



# USS SPRINGFIELD

## Newsletter

<https://usspringfield.org/newsletter.pdf>



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Please send any additions, corrections or questions to Dave Schantz at the address or email above

## PRESIDENT'S CORNER

January 2024  
Volume 24 Issue 1

Happy New Year! 2023 was a successful year for the Bluejackets. We added 17 shipmates to our roster, 16 shipmates became life members and had a good number pay the annual dues. Unfortunately we learned of many shipmates who are no longer with us, some who passed in 2023 and others we learned of who passed in prior years. As of the end of the year, to the best of my knowledge, the on-line roster is up to date. (Of course if you find a discrepancy, please let us know so a change can be made.)

One small short-lived success was linking up briefly with the SSN761 Face Book page, which opened up communications with our SSN761 shipmates, until the new SSN761 Face Book administrator would not allow me to post anything regarding our organization. If anyone has any ideas on how to re-establish a link, please let us know. In the meantime we're happy to have added 11 SSN761 Shipmates aboard.

One other thing that we were able to do a few times this year is put shipmates back in touch with each other. And in doing so we are able to maintain information confidentiality by sharing only what is needed to do so.

The Sea Stories sent in and shared as well as the number of phone conversations with shipmates were most welcomed. (Some might better be classified under a heading of SEA TRAGEDIES, which I am holding off including—especially as we start a new year.)

Our "Cruise Ship" reunion venue worked out well. Those who joined us had a good time, wonderful dining and entertainment and camaraderie. (In 2024 we plan to meet in Buffalo, NY, home of the "Buffalo Naval & Military Park" and our sister ship, the USS Little Rock CLG4. We will meet in conjunction with the Villefranche-Sur-Mer 6th Fleet Organization Sept 13-15, 2023. Mark your calendars!

Thank you.

## USS SPRINGFIELD MEMBERSHIP

A big thank you to Life Members Richard Scarcello RDSN OI Div 66-68 and Ed Osinski SFP2 R Div 60-62 for their generous donations.

Welcome aboard to new Life Member Peter Bullock EM2 E Div 68-70

If you are in touch with shipmates not currently on our roster, your help in doing so as well would be great.

It's time for dues payments. Annual membership is \$20. Life Membership is \$100.

Dues are needed for the Bluejackets ongoing expenses. While we are a not-for-profit-all-volunteer organization, we still have expenses to meet in keeping our organization viable. Your support is appreciated to the max.

Please make your checks payable to: USS Springfield Bluejackets Inc. and mail to: Keith Rivard-Treasurer, 160 Tommotley Dr, Loudon, TN 37774-2120 or call 865 388-2478 to charge.

## IN REMEMBRANCE



Our Deepest Sympathies and Prayers are with the Family and Friends of the Shipmates we learned to be deceased since our last newsletter who include:  
Capt Jerry Rapkin X Div 60-62, Jerome Kozarski RDSN OI Div 60-62

I can imagine no more rewarding a career. And any man who may be asked in this century what he did to make his life worthwhile, I think can respond with a good deal of pride and satisfaction: 'I served in the United States Navy. -John F. Kennedy

## **BIRTHDAY GREETINGS**



**HAPPY BIRTHDAY  
SHIPMATES!**

**January:** Louis Andris ETN3 OE Div 62-63, David Balf CT1 STAFF, 2ND FLT Div 67-69, Donald Birkhimer CS1 S-2 Div 72-73, Warren Butler RD2 OI Div 67-70, Leonard Chancey RD3 OI Div 66-70, Ron LeBarron MMCM M Div 60-62, Thomas Lindley CTSN G Div 63-65, Mario Lombardi MM3 M Div 71-73, Joseph Maire CT2 FLAG Div 62-64, Robert McCaffrey CYN3 OR Div 65-69, Jon Mitchell BM3 BOAT Div 72-74, John Morrissey ETC OE Div 66-72, Ken O'Connor CMG3 G Div 72-74, Joseph Palese SN OR Div 61-62, Joel Schaeffer RD3 OI Div 67-70

*Did we miss your birthday? Make sure we include you so we can wish you HAPPY BIRTHDAY in future issues. Let us know when it is and we will be sure to do so!*

## **DECK DIVISIONS**



Like many sailors first reporting aboard a ship, when I went aboard the Springfield, and was assigned to the 2nd Division. At that time there were five deck divisions- 1st, 2nd, 3rd, 4th, 5th. (This was later modified to consist of the 1st, 2nd, 3rd.

In addition to these there was the Bos'n's Detail where the deck divisions got the supplies of needed to carry out the day's activities-swabs, buckets, paint, canvas, lines, sky hooks, etc. and the Boat Division which was responsible for the Admiral's and Captain's Gig, the Officer's Motor Boat, three 40 Utility Boats and 2 Whale Boats. (At first this division was primarily made up of Seamen and Boatswain Mates but later included Machinist Mates, Enginemen, Shipfitters, and Firemen as well.)



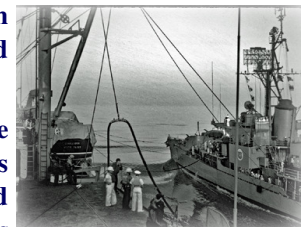
As a young sailor assigned to the 2 Division it seemed that the intent of the Boatswain Mates was to make life aboard as unpleasant as possible. I didn't understand the complexity and responsibilities involved. For example, A Boatswain Mate is responsible for deck handling machinery and equipment, maintaining the exterior surfaces of ships, cargo-

handling, and small boats operations and the duties might include, among others, standing watch, the scraping, chipping, painting, maintenance, cleaning and repairing of the ship structure and the ship's equipment, line handling, marlinspike skills, mooring, anchoring, refueling, replenishment, high-lining of personnel, supervising the deck crew and more.



The 1st Division had responsibilities for the foredeck, anchors, anchor chains, bow lines, mooring lines, the forward boarding ladder and the canvas surrounding the Officer of the Deck's area, the 5 and 6 inch guns and more. The 2nd Division, 3rd Division maintained the forward parts of the superstructure, swabbed and holystoned the teak decks, handled the forward refueling hoses, high line and replenishment stations while the 4th division was responsible for similar duties at the after section of the superstructure and the 5th division maintained the stern area including the bulkhead that would always need a fresh coat of paint after firing the Terrier Missiles and Helipad. All divisions had much to do in the way of chipping and painting and chipping and painting as well as cleaning the heads and showers, and of course standing watch. Ugh!

In the case of the 2nd Division, which I was in, we would get up at about 0330 hrs, well before 0600 Reveille, to get a start on cleaning the deck areas outside the Captain's and Admiral's quarters, and before hitting the chow line at about 0600. Afterwards it was a lot of chipping and painting, whether in port or at sea, or going below to clean a head or two.



The goal for me and for many shipmates, I talked with, who were in a similar situation, was to find another division to get into.

In my case when I saw an opening in the S1 (Storekeeper) Division, I grabbed it and made the move.

It was only after transferring out of the deck division, that I came to appreciate the role of Boatswain Mates and hope in some small way I've captured the essence of the rating.

Comments from others who were in one of the deck divisions or actually from any shipmate wishing to tell about the innards of the unit they were in will be most welcome..

## SEA STORIES

While on board the Springfield, I'm sure many of us have seen "Brig Prisoners" being exercised by a Marine. I remember in one case, from what I heard, that there was at least one shipmate who would purposely watch the ship leave Villefranche, report himself to the Shore Patrol in Nice and then be transferred back to the ship and put in the brig. I don't know what ever became of him. In another case, there was a smuggling ring involving at least one person who worked in the ship's post office, that would put cigarettes in the mail and take them out of the mail bags once the got ashore. I believe those shipmates find a place in Leavenworth or another federal penitentiary. In the November newsletter, in the article on the Marine Detachment, Bryon Kindlon, says that gusrding the brig was his "least favorite job". This must be especially true when guarding non-Navy prisoners, but Paul Meyer FTM2 FOX 62 tells the following story.



"I came aboard the Springfield Dec 23rd, 1962, while anchored at Villefranche. Later, sometime around the summer of 1963, two Army soldiers dressed in civvies, turned themselves into the Navy shore patrol in Nice France. I later found out that they were deserters, in the brig aboard the Springfield and being guarded by the Marines on board.



Daily, during the next few weeks, we would see the Marines putting these guys through their daily dose of calisthenics. Finally, after about two weeks, they were just walking them around on the fantail of the ship.

By then I had heard they were Army soldiers from northern France who were deserters, and since my Brother was in the Army stationed at a fort in northern France, I wanted to talk with them, I asked if it

would be Ok to speak with them, and the Marines said sure.

After a little small talk, I asked them where they were from in northern France, and it turned out they were from the same fort where my Brother was. I then asked them if they knew Dave --- and they lit up. and said, "Yea we know Dave - he's our refrigeration repair man. He keeps our air conditioners working. He's a great guy." This was in fact my Brother as that was his job in the Army.

I quickly sent my Brother a letter and received a reply about a month later. (Back then letters from the Springfield went back to the US to be sent to an APO address, and then went through the convoluted system thereby taking forever. Today we would send an email and receive a reply

within minutes.)

My Brother said these guys were their payroll clerks; and they had stolen the payroll and disappeared. Naturally, they were declared deserters immediately. He said they were all making bets as to whether these two would be able to get out of Europe, or not, without orders and/or a passport. They kept asking their command "whatever happened to these two guys" and all they would get back from command was "we don't know".. After receiving my letter, they knew for sure that their command knew exactly where they were but wouldn't say.

Obviously, these two turned themselves in to the shore patrol when they ran out of money and realized that they would never get out of Europe. About a week after talking with them they were gone and I'm sure they ended up in a cozy cell in Leavenworth. How dumb can you be!

End of story." Thank you Paul!

*A ship without Marines is like a garment without buttons.* -Admiral David Dixon Porter



So

what's your story? Your contribution of a time you remember and would like to share with others.

## 2024 REUNION



As mentioned in the past few newsletters, the 6th Fleet Villefranche-Sur-Mer organization is having their reunion in Buffalo NY near the Buffalo and Erie County Naval & Military Park where our sister ship the USS Little Rock in located on September 13,14,15 2024. Our plan is to hold our 2024 USS Springfield Bluejackets reunion with them. No further details are available, but for now, please mark your calendar and plan to attend.

In planning for the number of rooms we need to reserve, an email to either Dave Schantz [daveschantz@yahoo.com](mailto:daveschantz@yahoo.com) or [kmrivard@gmail.com](mailto:kmrivard@gmail.com) would be appreciated.





# USS SPRINGFIELD



## USS SPRINGFIELD SSN-761



Source: <https://www.csp.navy.mil/springfield/>



The Los Angeles-class fast-attack submarine **USS Springfield (SSN 761)** returns to its homeport of Naval Base Guam on January 9, 2023 after a nearly four month deployment. Commissioned January 9, 1993 Springfield is the fourth United States Navy ship to bear the name. Los Angeles-class fast-attack submarines make up the majority of the submarine force, with nearly 40 still in commission.

### General characteristics:

- Class & type: Los Angeles-class submarine

- Displacement: 6,000 long tons (6,096 t)
- light 6,927 long tons (7,038 t)
- full 9,270 long tons (9,420 t)
- head Length: 110.3 m (361 ft 11 in)
- Beam: 10 m (32 ft 10 in)
- Draft: 9.4 m (30 ft 10 in)
- Propulsion: S6G nuclear reactor
- Speed: Surfaced: 20 knots (23 mph; 37 km/h)
- Submerged: +20 knots (23 mph; 37 km/h) (official)

- Complement: 12 officers, 98 men
- Armament:
  - 4 x 21 in (533 mm) bow tubes,
  - 10 Mk48 ADCAP torpedo reloads,
  - Tomahawk land attack missile block 3 SLCM range
  - 1,700 nautical miles (3,100 km),
  - Harpoon anti-surface ship missile range 70 nautical miles
  - Mine laying Mk67 mobile Mk60 captor mines

## SHIP STORE

Now on sale in the USS Springfield Ship Store are a new Polo Shirt and T-Shirt, Coffee Mugs, USS Springfield Window Stickers, Ball Caps and more. Visit our Ship Store on-line at <https://store16038547.company.site> or [usspringfield.org](https://usspringfield.org) or if you don't have access to the internet call Keith Rivard (865-388-2478). All proceeds go to support the USS Springfield Bluejackets, Inc. Make checks payable to USS Springfield Bluejackets and mail to:

Keith Rivard-Treasurer 160 Tommotley Dr Loudon, TN 37774

