

The FLAGSHIP

Volume 14 Issue 3

November 2006

OFFICIAL NEWSLETTER OF USS ROWE



Special Points of Interest

- *A report on the San Antonio reunion is found in the cover story. The attendee's list is on page two.*
- *Bob Wood has some very important information in his Coordinator's Message on page three. Big changes are taking place.*
- *Dave Erb shares one of his letters home under Mail Call on pages three and four.*
- *Ted Mullet has two stories from his time on the USS Rowe for your reading pleasure. See pages 4-6.*
- *Grey Guenzel offers a story about the USS Watts during the Korean War. See page five.*
- *Read about Washington, DC tours on page 8 and then fill out and return the survey promptly.*

2006 SAN ANTONIO REUNION REPORT

San Antonio, TX was the host city for the USS Rowe (DD-564) 2006 reunion. Fifteen members and thirteen spouses or guests met at the Clairton El Tropicano Riverwalk Hotel on September 21-24 to recapture some of their youth and to spend time with old friends. One of the special moments was when Robert Lowe and William Paquette saw one another for the first time in 51 years. It was a wonderful reunion for them and they made the most of their time together. This is what reunions are all about and it reminded everyone of the importance of keeping up with those old buddies who made the days in the Navy so special.

The first attendees began arriving on Thursday and, after registering, their

first stop was the Hospitality Room to see who else had arrived. This became the gathering place for everyone to begin the reunion and to get caught up on all the news from over the years. The afternoon passed quickly and soon it was 5:00 PM and time for the "official" kick off to the reunion—the Welcome Reception. Robert Wood, reunion coordinator for the Rowe, welcomed everyone and introductions were made. Hors d'oeuvres were served as everyone got acquainted with those they hadn't met already in the Hospitality Room. Most of the attendees had dinner in the hotel, but a few ventured out to a nearby restaurant for the evening.

Friday morning's tour was to Fredericksburg, hometown of Admiral Chester Nimitz. Here is the

National Museum of the Pacific War, which also includes the Japanese Peace Garden, the George Bush Gallery, and the Nimitz Steamboat Hotel and P.T. Boat Museum. Fredericksburg itself is an old German settlement with historic shops and fine traditional German food, restaurants and bakeries. At 6:00 PM that evening everyone gathered for the social hour for a relaxing drink before dinner. The meal this evening was a Mexican themed dinner, with all the South-of-the-Border favorites. After dinner the entertainment for the evening was an auction of items brought in by the attendees of something representative of his/her home town or state. Phyllis Adams, ML&RS, Inc. on

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site manager, served as auctioneer, and everyone had a great time bidding and seeing what everyone had brought and what everyone went home with.

The City Tour of San Antonio topped Saturday morning's agenda, with the tour leaving at 9:00 AM. This was a great tour which included a history lesson about San Antonio and its settlement. One stop that everyone really enjoyed was at the San Antonio Shoe Store and General Store. The shoe store had some great bargains on quality shoes and the store was a fascinating glimpse back into the mercantile business at the turn of the last century. A visit was also made to Mission Conception and the famous Alamo, where history was made when less than 200 Texans held off over 4000 of Santa Anna's army for 13 days before being defeated. After this fascinating visit, there was a stop at the oldest cathedral in the USA, "The San Fernando Cathedral." Restored to all its beauty, it is a real treasure of the city. The last stop was at San Antonio's Vietnam and Korean War Memorials.

Returning to the hotel in mid afternoon, the next item on the day's agenda was the Business Meeting. Robert Wood was reelected to serve as the Rowe Coordinator and Harrisburg, PA was chosen to be the 2007 reunion site.

At 6:00 PM the pre-dinner cocktail hour and photo session began. This time gave everyone a chance to share the day's events and compare notes on what they had seen and done, and to have their picture taken for the post reunion Memory Book. At 7:00 PM the USS Rowe banquet began with the playing of "Anchors Aweigh," the Pledge of Allegiance and the National Anthem. Robert Wood again welcomed everyone and Donald Sullivan offered the Invocation. After the banquet the Memorial Service to honor all the USS Rowe shipmates who have passed away was held in the banquet room. Robert Wood led the service and read the names of the deceased. A bell was rung in memory of the men and a

brief service was read. The night ended with everyone feeling gratitude for all the sacrifices these men and others had made for their country.

The last event on the reunion agenda was Sunday morning's private breakfast buffet. This gave everyone a chance to visit one last time before heading off in different directions for the trip home. As good byes, handshakes and hugs were exchanged, everyone was already looking forward to next year in Harrisburg, PA.

2006 REUNION ATTENDEES

Derald & Marjorie Beer
 Paul & Margaret Bisson
 Donald & Dee Ann Canby
 Joseph & Roberta DeBono
 Kenneth Grannis & Karen Whyte
 George & Doris Haller
 Donald & Marjorie Halloran
 Paul & Marilyn Housel
 Roy Jennings
 Mike Lowe
 Robert Lowe
 William & Gloria Paquette
 George (Wes) & Wilhelmina Reynolds
 Clarence & Margie Stegeman
 Donald Sullivan
 Robert & Ruth Wood

Total Members:	15
Guests:	13
GRAND TOTAL:	28

USS ROWE COORDINATOR'S MESSAGE

A big thank you to you shipmates that joined us at the San Antonio reunion in September. We only had 10 previous attendees and five first timers. Without these new faces, we would not have been able to go, and myself, would have lost quite a bit on

airline tickets. For me, everything went great except for the Friday tour. Before leaving on the tour, I told some of them that the tours were always the best part for me. When I was number 14 to crawl into a 12 passenger van, I knew that I had made a liar out of myself. We traveled quite some distance and I knew I would not return in that van. Asked about car rental and there were none. Derald & Marjorie Beer had not been able to go in the van, and to my delight they arrived by car right behind us. Ruth and I were sure glad to ride back in their Cadillac. Anyhow, we made it home again and I visited my chiropractor who put me back in shape. On Saturday evening we had 32 at the banquet. Phyllis did a great job for us, along with the help of her friend. Through the auction of various items, and some donations, we raised \$331.00 for the newsletter.

Also, our prayers go out to Dave Erb and his wife Mimi, as he battles cancer. We also want to keep Carl Cramer in mind following back surgery. Trust that Paul Kennedy is doing well following some health problems.

Watts Crewmen

Jim Hanks, of the Watts, has resigned as your chairman. **You are receiving this last newsletter to let you know that we will go as the Rowe only with our reunions.** However, we have met and got to know a number of you guys, and want you to know that we will be glad to see any of you that might be able to attend any of our future reunions. Also, we want to dispose of 18 caps that I have left over. These caps cost me about \$12.00 each. If you just call or drop me a card, I will send one or any number that you might want. Without having to buy a box, the postage for one or two caps would only be about \$2.00, then just mail me enough to at least cover the mailing. First come basis. Call 863-667-3334 or 1505 Dogwood Dr, Lakeland, FL 33801.

Bob and Ruth Wood



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 ROWE

Daniel Mott
(1955-57) QM3 C Div
63 Glann Rd
Apalachin, NY 13732
607-625-3709
dmott1@stny.rr.com

Bob Brooks (1958-59) GM
1319 Redbank Rd
Goose Creek, PA 29445
843-553-2929

Joseph DeBono (1952-55) FT3
59 Crystal Dr
Madeira Beach, FL 33708
727-391-2247
daydream4@verizon.net

Raymond Ryman, Jr.
(1956-59) SHFN
621 Clark St
Willard, OH 44890
419-933-6203

David Forest (1958-59) Lt(jg)
7 Ridgewood Dr
Yarmouth Port, MA 02675
508-362-2202
dforest@msn.com

USS WATTS

Robert Malchow
(1954-55) QM3 O Div
424 W Ontario St
Omro, WI 54963
920-410-1226
bobmal999@charter.net

Fred Miles (1955-58)
3312 Gawf Ln
Muskogee, OK 74403
918-686-6337

Jesse Avila (1952-54)
PO Box 90
Waller, TX 77484
936-372-5619

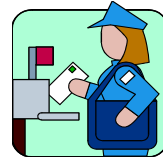
Sherwood Alan Wunder
2941 Kutztown Rd
Hyde Park, PA 19608

Fred Laube
53 Baker Dr
Asheville, NC 28806
828-251-9809

Edward B. Bott (1959-61)
2320 Harmony Hts Rd
Orofino, ID 83544
208-476-3970

Lou Pohlenz
(1961-63) EM2 R Div
8745 Glenira Ave
La Mesa, CA 91941
619-464-7868
lnlinsd@cox.net

Steven Painter
(1961-63) EM2 R Div
12295 Grand Ave
Orofino, ID 83544
208-476-5022
stevepaint@intergate.com



MAIL CALL

Karen,

I have recently been transcribing into my computer all of the letters I had written home during the war, which my mother had saved. Today I transcribed one I had written to my two years younger brother who was in the Corona, CA Naval Hospital. He was there recovering from rheumatic fever which he contracted at San Diego boot camp.

A few explanations are in order. Dick Spies noted was a Boy Scout cohort of mine. We made the Eagle rank at the same time.

Dave Erb
USS Rowe

*Letter written to John Erb @ Corona, CA Naval Hospital
Saturday evening, 3 Nov 1945
Inside Yokosuka Cove again*

Dear "Liberty Hound,"

Well, we came back in here yesterday after a five day training cruise, so I'd better get off my already well-worn ass and write you a letter. We did a bit of firing while we were out and did pretty well, seeing as how I am now the plotting room officer and had charge of the running of the switchboard and computer. Clark Bloom, Ens. USN, who is our new gunnery officer and is also rooming in the same room here put on a couple of horrible exhibitions up in the director during the practices and as a result we even fired once too close to one of the 40's and sustained slight "battle damage" to the shield. The concussion dented the shield in and tore a hole in it and the heat blistered all of the paint off. It was just lucky that there was no ready service ammo in the racks on that particular side of the shield or it may have gone popping due to the heat. My old battle station was right up on the

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TAPS

The Flagship has learned of the following death since the last publication. Every member of the Association sends his heartfelt sympathy to the family and friends of the deceased.

Martin Cawley
(USS Rowe)
Died October 13, 2006

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40mm director, immediately above the mount in question. He should never have allowed them to load while "in the stops" in train, but he did and then said, "Commence firing," which they did. When we get back to the yard, we'll have to have our firing circuit cutout cams cut differently, so the gun can't fire on that bearing (unless you hammer on the breech with a sledge, of course.)

The day before we left on our cruise we went outside the cove and anchored and we'd only been there about 4 hours when I got a message from a ship eight berths down asking me to come over if I could. Guess who it was —Dick Spies. He had just gotten a letter I'd written him and so when we came out, he knew it, being a sound man and thus in cahoots with the "bridge gang." I couldn't get over to see him though and haven't even been able to since we got back in either, if he's still here. We haven't as yet received a copy of the "ships present" list, so I don't know yet.

Today we had a ceremony on the forecastle for the Commodore being relieved. He was presented with the Legion of Merit and then was relieved by a Capt. Dodson, a very nice appearing fellow. Capt. Dodson came on board yesterday, and so he was put in the Exec's room. The Exec moved into our room and I, being junior "boot" ensign, was relegated to the chief's quarters again, just for the night. I don't know whether Capt. Worthington, our former Commodore, has yet left the ship, but if he has, I can sleep in my own rack again tonight.

While we were out on maneuvers we again ran into a storm and it kicked up pretty bad, one night especially when I didn't get much sleep because every time we'd hit a big one, I'd go bouncing off the edge (almost, and wake up, if I'd gotten to sleep from the last big one). My head is right next to the dresser cabinet and twice I bashed my head against that damned thing. Oh—such is the life of a sailor

boy—Tra-la-la-la-la-la.

Because just the division of five "cans" was out together, and we are the flagship, we were the guide most of the time. To be at the head of a column of sleek, trim, fast bouncing destroyers when they're turning or making a column movement is a very pretty sight to see. Even if we do get bounced out of our sacks once in a while, you can hardly help but fall in love with these "buckets."

Tonight the movie on the forecastle was "Slightly Dangerous" with Lana Turner. Boy, what sex! She was so hot that a big fire started over on the beach at Yokosuka Naval Base about a mile across the water. It looked as though one or two big warehouses were going up and it lit up the whole area. I'll be anxious to get over to the beach to see what damage was done.

I plan on taking a bit of shore leave tomorrow and am going to try to get to Tokyo. The Army opened up a big PX up there today and are selling Jap merchandise, kimonos, pearls, etc. for about 1/10th the price the Japs are asking. Kimonos which are 600-800 yen anywhere in a Jap shop are 60 yen there. They say the crowd there today was like a "fire sale in a bargain basement" to put it very mildly. To get anywhere near the pearl counter one had to be an All American right tackle, or something.

I'll write again sooner if you will and tell me all about your liberties.

Dear Ted (Mullet),

My computer crashed shortly after Marty (Cawley) and I returned from the "Rowe" reunion, and I lost all addresses and email addresses. As often as I promised myself that I'd start a computer search once I got a new one, things kept interfering. In addition, Marty had seriously considered attending the national Rowe reunion this year, so that gave me another excuse to delay my computer search. This past week I got serious about finding you because I wanted to let you know that Marty died last Friday (Oct 13).

Marty had a ruptured appendix in

March, which he was not expected to survive, but he beat all odds at that time; however, this July he went to the hospital with a possible heart attack. After all the tests, he was told, "No," and sent home. At some time in the next ten days, he did have one, however, and since then was in the hospital four more times. Ironically, he was expected to be transferred to Allegheny General Hospital for a CRT implant (combination defibrillator and pacemaker) on Friday morning or else to be discharged and enter AGH from home as soon as they could schedule him—God had other plans! He suddenly took a turn for the worse and was gone by 7:30 AM Friday.

As he may have mentioned (though probably not), for the past three years, he has been very active supervising the construction of our new church, which was just dedicated in August, so in the last nine months, it was almost equivalent to a full-time job—again!

I hope you will notify the others who were at the "reunion". I know that, in spite of rarely seeing you all, he had very fond memories, and I am so thankful that we made it to North Carolina.

Yours truly,
Ginny Cawley

ARRIVAL ON THE ROWE

BY TED MULLETT

I graduated from OCS in early March, 1953, and received orders to report to the Rowe in Norfolk. En-route I bumped into OCS classmate Perry Morgan in the Washington train station and we traveled together to Norfolk. But we couldn't find the Rowe and finally discovered it was in Guantanamo. So we waited a couple of days until we could get space on a transport plane to Cuba (new ensigns had a

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very low priority). We arrived in Gitmo at night and sweated as we hurried to the pier, but no Rowe—she had gone to Jamaica for the weekend. So we struggled to the BOQ and found bunks for the next two days. We learned that the Rowe was coming in early Monday morning but just to pick up underway training observers. So we commandeered a jeep that morning to get us to the pier and jumped into a launch that was taking the UTO's to the Rowe. As we cruised across the bay, one of the chiefs pointed to the ship and said, "That's your new home." I'm not sure but I swear he added, "Sonny." The Rowe was underway (slowly) and, as we came along, a chain ladder was thrown over and I climbed up to the quarterdeck. What to do now? At OCS they spent a lot of time indoctrinating us on how to report aboard, salutes, papers, etc., but nothing about climbing a ladder on a ship underway. I couldn't help noticing an agitated captain pointing at me and expressing serious displeasure. I went over to a Lt. and asked if he were the captain. He replied, "No, I'm the Exec, the Captain's on the bridge and I'll take you to meet him in a moment." In the meantime, Perry had climbed up the ladder and the angry captain had gone down. I asked the Exec why the captain had been so upset with me. He replied that he was the Commodore going ashore on the launch and, when he saw me, he thought he might have to wait for me and "The Commodore doesn't like to wait." That was my introduction to commodores and based on two years experience with two commodores, they're an ornery bunch. The good news for me was that I happened to climb up the ladder first. The tradition was that the newest ensign was "George" who got all the nasty jobs and duties. I was "George" for no more than one minute while Perry had quite a few months.

LITTLE KNOWN MARITIME HISTORY

While the Korean War Was Being Fought in the Pacific, The USS Watts Shot Down a Plane in the Atlantic!

Shocking, but true! Only a few hundred people knew about this, and these were almost entirely the crew of the Watts. And it gets worse.

The plane that fell to American destroyer shells was one of ours, an American plane. And yet, no one was faulted, no one was court-martialed. Oh, there was a suggestion of severe punishment for the Gunner's Mate that caught the plane in his sights and brought it down, but when the truth came out, he was roundly commended, if not lionized!

Here's the whole astonishing (all right, all right...semi-astonishing) story. Following a major refit in Philadelphia, we steamed to GTMO for shakedown. On the last day of battle exercises, our gunners were to fire one salvo, all five 5 inch/38 guns at a drone. The salvo was to be fired by visual sighting, and not by fire control radar. The drone was a real, full-sized aircraft, but was radio controlled, and was flying high—very, very high. It was hard to see with the naked eye, but if you looked very carefully into the sky where the guns were pointing you could see a tiny, barely visible black dot. I would guess the drone was flying at an altitude of at least 30,000 feet, and probably well over that, maybe even 40,000 or 50,000 feet.

All five 5/38s spoke in a single-throated roar, belching fire and smoke. Several seconds later, the tiny black dot seemed ever so slightly, to pause and falter. Slowly, slowly, it entered a shallow angle dive. The angle intensified as the dot drifted downward, and it seemed to gain speed. Down, down it drifted, and finally disappeared beyond the horizon. I don't know what type of shells those 5/38s used—I am almost certain proximity

fused shells are forbidden—but that plane was, to use a phrase common in the 1950s, a Gone Ballerina.

The GTMO Observers, the officers sent from the Base to oversee the operation and grade us, were as mad as hell. Breathing fire and belching smoke, they hunted down the Chief Gunner's Mate, the guy who fired the deadly salvo. He was a WWII sailor, called back for the Korean War. They caught up with him midships, on the main deck, and I happened to be on the 01 deck, directly above the scene that unfolded. They were ready to take his head off, on the spot. They heatedly told him he had been clearly instructed that the salvo was to be aimed visually, fire control radar was strictly forbidden, he knew that, on and on.

A group of other Observers and Watts officers formed while Chief quietly heard them out, and when they stopped flaying him he explained that the salvo *had* been aimed visually. The Observers satisfied themselves that the drone had in fact fallen to a visual sighting, and the good times began to roll. Everyone was smiling and laughing, and there was back slapping and hand shaking all around. One of the Observers broke out a box of cigars, and everyone lit up. I didn't see any torpedo juice being served, but I have a suspicion it was there.

The revelry wore down and soon the party was over. The matter ended there, but from curiosity, I asked around to find out the cost of the drone. The figures I got, estimates, were from fifty to sixty thousand dollars. Nice shooting, but costly.

Submitted by Grey Guenzel
gunzwatts@yahoo.com

DESERTED IN SUBIC BAY

By Ted Mullett

I was the First Lieutenant in 1954 during the Korean cruise. One of my responsibilities was the whaleboat and it was a problem. You see, because of the Commodore's cabin (penthouse), we had to give up one boat. That meant the remaining boat had to serve as the commodore's barge, the captain's gig, the officers' liberty boat, the crew's liberty boat, hauling all sorts of supplies, picking up torpedoes and so on. It got beat up. So, when we went into drydock in Subic Bay to repair our sonar dome, it was a heaven-sent opportunity to get the boat repaired and refinished. I arranged for a complete overhaul in the yard and went over periodically to check on the work and it was fantastic. The day we got our orders to leave Subic I went again to the yard and discovered the boat had just been painted but would be ready early the next morning (we were heading to Indo-China). The boat had been finished and was on a cradle near the water but nothing was happening—it was payday and there were long lines of workmen everywhere. I finally gathered a few of the workers and rushed over to the boat. But we needed a crane to put the boat in the water and no operator could be found (payday again). After a delay we rounded up a crane operator but he pointed out there were two tugs moored where he could place the boat—and they were dead plant. So I had to find a M-boat to stay with us. We rounded a point and looked out over the bay—no sign of the Rowe, but there was a destroyer on the horizon. I told the coxswain to head for that ship and signaled the M-boat to follow us. As we got to it, I recognized the Bearss to which the Commodore had transferred his flag (hooray!). The Commodore himself got on the megaphone to inform me he had sent the Rowe on ahead (I could now see it in the distance)

and ordered me to "Expedite." I shouted back, "It won't go any faster," and, with that, the engine quit again and for good. Now the Commodore loudly ordered the M-boat to tow us to the Rowe which, of course, was why he was there. When we reached the Rowe I trudged up to the bridge expecting bad things were going to happen to me. The Captain looked at me and said, "Ted, what happened?" I blurted out my shaggy dog story of payday, crane, tugboats, M-boat, and engine failure twice. Captain Shinners said that the Commodore had been all over him but "I told him I had a good officer on the boat and I know you did the best you could." I wanted to hug him. Fifty-two years later I still can't figure out why the Commodore sent the Rowe on ahead while he stayed behind to order me to expedite. I guess that's what commodores do.

FINANCIAL STATEMENT

Balance after 05/06 **\$230.77**
 Funds received since 05/06 issue
\$690.00
 Funds available for 11/06 issue
\$920.77
 Funds Expended for 11/06 issue
\$164.71

Ending Balance for 02/07
\$756.06

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 Fax: 828-256-6559
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karenmlrs@charterinternet.com
www.mlrsinc.com/rowe

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.

There was no August 2006 issue of the Flagship due to insufficient funds.



Christmas Menu

**CHRISTMAS DAY MENU
USS ROWE (DD-564)1955
Submitted by Carl Cramer**

I received this copy of the Christmas Day Dinner 1955 from YN2 Terry Rosene & RD2 Walter A. Seyfferth since the Sept. 15-18, 2005 Reunion in Nashville, TN. As a matter of fact, I found both of them since the Reunion.

STGC Carl L. Cramer, USNR (Ret)

Watts Statistics

There are currently 340 entries in the USS WATTS database. Of these, 240 were valid mailing addresses as of the 2006 reunion. Over the years, we've had 100 crewmembers or family members fill out the questionnaire regarding their time on board the Watts. We would like to hear from some of the Watts crewmembers regarding the future of USS WATTS reunions. We feel like these numbers do justify continuing the reunions, but more participation from the group would be necessary. Are you interested in continuing?

Please email me at dinamlrs@charterinternet.com, or give me a call at 828-256-6008.

Dina Coffey – Office Manager, Military Locator & Reunion Service, Inc



USS ROWE DD-564

COMMANDER D. A. NIENSTEDT, USN
Commanding Officer

LIEUTENANT COMMANDER D. G. PARRAMORE, USN
Executive Officer

LIEUTENANT (JG) D. G. DICKASON, (SC), USN
Supply Officer

U. M. SHELDEN, CSC, USN
Commissaryman Chief



Christmas Day Dinner

1955



- | | |
|--------------------------|------------------|
| CREAM OF TOMATO SOUP | SALTINE CRACKERS |
| ROAST TOM TURKEY | |
| VIRGINIA BAKED HAM | |
| BUTTERED PEAS | CRANBERRY SAUCE |
| SNOWFLAKE POTATOES | GIBLET GRAVY |
| QUARTERED LETTUCE | |
| THOUSAND ISLAND DRESSING | |
| MINCEMEAT PIE | FRUIT CAKE |
| MIXED NUTS AND CANDY | |
| CIGARETTES | |
| CIGARS | |

HARRISBURG, PA FOR 2007

ABOUT HARRISBURG

Named for John Harris, who operated a ferry at the present site. His son, John Jr., laid out the town in 1785 and gave the land to the Commonwealth of Pennsylvania.

Harrisburg is located on the Susquehanna River, which played an important part in its selection as the capital of Pennsylvania in 1812. Its location also played a large part in the early development of the Pennsylvania canal system and the subsequent development of the railroads, highways and airlines. Today, Harrisburg is one of the most important commercial centers and distribution points in the East.

ATTRACTIONS IN AREA

HARRISBURG STATE CAPITOL BUILDING:

The statehouse is an Italian Renaissance-style structure and is an outstanding example of architecture. It contains collections of art and sculpture, including large murals. On the floor of the main hallway, tiles show Pennsylvania's history and symbols. At the dedication in 1906, President Teddy Roosevelt described this structure as "the handsomest building I ever saw." The dome of the capitol rises 272 feet and weighs 52 million pounds. It was modeled after St. Peter's Basilica in Rome, and its beautiful staircase looks like the one from the Paris Opera.

NATIONAL CIVIL WAR MUSEUM:

The only museum in the United States that attempts to portray the story of the Nation's Civil War. Equally balanced presentations will be humanistic in nature without bias to Union or Confederate causes.

GETTYSBURG:

Revisit the scene of the famous Battle of Gettysburg and the site of Lincoln's Gettysburg Address. There are over 1,000 monuments and cannon along over 40 miles of scenic roads. Also see the scene of Picket's Charge, General Robert E. Lee's Headquarters, Little Round Top, and the Devil's Den. Visit the shrine to the Union and Confederate soldiers who fought here.

LANCASTER COUNTY:

The scenic, rolling farmlands of Lancaster County and peaceful countryside where the Amish still live without electricity will take you back in time. See the Amish countryside dotted with huge farm houses and barns. Roll past the horse-pulled black buggies still used by the Amish people. The Pennsylvania Dutch Country welcomes visitors with incredible food and world renowned crafts.

In the past, ML&RS has been able to arrange a bountiful lunch and a tour of a real Amish home. This is always a favorite treat of any visit to Lancaster County.

HERSHEY:

Visit the Hershey Chocolate Visitor's Center. Take a fascinating tour ride that will teach you how chocolate is made. It ends with a free sample!

Hershey Gardens is a spectacular 23-acre botanical garden featuring a 3 1/2 acre award-winning rose garden, an outstanding display of annual flowering color and an outdoor Butterfly House with over 400 butterflies.

HARLEY DAVIDSON PLANT TOUR:

Located in York, PA, this plant will give you a close look at what it takes to make the legend roll on. After a short film, you will begin a tour of the manufacturing and assembly of Dyna, Softa motorcycles.

2007 USS ROWE REUNION SURVEY

In order to provide the kind of reunion you want, not what we "think" you'd like, please take a few minutes to look over, complete and return this survey to ML&RS, Inc. right away. The reunion agenda will be created from the responses and the Chairman's input. Let your voice be heard. Mail surveys to:

Military Locator & Reunion Service, Inc.
P.O. Drawer 11399
Hickory, NC 28603-6402

OR FAX:
828-256-6559

Or you may do the survey on the website at:
www.mlrsinc.com/rowe

Reunion format:

Do you want a welcome reception the first evening? Yes ___ No ___

Do you prefer breakfast all three mornings as a group? _____
or just on Sunday? _____

Do you want entertainment after the banquet?
Yes ___ No ___

Please indicate which activities you would like to see on your reunion agenda:

Harrisburg State Capitol Building _____

National Civil War Museum _____

Gettysburg _____

Lancaster County _____

Hershey _____

Harley Davidson Plant Tour _____

PLEASE RETURN SURVEYS BY
JANUARY 8, 2007

Those not attending the reunion may print an order form for the 2006 Memory Book from the website.