

# The FLAGSHIP

Volume 16 Issue 3

November 2008

## OFFICIAL NEWSLETTER OF USS ROWE



### Special Points of Interest

- *The 2008 USS Rowe Reunion in Indianapolis was a great event. Read all about it in the cover story.*
- *A tragic incident from a beach party is the subject of the letter in Mail Call on page three.*
- *Also on page three read about how "petty" officer got its name.*
- *Do you remember the best officer you served under on the USS Rowe? Some of your shipmates tell about their choice beginning on page four.*
- *Albuquerque, NM is a great city for your 2009 reunion. See what it has to offer by reading the descriptions of attractions beginning on page five. Then mail back the survey on page six.*

## USS ROWE 2008 REUNION REVIEW

The 2008 reunion of the USS Rowe (DD-564) was held in Indianapolis, Indiana at the Hilton Indianapolis North Hotel. Fifteen former sailors of the ship and fifteen of their guests attended the September 4-7 event. The Hospitality Room, complete with refreshments for the weary travelers, was the place to relax and get acquainted with the new arrivals after the afternoon registration on Thursday. The first planned activity for the reunion, the 5:00 PM Welcome Reception on Thursday evening, turned out to have an unexpected guest. The Navy football team just happened to be staying at the hotel prior to their game with Ball State that weekend. Commander Fuller from the Naval Academy was accompanying the team and was per-

suaded to speak to the group during the reception. This was quite an honor and was appreciated very much by everyone. The reception also enabled everyone to meet and greet the other attendees and to enjoy the hors d'oeuvres and beverages that were served. Dinner was on one's own for the evening, allowing for a relaxing time before the next day's busy schedule.

Friday morning started the reunion with a flurry of activity. Following breakfast, everyone was to meet at 8:45 to board the motor coach for the day's tour of the Indianapolis War Memorials. Indianapolis is a city who truly honors the men who have served our country in the military and has built many memorials to honor these men. This tour took the visitors to

view the Congressional Medal of Honor Memorial and the USS Indianapolis Memorial. The Medal of Honor Memorial is a one-acre memorial located in downtown's Central Canal in White River State Park. It represents 15 different conflicts, ranging from the Civil War through Somalia and is composed of 27 curved glass walls, each 7-10 feet high. The USS Indianapolis Memorial recognizes those who died on the last U.S. ship to sink during World War II. On Sunday, the 30th of July, 1945, the USS Indianapolis was attacked and sunk by a Japanese sub. Of the 1,197 men in her crew, only 318 were rescued alive. Etched on one side is the story of the sinking with the names of all those who served on the other. It is a

*(Continued on page 2)*

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permanent home for the archives, artifacts and memories of all the men who served on this historic cruiser from 1932 to 1945. The group was a bit disappointed that they did not get to go on the Monument Circle as planned because there was a city event taking place there for the Indianapolis Colts, but it was still great to see how Indianapolis has embraced our country's military in all the other memorials. The tour also took the attendees to visit the Scottish Rite Cathedral, the largest building in the world devoted to freemasonry. It was built in the late 1920s by the Freemasons and is considered one of the finest neo-gothic buildings in the United States and one of the most beautiful buildings in the world. Its breathtakingly beautiful interior contains brilliantly colored art glass windows, richly carved woodwork, ornately patterned ceilings and a 54 bell carillon. Truly a sight to behold! The tour came to an end and the Rowe group was ready for some refreshments and relaxing when they arrived back at the hotel. The rest of the afternoon was used to reminisce in the Hospitality Room or to just relax before the evening events. At 6:00 PM everyone came back together for the social hour followed by dinner, whose theme was "Checkered Flag" Chicken Dinner. After dinner entertainment was a "Yankee Swap" using items brought by each attendee from their hometown or state. Numbers were drawn for each gift and that gift could either be taken, or a previously won gift could be "stolen" from someone. It's always fun to see what each person chose to bring from their home and what each person got to take home. The group was also entertained by the bartender who did some juggling for the crew.

Saturday morning everyone was ready for another day of touring Indianapolis. This time the tour was to the famous Indianapolis Motor Speedway and museum. Probably the most famous speedway in America, the track hosts the

Indy Racing League, NASCAR and Formula One racing events. Opened in 1909, it is the world's largest spectator facility and home of the "Greatest Spectacle in Racing," the Indianapolis 500 each May. The Hall of Fame Museum is located on the grounds of the speedway and is one of the most highly visible museums in the world devoted to automobiles and auto racing. Approximately 75 vehicles are on display at all times. The theater gave a presentation of rare historical footage and Indianapolis highlights. Everyone was free to have lunch on their own at the speedway and then the tour was off to visit the home of our twenty-third president, Benjamin Harrison. The sixteen room brick home was built by Harrison in the 1870s and its front porch was the location of his famous Front Porch Campaign during the 1888 Presidential Campaign. The tour returned to the hotel in time for the annual USS Rowe business meeting. Bob Wood will again serve as coordinator for the group and Albuquerque, New Mexico was chosen for the 2009 reunion location. After the meeting there was a little time to prepare for the evenings festivities including the photo session, the cocktail hour and the banquet. The cocktail hour and photo session began at 6:30 PM, followed by the USS Rowe (DD-564) banquet. The banquet began with the National Anthem, the Pledge of Allegiance and welcoming remarks by Bob Wood. Dinner was served and everyone enjoyed a good meal and conversation with their tablemates. At the closing of the banquet the Memorial Service, commemorating those USS Rowe shipmates who had passed away, especially those since the last reunion, was held. The ceremony was led by Bob Wood, and names of the deceased were read as a bell tolled in their memory. Following the Memorial Service it was time to say good night and prepare for tomorrow's departure.

Those who could stay for Sunday breakfast enjoyed one last meal together before heading home. Hugs, handshakes and "See you in Albuquerque," were seen and heard all

around. Indianapolis had proved to be a great choice for a reunion and everyone is looking forward to next year's reunion in Albuquerque, NM.

## 2008 REUNION ATTENDEES

Derald (Derry) & Marjorie Beer  
Paul & Margaret Bisson  
Roy & Dolores Dray  
Jerome (Mike) & Mary Anita Flaherty  
Donald & Marjorie Halloran  
John & Judi Harris  
Paul & Marilyn Housel  
Henry & Margaret Johnson  
Ray & Valerie Karcher  
Paul & Mary Kennedy  
James & Rita Lindler  
George (Wes) & Wilhelmina Reynolds  
Walter & Dianne Seyfferth  
Donald & Ila Wilson  
Robert & Ruth Wood

<b>Total Members:</b>	<b>15</b>
<b>Guests:</b>	<b>15</b>
<b>GRAND TOTAL:</b>	<b>30</b>

## COORDINATOR'S MESSAGE

Our reunion at Indianapolis is over with, and a big thank you to all that attended.

Our first time shipmates were the Johnsons, Karchers and the Wilsons. Also, thanks to Mike & Mary Flaherty for their second reunion.

During our business meeting on Saturday, it was voted on to make Albuquerque, NM our destination for 2009. It was suggested that we might join up with another struggling group. Dina called me from ML&RS to let me know that she had a small group such as ourselves. Theirs is a light cruiser and mostly served in 1950s. However, they have been to Albuquerque and plan to go to Tucson next year. I think we could hold off for now, or until another group shows

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up. As a group, we all seemed quite optimistic for next year.

Don Halloran agreed to set up a website for the Rowe and I can send any information to him.

We missed those that were unable to join us, and hope to see these friends next year.

Bob & Ruth Wood

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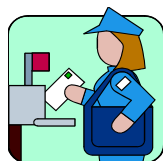


## TAPS

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.

**William Esch, LCDR**  
Died December 26, 1997

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## MAIL CALL

Fellow Shipmates of the USS Rowe:

I went aboard the USS Rowe in December 1951 and shortly thereafter we left for Gitmo on a shakedown cruise. While there we had a ship's party on the beach. We were having a great time. Two of the guys were swinging together on a park swing when all of a sudden the swing came out of the ground. One guy went one way and the other guy fell to the ground. The top pipe of the swing crushed his skull and killed him. The party ended very quickly and the crew was devastated by the incident. Today, as I think about this tragedy, I feel bad that I can't recall his name. I wonder if anyone from the Rowe remembers this incident and also his name.

Paul Dehm, HM3  
36 Talisman Ter  
Oswego, NY 13126-6142

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whenever the ship's crew was paid off and released the Petty Officers lost their positions and titles. There were Petty Officers in the British navy in the 18th Century and perhaps earlier, but the rank did not become official until 1808. Petty Officers were important members of our Navy right from the beginnings and were also appointed by their ship's Captain. They did not have uniforms or rank insignia, and they usually held their appointments only while serving on the ship whose Captain had selected.

Petty Officers in our Navy got their first rank insignia in 1841 when they began wearing a sleeve device showing an eagle perched on an anchor. Some Petty Officers wore the device on their left arms while others wore it on their right. All wore the same device. Specialty or rating marks didn't appear officially until 1866, but they seemed to be in use for several years previously. Regulations sometimes serve to give formal status to practices already established. In 1885, the Navy recognized three classes of Petty Officers. Insignia of second, and third—and in the next year let them wear rank with the points down under a spread eagle and rating mark. The Officer insignia came about in 1894 when the Navy established the Chief Petty Officer rank and gave him the three chevrons with arc and eagle. The first, second and third class Petty Officer also began wearing the insignia you see today.

Submitted by STGC Carl L Cramer,  
USNR (Ret)

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## FINANCIAL STATEMENT

Balance after 08/08 **\$297.08**  
Funds received since 08/08 issue  
**\$20**  
Funds available for 11/08 issue  
**\$317.08**  
Funds Expended for 11/08 issue  
**\$357.80**  
**Ending Balance for 02/09**  
**—\$60.72**

**This issue is being mailed to everyone on the mailing list. Because of the lack of funding for the newsletter, we are enclosing a pre-addressed envelope for mailing in contributions for future newsletters. This mailing will cost more than is in the newsletter fund, but we are confident that the USS Rowe shipmates will be willing to help out and bring the newsletter fund back up to a healthy level for future issues. Please give whatever amount you can to ensure that the newsletter can continue to be published.**

## PETTY OFFICER

The Petty Officer can trace his title back to the old French word *petit*, meaning "small." Over the years, the word also came to mean minor, secondary, and subordinate. In medieval and later England, almost every village had several "petit" or "pety" or "petty" officials/officers who were subordinate to such major officials as the steward or sheriff. The petty officers were the assistant to the senior officials. The senior officers of the early British war ships, such as the Boatswain, Gunner and carpenter, also had assistants of "mates" since the early seamen knew petty officers in their homes and villages, they used the term to describe the minor officers aboard their ships. A ship's Captain or Master chose his own Petty Officers, who served at his pleasure. At the end of a voyage or

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

## THE BEST OFFICER I SERVED UNDER ON THE USS ROWE

*The question posed for this issue to those who have e-mail was to tell about the best officer you served under on the USS Rowe. We are happy to publish the following responses:*

### **JAN BOHREN, SN2 (1956-58):**

Here are a couple of comments on our unique captain of the USS Rowe DD-564, **Commander James Durburrow**, circa 1956-58.

During our Med cruise in 1957(?) he proved himself to be an outstanding captain of our ship, with an amazing talent for anti-submarine warfare (I was a Sonarman SN2). Captain Durburrow had a "sixth sense" for where the sub(s) were hiding, helping us to win the Squadron "E" for Anti-Submarine Warfare exercises. He also understood sailors. Our "Sonar Shack" was just behind the bridge, and the Captain's "sea cabin" was also behind the bridge and next to the Sonar Shack. He often came in for a GOOD cup of coffee, to say, "Hi," and to borrow some night reading. Since I was also the ship's "Librarian," we had a good stock of good paperbacks in the Sonar Shack safe (the secret publications supposed to be in the safe were mostly in the locked drawer underneath our (ancient) analog computer used for tracking sonar contacts). Captain Durburrow would often come in, ask for the combination to the safe, open it, take out a couple books, promise to bring them back, and disappear into his Sea Cabin. (Yeah, he always brought them back.)

Durburrow was a sailor at heart. His superb command of the ship was the best I ever observed, and his respect for officers and especially enlisted men was extraordinary. I learned and later practiced some of the management style he displayed, often under extreme pressure. There wasn't a sailor aboard the USS Rowe that would not have gone to war under his command. Off the ship and off duty, he was a "sailors' sailor"—his escapades in Gibraltar

and Havana are legend among those of us who admired him.

OK, cut 20 years or so...I'm at some friends house in Silver Springs, Maryland, and I'm telling some great Navy stories about the Captain, and my friends say, "Hey, he sounds a lot like my neighbor across the street." "What's his name?" I asked. "Jim Durburrow," they answered. We went over to his house, he opened the door, and said, "Bohren! What are you doing here?!" We had a great chat, and about 6 months later my friends gave me a belt buckle the Captain had made for me after his trip to Australia where he collected gemstones. A large round stone (1½ inch in diameter?) had been placed in the middle of the silver buckle. I still cherish it.

Our ASW officer was Lt(jg) (then **Lieutenant Fitzgibbons**), who was also an outstanding officer, and a great superior officer. Two interesting stories about "Fritz."

1. A couple of years after I got out of the Navy in 1958, my brother, also in the Navy, and who had once met "Fritz" during a brief visit to our ship, called me and said, "Did you see *Life Magazine*?! Your guy Fitzgibbons is in it!" The story that followed was that Fritz had been sent to Argentina (or Chile?) to help them ID an unidentified sonar contact off their coast that they suspected might be a Soviet submarine. After many hours of tracking, they determined it was a whale (not an unusual result). On the way home, however, Fritz was in a plane that was involved in a mid-air collision at 30,000 feet! He apparently was in the rear of the aircraft (I seem to remember him being quoted as saying, "All I saw was sky.") In any event, he survived after hitting the ocean and being rescued—however, he suffered many broken bones, and was shown in *Life* lying in a hospital bed with more casts than I had ever seen on

a person's body.

2. OK, here's the kicker: Cut to circa 1972: I'm the Director of Naval Civilian Personnel in Washington, DC, and one of our training responsibilities is to conduct a program for newly-assigned Commanding Officers of Navy shore installations. I generally gave the opening remarks to each new class, and when I walked into the room for the usual "coffee reception" prior to the first class, this guy with Commander (or Captain) stripes walks up to me and yells, "Bohren!! What are you doing here?!" Then I told him my job and we reminisced about many of our experiences on the Rowe and our visits to the Med. He was on his way to take command of the Naval Station at Guam (an island I visited several times when I headed the U.S. Civil Service Commission's Hawaii/Pacific Area Office from 1973-75).

Small world, huh?

### **JOHN D BOWER, MD Professor Emeritus:**

The engineering group had very little contact with any of the officers. I can't remember any time they came to the forward engine room. We dealt primarily with our CPOs who were WWII vets and knew what the propulsion system was all about. To this date I cannot recall the name of a single officer including the Captain whoever he was.

### **JOHN HARRIS, SO2:**

There were two officers that I thought were especially good. **Lt(jg) Cox and Lt(jg) Dean** were both over O Division (at different times). They were both very approachable, great role models, and professional. I seem to remember Mr. Cox playing guitar and making up ditties during one of our outings. Mr. Dean was the coach of our baseball team, lined up our games, kept us straight. It was a real treat for me to see Captain Dean again after 50 years at our 2007 reun-

*(Continued on page 5)*

(Continued from page 4)  
ion.

I got to know several of our other officers while standing Quarter Deck watch with them. Some of the names that come to mind are **Lt(jg)s Ashbrook, Rentz, Treadwell and White.**

Overall, I think that we had a fine cadre of officers during my time aboard the Rowe. I was very impressed by our executive officer **Lt Cdr Parramore** and had great respect for **Cdr Durburrow's** prowess as an ASW Captain.

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*If you do not have e-mail, mail us your answer to the question for publication in the next issue. Our address is on page 3.*

## PUNS

1. The roundest knight at King Arthur's round table was Sir Circumference. He acquired his size from too much pi.
2. I thought I saw an eye doctor on an Alaskan island, but it turned out to be a optical Aleutian.
3. She was only a whiskey maker, but he loved her still.
4. A rubber band pistol was confiscated from algebra class because it was a weapon of math disruption.
5. No matter how much you push the envelope, it'll still be stationary.
6. A dog gave birth to puppies near the road and was cited for littering.
7. A grenade thrown into a kitchen in France would result in Linoleum Blownapart.
8. Two silk worms had a race. They ended up in a tie.
9. A hole has been found in the nudist camp wall. The police are looking into it.
10. Atheism is a non-profit organization.
11. Two hats were hanging on a hat rack in the hallway. One hat said to the other, "You stay here, I'll go on ahead."

## 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.**

## ALBUQUERQUE FOR 2009

Albuquerque is known as "The Duke City" and was founded in 1706 by the ambitious provisional governor Don Freancisco Cuervo Y Valdez. The town sprang up around what is today known as Old Town. Around the plaza the streets are lined with 300 year-old adobe structures that stand as a testament to the early settlers. The city's first church, San Felipe De Neri continues to serve the Catholic community as it has for 300 years.

Nearby is **Kirtland Air Force Base and the National Atomic Museum.** Here you can view the concert of events that led to the development of the Manhattan Project. It is the nation's only congressionally chartered museum of nuclear science and history. The museum was established in 1969 as an intriguing place to learn the story of the Atomic Age, from early research of nuclear development through today's peaceful uses of nuclear technology. Here you can explore how nuclear science continues to influence our world. The museum strives to present through permanent and changing exhibits and displays the diverse applications of nuclear energy and its pioneers. You can view displays presenting the development of the Atomic Age, including replicas of the world's first two atomic weapons, Little Boy and Fat Man, which were built and used at the end of World War II.

Indian crafts and jewelry abound in and around Albuquerque. For example, in the **Indian Pueblo Cultural Center**, a wonderful facility run by the nineteen Indian pueblos of New Mexico, you can take a self-guided tour and shop in the 7,000 square feet facility.

If you like dinosaurs and fossils, you'll love the **New Mexico Museum of Natural History and Science.**

The mystique of New Mexico's

(Continued on page 6)

(Continued from page 5)

Native American tribes is extremely powerful.

**Petroglyph Park** is on the west mesa in Albuquerque. Here you can stroll the paved footpaths that wind among volcanic rocks as you ponder the meanings of the petroglyphs (carvings into the rocks). Although there is no definite way to date the 'glyphs', it is thought that the oldest in this area are nearly 3,000 years old.

**Acoma Indian Pueblo** is located one hour to the west. We'll walk on the mesa where the Acoma Indians have lived for nearly a thousand years. Here in this "oldest continuously inhabited city." An Indian guide will lead you through the earthen streets, past adobe homes. About a dozen families continue to live here year-round without electricity or running water as their ancestors did. The church here is on the National Register of Historic

Places. There will be opportunities to purchase crafts and home baked goods on the mesa top. **NOTES:** Wear comfortable walking shoes, the mesa top is uneven rock and sand. The walk is almost a mile and takes a little over an hour. Bring a hat for shade and dress in layers – be prepared for heat or cold.

**Sandia Mountain** dominates the eastside of Albuquerque with its 5,000' vertical rise. A visit to the top of this mountain is a much sought after experience by visitors. The 15-minute tram ride takes visitors through 4 biological life zones and reveals deep canyons and an awe-inspiring view not soon to be forgotten. You will view the sunset and then ride the tram back down as the city lights begin to twinkle. Enjoy dinner and Las Vegas style gaming at the nearby, beautiful Sandia Casino. **Notes: Due to the Tram's elevation, 10,378', individuals**

**with heart conditions or respiratory problems should consult their doctor.**

A visit to New Mexico is not complete without experiencing the capital city of **Santa Fe**, with its unusual charm and historical significance. You'll travel the Turquoise Trail Scenic Byway through old mining towns and stop for a break in Madrid, which is now a thriving artist colony. Once in Santa Fe the guide will lead a walking tour of Santa Fe Plaza pointing out historic churches, shops and museums. This unique community offers wonderful, eclectic shops and history is everywhere. There is such a wealth of charms that you'll find it hard to experience them all in one day. Take time to meet the people, taste the food and explore hidden courtyards, including Loretto Chapel Museum with its "Miraculous Staircase". There will be free time on Santa Fe Plaza for shopping and lunch.

## 2009 USS ROWE REUNION SURVEY

In order to give you the best possible reunion at the best possible price, please help us by answering a few questions about the reunion format and activities.

Do you want breakfast all three mornings? \_\_\_\_  
or only on Sunday morning? \_\_\_\_

Do you want entertainment after the banquet? Yes \_\_\_\_ No \_\_\_\_

**Please check the attractions you would like to see on your reunion agenda.**

Historic Old Town \_\_\_\_ Sandia Peak Aerial Tramway \_\_\_\_

Indian Pueblo Cultural Center \_\_\_\_ Turquoise Trail \_\_\_\_

Petroglyph National Monument \_\_\_\_ Acoma Pueblo \_\_\_\_

National Atomic Museum \_\_\_\_ Santa Fe \_\_\_\_

**Return surveys by January 5, 2009 to:**

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

**Or Fax:  
828-256-6559**

**Or at [www.mlrsinc.com/rowe](http://www.mlrsinc.com/rowe)**

**Registration packets will be mailed out approximately 90 days prior to the reunion.**