



USS SPRINGFIELD

Newsletter

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



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In this Issue

- President's Corner
- USS Springfield Membership
- In Remembrance
- 2024 Reunion
- Birthday Greetings
- Ward Room
- Sea Stories
- 6th Fleet
- Web Page
- Ship Store

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

PRESIDENT'S CORNER

March 2024
Volume 24 Issue 3

A special thanks to Paul Myer FTM2 Fox Div and LCDR Barry Pines for the "Sea Stories" they sent which are included in this month's newsletter and to Thom Bailey SK3 S1 Div 62-64 and to Carl McCullough CTR3 F4 Div 71-73 for stories that will appear in a future issue. They are an important part of being able to put a newsletter together and more are needed.

This past month, I did some scouring of shipmates in our data base in an effort to keep things current and I believe that it is a up to date as possible. Your help in keeping us informed of changes to your information will be much appreciated.

USS SPRINGFIELD MEMBERSHIP

Welcome aboard William Meyer LTJG Operations 69-72

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

A big thank you to new Life Members Fred Schimmel FTM1 FOX Div 65-69 and Larry Rosenberg SN 1ST Div 63-65

and to Life Member Benny Hornsby RD2 OI Div 60-63 for his generous donation.

...and thank you to our newest 2024 Annual members YNCS Robert Callahan YN1 X Div 70-73, Robert Finan RD3 OI Div 66-69, Ron Le Barron MMC M Div 59-62 & William Meyer LTJG Operations 69-72 and for William Meyer's generous donation.

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:

Alton Gilbert GMM2 GM Div 64-66, Jon Mitchell BM3 BOAT Div 72-74, James C. Moore BT1 B Div 64-66, Richard Bencic PC3 X Div 66-70, Gene L. Hall MM3 M Div 66-69, William B. Henderson YN3 OI Div 62-64, William F Kelly QMC N Div 62-63, Daniel Miller AG2 V Div 68-70

"The sun, the moon, the wind, the stars, will forever be around, reminding us of the times we shared, and the peace our shipmates found." —Anon.

2024 REUNION

Barry and Patricia Probst, President and Director of the 6th Fleet Villefranche-Sur-Mer organization are finalizing arrangements for the 2024 USS Springfield Bluejackets reunion being held in Buffalo NY home of the Buffalo and Erie County Naval & Military Park and the USS Little Rock, USS Sullivans, USS Croaker and PTF 17, Sept 13-15.

Registration forms and details will be mailed this month and will be included in the April Newsletter. Plans include a Welcome Reception with entertainment on Thursday evening, a tour to Niagara Falls on Friday during the day and a group supper with entertainment on Friday evening and on Saturday a tour of the Buffalo Naval & Military Park and the (continued on p. 2)

2024 REUNION continued

USS Little Rock USS Sullivans and USS Croaker with a dedication ceremony for space for a historical permanent exhibit . For a donation of \$100.00 or more served aboard will be placed on a exhibit. To donate send a check made payable to "U.S. 6th Fleet in VSM" to U.S. 6th Fleet in VSM P.O. Box 7445 BROCKTON, MA 02303-7445

BARRY L. PROBST
U.S.S. SPRINGFIELD, CLG-7
1965-1967

your Name, Your Ship's Name and dates that you "Plankowners" Plaque to be located next to the with your name, address, ship and years aboard ,

Date: __ / __ / __ Donation Amount: Name: Ship: Years Aboard:

BIRTHDAY GREETINGS



March: Richard Alcott RD3 OI Div 60-63, Walter Anderson ETN3 OE Div 65-67, David Bartin BT3 B Div 60-62, Gary Buice SM3 OS Div 64-66, Dennis Byrne ETN3 OE Div 73-73, Barry Carmody PC3 X Div 71-73, William Dalton RD3 OI Div 65-68, Jeff Duvlea MM2 M Div 69-70, Brian Gierlatowicz CPL MAR DET 64-66, Raymond Gist SN S-3 Div 60-62, Peter Houseknecht LTJG FLAG Div 65-67, Michael Hughes FN BOAT Div 70-72, Bob Koorstad CYN3 OR Div 68-70, Bob Kosick IC3 E Div 62-65, Michael Leding LTJG SUPPLY 64-66, James Morrissey HT-3 R Div 72-73, Robert Mustain SFP1 R Div 64-66, David Palmer MM3 A Div 68-71, & Thomas Quinn GMM3 GM Div 64-66

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!

WARDROOM USS SPRINGFIELD CLG7

LCDR Barry Pines, writes that while the Springfield was in the Brooklyn Navy yard in the summer of 1963 he was ordered to oversee the rehab of the wardroom. yard estimated for the job, he duplicated jected. "Then", Barry says, "the game was ing yard workers to go up or down a deck and go straight through was to help us on We got all the work we needed done." The by Capt Ronald Crenshaw, Commanding



Since he was allotted only 10% of the funds the the yards blueprints and returned them as re- on; the hatches fore & aft were secured requir- to get around the wardroom. The price to enter the job and also receive fresh coffee and pastries. result is summed up nicely in the following poem Officer USS Springfield 63-64.

"The Whip"

A bunch of the boys were ripping it up
In the Springfield's officers mess.
And the smoke and din was black as sin
And the progress just anyone's guess
When into the space with a smirk on his face
Strode the snapper who wouldn't take 'no'
Twas whispered by lip, he was known as the "Whip"
A buzz saw but tight with the dough
He planted his feet where admirals will meet
And shouted aloud for his aides
The "Tin Knockers" cringed 'cause they'd often been singed
By the murderous bite of his rage
The designers and welders and pipefitters too
Came running at the clarion call
But nary a hint of his latest intent
'til they assembled and counted off all

He barked out his orders with such consummate skill
None questioned his right to command
Though dentist he was, 'twas only because
Of the law of supply and demand
Then he turned on his heel as the men darted off
And headed for building seven-seven
What he used for persuasion of occasional evasion
Will only be shown in heaven
So now we're together just whooping it up
In the wardroom of flagship sixth fleet
And smoke and din that was black as sin
Has given way to a clubroom complete
With the tinkle of glasses and the titter of charm
Let's just pause for a moment of thanks
To our shipmate "the Whip" with a smile on his lip
Now forgiven for all of his pranks

Dedicated to LCDR Barry E. Pines jr, (DC) USN
26 October, 1963
Captain Ronald Crenshaw USN

SEA STORIES

This month, Paul Myer talks about “Obeying Direct Orders and some consequences that might result from doing so. Paul writes that “Line officers usually start at the rank of Lieutenant JG are trained in making good decisions in two areas: first in using and managing the resources and equipment under their command, and secondly making proper and wise decisions when dealing with the personnel under their command.

Line officers are trained to make these good decisions by being assigned as division officers to the various divisions aboard ship, usually on a rotation basis so they get a good understanding of how it all works together. They are indeed evaluated by the captain on each division basis. This evaluation goes directly into their personnel record. A black mark in their personnel record usually means that they will never rise to the rank of captain, and maybe not even to the rank of Commander.

The chain of command is of utmost importance in the military so that all personnel know who their authority is and that they are to follow all their authorities’ commands without question. This is extremely important in times of battle when a split-second delay could mean death.

As an enlisted person you are never to question an order from someone above you in rank. This can result in you having to follow an order that you know will cause damage and/or failure, but if you question that order you can be charged with insubordination.

However, if a direct order did cause damage and there is then an investigation (which will almost always happen) you could then say; ‘I knew it was wrong, but it was a direct order from so and so.’

If it can be proved that you were following a direct order you are cleared, and if it came from a commissioned officer most likely they will be court marshaled and/or removed from the Navy.

There is responsibility with rank, and if you can’t properly handle that responsibility, you should not have the rank and authority that goes with it because you are a danger to all on board.

A good example is what happened aboard the USS Springfield in 1964 while at sea in the Med one night. Although we were at sea and there were some operations going on, we were not at GQ. At about 0130 hours, the ship came alive with the message ‘Fire, Fire in space ----.

As I awoke and heard that location, I knew immediately that is a radar space on the 02 level. That space was manned by Ron , an ET3, and that the radar was an air search radar used to designate targets to the weapons systems. I knew this because I was FTM3, and I often worked with Ron as he was almost a part of Fox division.



There was a short in the Radar Modulator Cabinet and Ron was busy trying to find the cause when he got call from CIC. “This is Lieutenant so and so.” WHY IS YOUR RADAR OFF LINE? “ Ron answered “Sir there’s a short in the modulator cabinet, and I’m trying to find it right now! “ The CIC Officer responded “YOU GET THAT RADAR BACK ONLINE RIGHT NOW! THAT’S A DIRECT ORDER!” Ron answered “yes sir “ and proceeded to tape the circuit breaker switch so it could not trip again.

Within a few minutes the cabinet was on fire and the radar was totally out of commission.

The radar was basically destroyed as the modulation cabinet burned completely and being a radar, that was no longer being manufactured, it was totally out of commission. The only possible replacement for it was at the Smithsonian Museum and that was not going to happen.

That was an important radar, and it was permanently out of commission.

So, naturally there is an investigation into what caused this fire. It turns out that the radar went down due to a short in the modulator cabinet.

What a mess it was to clean up, taking several weeks of throwing things over the side of the ship while at sea.

When the captain heard this testimony, and there was no doubt as everyone on that same sound powered line heard that direct order, Ron was exonerated, and we never saw that Lieutenant again.

This was a case of a line officer who truly did not learn how to handle personnel. I feel certain he was out of the Navy and on a plane heading home within a couple days.



Larry Rutledge FTM 3
Cleaning Ron's radar
space after the fire.

Paul Meyer FTM2 FOX Div 62-64

Article 92 of the Uniform Code of Military Justice (UCMJ)

WHAT HAPPENS WHEN YOU DISOBEY A MILITARY ORDER?

Punishments for the disobedience of a specific, direct order. may include forfeiture of pay and allowances, confinement for up to six months, and a bad conduct discharge

SIXTH FLEET

Seventy four years ago, on Feb. 12, 1950, the Navy formally established Sixth Fleet, building on the storied legacy of U.S. Navy ships that have sailed on the Mediterranean Sea since the early nineteenth century. Since 1950, with home ports in Villefranche, France (1950 -1967) and Gaeta, Italy (1967-present) at least 13 ships have served as Flagships for the Commander 6th Fleet (including USS Newport News CA148, USS Salem CA139, USS Columbus CA74/CG12, USS Boston CA69/CAG1, USS Des Moines CA134, USS Springfield CLG7, USS Little Rock CLG4, USS Albany CG10, USS Pudget Sound AD38, USS Coronado AGF11, USS Belknap CG26, USS LaSalle AGF3 and the USS Mt. Whitney LCC20) providing credible combat forces to Europe and Africa, promoting regional security and stability and ensuring safety for the world's oceans and sea lanes. While we of the USS Springfield will take steps to have our shipmates join together in the upcoming reunion, it also will give us an opportunity to share stories and meet shipmates who have served on a number of these other ships and in some cases on several. Looking forward to a great reunion in the wonderful setting near the Buffalo Naval and Military Park and Niagara Falls. Hope to see you there! Details will be sent out shortly!

WEB PAGE

USS Springfield Home About Roster Reunion Ship Store Ship Publications Membership Contact Us

USS SPRINGFIELD BLUEJACKETS

USS SPRINGFIELD Plank Owners

KEY: ^ -Deceased, * -PlankOwner, # - Life Member, ✓ - Annual Member/Paid, * -Payment Due/Inactive

Last Name	First Name	Years on Board	Division	Rating	Home Town	State	Spouse
...

DID YOU KNOW- that if you are looking at any of the Ship Rosters on our web page that you can use the keys to limit what you see, By clicking on one of them, say “*_Plank Owners” that it will give a list of all of the plank owners . Similarly for #_Life Members, ✓_Annual Dues Paying Members and those who are ^_Deceased. Unfortunately it does not segregate the individual lists, i.e. CL66, CLG7 SSN or Marine Detachment when doing this but it does shorten the list to the specific category chosen. (Hope this helps)

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 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

