (OP-301). He most recently served as Military Assistance Plans Officer, Staff, Naval Advisory Group, Military Assistance Command, Vietnam. It was for performance in the latter position that Commander HEYWARD was awarded the Joint Service Commendation Medal by the Commander, Military Assistance Command.

In addition to his studies at the Naval War College, Commander HEYWARD earned a Master of Science degree in International Affairs at George Washington University. He has also undertaken additional study in political science at the University of Maryland.

CAPTAIN WILLIAM O. RENTZ

Captain Rentz, born in Milledgeville, Georgia, enlisted in the Naval Air Reserve in 1949 and attended Georgia Tech prior to entering the Naval Academy with the class of 1955. After

commissioning, he served as Damage Control Assistant and Engineering Officer of USS ROWE (DD-564) during two Sixth Fleet deployments. In 1958 Captain Rentz was assigned as Executive Officer and Navigator of USS DASH (MSO-428), in which he served until selection for the Surface Nuclear Power Program. In 1959 he attended the Advanced Nuclear Power Course at New London, Connecticut, and completed operational qualification at the surface ship prototype, Idaho Falls, Idaho in March 1960. Captain Rentz was in the Pre-Commissioning Detail of USS ENTERPRISE (CVAN-65), where he participated in the extensive Propulsion Plant Testing Program and served as Reactor Control Division Officer until June 1963. In addition to two Sixth Fleet deployments, ENTERPRISE also saw action during the Cuban Missile Crisis. In 1963 he returned to the surface ship prototype in Idaho for staff duty, where he qualified as Engineer Officer of a nuclear powered surface ship in 1965.

Captain Rentz then reported, via ASW School, Key West, Florida, for duty as Executive Officer, USS WALLER (DD-466).

Captain Rentz served in the Office of the Secretary of Defense from 1967 to 1970 as Staff Assistant (Reactors) to the Assistant to the Secretary of Defense (Atomic Energy). For this duty he was awarded the Meritorious Service Medal. Following this tour, he was assigned to the Office of the Chief of Naval Operations, Atomic Energy Division (OP-985), and to a Research and Development Analysis Group in the staff of the Chief of Naval Operations (OP-00K) until November 1971.

Captain Rentz was ordered, via Naval Destroyer School and Naval Ships Systems Command, Nuclear Power Directorate, to duty as Executive Officer, USS BAINBRIDGE (DLGN-25) in 1972. BAINBRIDGE made two Seventh Fleet deployments, including an extended Indian Ocean assignment, during his tour of duty, for which he was awarded two Navy Commendation Medals. He served as Commanding Officer, USS

GOLDSBOROUGH (DDG-20), from June 1974 until August 1975.

Captain Rentz is married to the former Pamella Ann Stephens of Cincinnati, Ohio. They have two children, Cynthia and Craig.

Dear Karen,

Several of the USS ROWE DD-564 Shipmates are enrolled in the U. S. Navy Memorial. A lot of them include a picture, duty stations, and awards. I was wondering what you thought about using one or two with each Flagship publication.

Since you probably have no idea what I am talking about, I am going to send you a copy of mine and Bob Wood, our Rowe coordinator. This will give you some idea and then you can let me know what you think. I would guess that I probably have between 10 and 15 and I know there are more that I have not found yet. I think it would be great for our Flagship publication and it may also be a boost for the U. S. Navy Memorial.

Since the USS Watts DD-567 joined us in 1995 or so, I'm sure some of their shipmates are also enrolled in the U. S. Navy Memorial. You could maybe use one from each ship with each Flagship publication.

Sincerely yours,
Carl Cramer

(See page six for these entries.)

The Navy Memorial is for anyone who has served in the U. S. Navy or with the Navy's sister sea services—Marine Corps, Coast Guard, their reserve components, or Merchant Marine. All are eligible for inclusion in the Log.

To reach the Navy Memorial by the Internet, go to <http://www.lonesailor.org>. Follow the links to join, just check it out, or get information. Or, if you don't have access to the Internet, you can write to: U.S. Naval Memorial Log, P.O. Box 96570, Washington, DC

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20077-7685. Phone number is (202) 737-2300 Ext. 730.

Greetings to you!

I am the son of **Cdr. Charles Z. Hanus**, and I happened to find your Adobe/.pdf newsletter of the USS Rowe tonight while searching online. Specifically, it was the edition dated May 2003, and was reference by Mr. Carl Cramer looking for my dad's e-mail address.

Needless to say, I was surprised that I found my dad mentioned on the web. I am happy to report he is doing fine, and wanted to share his e-mail with you. I did not know if anyone has been in contact with him, but feel free to do so. The address and phone info is current, and his e-mail address is **CZHOH@earthlink.net**.

If you have any questions, feel free to contact us at anytime.

Best regards, and thank you for your time.

Tailwinds,
Chuck Hanus

Dear Sirs:

This is to inform you that my husband, Irving H. Shapiro has passed away. He died on April 2, 2002 and was a SM 3/c aboard the Watts.

He took such pride in his naval experience and regaled our sons with incredible stories. We would have loved to attend a reunion.

Our youngest son, Seth, managed to contact a shipmate of Irv's and he sent us a packet containing wonderful photographs of the Watts. He admits he probably didn't know Irv, and yet his generosity is wonderful.

Irving would have loved the pictures, and I know would consider Mr. J. J. Sousa a good friend.

Cordially yours,
Anita Shapiro

P.S. I should add that Irving signed

on in Bremerton, Washington when the ship was commissioned, and was in active service until January of 1946.

Dear Sirs:

I regret to inform you that my husband, Kenneth James Beaudette, who served in the Navy on the USS Watts (DD-567), passed away on March 8, 2003. He died of lung cancer.

He enjoyed receiving your newsletters concerning the USS Watts, so thank you very much for your correspondence.

Mrs. Kenneth J. Beaudette
P.O. Box 328
Bass Lake, CA 93604

LOOKING FOR...

If you know the address of the following persons, please contact:

Mr. Carl Cramer
2 E. Main St
P.O. Box 98
Newburg, PA 17240-0098
Phone: 717-423-6425
E-mail: thecramers@pa.net

- LCDR Edwin J. Zimmerman, Executive Officer aboard the ROWE in 1954. Someone told me he stayed in the Reserve and made Admiral.
- LT W. S. Esch, (Engineering)
- Capt. E.W. Herron (COMDESRON 32 in 1954)
- LT(jg) E.T. Flatley (Chaplin)
- LT(jg) J. E. Thronton (Communications)

All of the above were aboard the USS ROWE DD-564.

If there is someone you are looking for, please contact the newsletter at [<mlrsnewsletters@aol.com>](mailto:mlrsnewsletters@aol.com)
or

**P.O. Drawer 11399,
Hickory, NC 28603**

Please state which ship he was aboard and the approximate time.

FINANCIAL STATEMENT

Balance after 05/03 **\$428.88**

Funds received since 05/03 issue **\$35.00**

Funds available for 08/03 issue **\$463.88**

Funds Expended for 08/03 issue **\$364.32**

Ending Balance \$99.56

Funds will be needed for the next issue.

RUMORS, "URBAN LEGENDS" & UN-TRUTHS

'Submitted by Bob Marvin of VC-12

Here is the continued article from the February 2003 issue about all the Internet stories going around. This article "claims" that this is the true story, but who knows?

Story: On sailing ships, cannon balls were stored on a holder called a "brass monkey." If it got really cold, the difference in the contraction rates of the metals would make the cannon balls fall off; thus it was "cold enough to freeze the balls off a brass monkey."

Fact: You can just about visualize a couple of guys and a couple of six packs producing this story! Actually, there never was a device for holding cannon balls by that name.

Story: When the USS Constitution (Old Ironsides) sailed in 1779, she carried 48,000 gallons of water, and so on. When she returned she still had all of the water; the implication being that the crew drank rum instead.

Fact: This story has been printed time and time again, but we can find no evidence that it is true. She

(Continued on page 6)

NAVY LOG ENTRIES FROM THE NAVY MEMORIAL SITE

CARL L. CRAMER



CHARLESTON, SC 1952



Rate / Rank
STGC

Service Branch
USNR

Service Dates
1/1952 - 12/1979

Born
5/1/1933
NEWBURG, PA



SIGNIFICANT DUTY STATIONS

- NRTC BAINBRIDGE, MD (COMPANY 9) (2ND REGIMENT)
- FLEET SONAR SCHOOL, KEY WEST, FL
- USS ROWE DD-564
- USS SHENANDOAH AD-26
- NAVMARCORESCEN, HARRISBURG, PA

SIGNIFICANT AWARDS

- NAVY GOOD CONDUCT MEDAL
- NAVAL RESERVE MERITORIOUS SERVICE MEDAL
- NATIONAL DEFENSE SERVICE MEDAL
- KOREAN SERVICE MEDAL
- ARMED FORCES RESERVE MEDAL

ROBERT HUE WOOD



GREAT LAKES, IL 1943



Rate / Rank
RM3

Service Branch
USNR

Service Dates
9/1943 - 3/1946

Born
9/13/1926
RAVENNA, MI



SIGNIFICANT DUTY STATIONS

- RADIO SHACK - WORK STATION
- GENERAL QUARTERS WAS FORWARD, LOWER, POWDER HANDLING ROOM

SIGNIFICANT AWARDS

- AMERICAN AREA MEDAL
- ASIATIC-PACIFIC CAMPAIGN MEDAL W/3 STARS
- PHILIPPINE LIBERATION RIBBON
- WORLD WAR II VICTORY MEDAL

RUMORS

(Continued from page 5)

wasn't even in commission until 1797.

Story: One of the Blue Angels jets carried a donor liver for a little girl named Crystal. To this day that jet carries her name.

Fact: We checked with the Blue Angels. There's no truth to the story.

Story: Congressman Tony Schnell has introduced Bill 602P to allow the federal government to impose a 5

cent surcharge on every e-mail sent. The money would be turned over to the U.S. Postal Service.

Fact: There is no such proposal. There is no Congressman Schnell.

Story: The Marines assigned to the presidential helicopter salute President Bush differently than they did President Clinton; the implication being that they have more respect for Bush.

Fact: The United States Marine Corps is too classy an outfit to engage in such petty antics. The Ma-

rine Corps spokesman we contacted said there is "no truth to it at all."

Story: Cindy Williams, who formally starred in Laverne & Shirley, wrote a letter to the editor saying the members of our armed forces are overpaid.

Fact: A person named Cindy Williams did write a letter to a newspaper in which she was critical of a proposed military pay raise, however, it was **NOT** the Cindy Williams who was on the TV show.