



USS SPRINGFIELD

Newsletter

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Officers

President & Webmaster & Newsletter
Dave Schantz
29 Wood Run Cir
Rochester NY 14612-2271
585-723-0760
daveschantz@yahoo.com

Vice President
Robert Kosick
155 Camellia Dr
Leesburg FL 34788-2610
828-638-1442
kosicks@hotmail.com

Treasurer & Ship Store Mgr
Keith Rivard
160 Tommotley Dr
Loudon TN 37774-2120
865-388-2478
kmrivard@gmail.com

Secretary
Mario Lombardi
231 Mitchell G Dr
Tewksbury MA 01876-2184
978-851-4334
lombardi00@aol.com

Member At-Large
Dennis Sherwood
6524 Kurtz Ln
Eden Prairie MN 55346-1610
(952) 239-9954
dennis@hometechniques.com

In this Issue

- President's Corner
- USS Springfield Membership
-New Life & Annual Members
- Welcome Aboard
-Dues are due
- Birthday Greetings
- In Remembrance
- The Marine Detachment
- Sea Stories
- 2023 & 2024 Reunion
- Ship Store

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

PRESIDENT'S CORNER

Welcome aboard to the 13 shipmates who joined us this past month and especially to those from the SSN761.

In a belated vote of those who attended our reunion, we have added a new board member to help in keeping our organization alive and well, namely, Dennis Sherwood. Dennis has experience in putting together reunions, has some fine photographic abilities and publicity generating talents that are sure to add to our organization. Welcome aboard Dennis!

A special thank you to Paul Farmer, Ray Kehoe and Bryan Kindlon for their stories that made putting this newsletter together possible. Their stories are contained within.

... and for future issues, more Sea Stories, are needed!! So- what's your story. While we were all aboard one of the Springfield ships, we weren't all on the same ship nor were we on it at the same time. Your story is unique and it would be great to have you share it. Send it by regular or email to Dave Schantz 29 Wood Run Cir Rochester NY 14612-2271 or daveschantz@yahoo.com (continued on p 4)

USS SPRINGFIELD MEMBERSHIP

A big thank you to our new life members: *Jesse Cook ET2 (SS) OR Div 96-01 and Darren Sullivan ET1 RC Div 95-02*, new Annual Member Richard Niddrie, OI Div, 67-69 and to Diane Anderson, spouse of CWO Jim Anderson for her generous gift in memory of Jim.

Welcome aboard to (CLG7 shipmates) Lee Mortimer Nav Div 70-71, *Paul Schweigert FTG2 G Div, 70-71 and Randy Watts CPL MarDet 70-73* and (SSN761 shipmates) *Jesse Cook ET2(SSN) OR Div 96-01, Darren Sullivan ET1(SSN) RC Div 95-02, James Paulsen ETC Nav Div 96-98, Dusty Wilson MMC(SS) RL Div 91-93, Eric Mathis Officer 97-01, Rudy Eddins TM T&D Div 00-04, Luther Stewart TM2 Nav Div 92-94, Joseph Sheffield LT Eng Div, 11-18, Steve Doty ET3 ET Div 96-00, T.J Bennett EM1, EM Div, 95-99,*

It's time again to be thinking of paying your Annual Dues or becoming a Life Member. If you pay now, your dues are good for all of 2024 as well. 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. Enjoy our newsletter, get in touch with other shipmates, come to our reunions. It's all part of being on board.

Please make your checks payable to: USS Springfield Bluejackets Inc. and mail to: Keith Rivard-

BIRTHDAY GREETINGS

HAPPY BIRTHDAY SHIPMATES!



November: Sherrill Allen A Div 68-69, Philip Berry Eng Div 57-57, Robert Berta X Div 64-67, Joseph Gagne H&D 60-61, Thomas Gorman GM Div 63-66, Luther Langley R Div 70-74, Peter Long G Div 62-67, Donald Nistendirk Flag 64-66, Robert Reese, Richard Godschalk Ops 60-62, Robert Goodson Flag 67-68, Peter Miller CO SSN761 03-06, James Miller FTMSN Fox Div 61-63, Ken Davenport MU1 Flag 63-67

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!

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: CWO James M. Anderson SN 1st Div 62-64 and Judy Boozer, Spouse of

"... I just wanted you all to know how much Jim and I enjoyed being with all of you through the years at the USS Springfield Reunions. You were not only shipmates, but friends that are like family. That's one thing that some people will never understand. Veterans and their families are special people. Always there for each other. ..." Diane Anderson, Wife of CWO James M. Anderson (Ret)

THE MARINE DETACHMENT

The Marine Detachment or MarDet is a unit of United States Marines aboard large warships including cruisers, battle-ships, and aircraft carriers. They were a regular component of a ship's company from the formation of the United States Marine Corps until the 1990s. Missions of the Marine Detachment evolved over time, and included protecting the Flagship's Admiral, the ship's captain, security and defense of the ship, operating the brig, limited action ashore, securing nuclear weapons and ceremonial details.



Bryan Kindlon tells about his time on the Springfield saying "I'm originally from Albany NY and I come from a family in which serving in the military was a tradition. My Great-Great-Grandfather lost an arm in the Civil War. My Grandfather served on the Western Front in WWI. My Father was wounded 3 times in WWII. My Brother was serving in the Republic of Vietnam when I arrived in Marine Boot Camp, Paris Island, SC.

A federal law (the Sullivan Act) prohibits two brothers from serving in a combat zone at the same time, so when I completed Boot Camp, I received orders to report to Sea School in Portsmouth VA. It took a number of months to form a new class and it wasn't until June or '68 that I joined the crew on the Springfield.

A few days after reporting for duty, the ship left for a training cruise in the Caribbean. This was my first experience living and working on a ship. A few months later we went on a NATO exercises in the North Atlantic and I had opportunities to visit several European ports.

The detachment's main job on the Springfield was to stand guard in the Guided Missile Area. We stood guard 24 hours a day in port and at sea. Additionally, the Marines manned the 5 inch guns and the upper and lower handling rooms. On rare occasions we had to serve as guards in the Brig—my least favorite job.

Members of the Marine Detachment acted as Orderlies for the Fleet Admiral, the ship's Captain and Executive Officers. I was lucky enough to serve and the Orderly for Captain Lando Zech for a full year. (Years later he would retire from the Navy as a 3 Star Vice Admiral and eventually become Chairman of the Nuclear Regulatory Commission.

The detachment consisted of around 30 enlisted men, two officers, a First Sergeant and a Gunner Sergeant. These were some of the finest people I've ever met. About half of the guys in our detachment were fresh back from Vietnam. One of my strongest memories of that time is sitting around on the fantail at night, when off duty and listening to their stories and experiences of the war.

When the ship was in dry-dock for repairs, the Marines would be sent off to the rifle range (we had to re-qualify each year.), attend survival school and spend endless hours of close order drills.

All these years later, one of my favorite memories of life on board the ship is the time we spent at sea. I loved watching the ship as it sliced through the water and was fascinated at seeing the sharks, sea turtles, dolphins and flying fish. Storms at sea were awesome.

In the early evenings, just after evening chow, the Marines would often gather on the fantail, swapping stories, joking and laughing. We would stay there until it got dark.

May of the young guys I served with went to Vietnam. Luckily they all came back.



Admiral Charles Duncan, Commander Second Fleet inspects the Marine Detachment, during change of command ceremony aboard Springfield, 1967
Photo by: Paul Farmer, PH2, X Div, 6648

SEA STORIES

Paul Farmer PH2 X Div 66-68 shares from his memoirs: "In early November Springfield made a fateful visit to Naples, Italy, where I learned just how dangerous serving in the Navy can be. Like many ports in the Mediterranean, Naples's harbor is relatively small. There is limited space at the docks, so larger ships are often directed to "Med Moor." When mooring in this way, the ship is maneuvered by tug boats so that its stern is facing the pier. The anchor is dropped from the bow and heavy mooring lines are tied to the pier and drawn tight. The ship is held fast that way perpendicular to the pier. Other ships can be moored in the same way on either side.

So it was that Springfield was med moored in Naples in November of 1966 as one of the most severe cyclones in modern European history struck Italy. High winds and heavy rain caused major damage in Tuscany and destroyed precious artwork in Florence. In Naples the storm brought a major storm surge that smashed through the seawall and exposed the ships in the harbor to heavy waves.

I was working that Saturday morning on the main deck with about 4 other guys. Yes, we had work to do even in the midst of

a storm. Heavy rainfall provides an opportunity to cleanse the ship of any salt left from the ocean spray and the flagship had lots of white canvas that needed to be scrubbed sometime.

Most of the ship's crew had gone ashore, including the Admiral and the Captain. As the morning passed, we all noticed that the ship was rising and falling like we had never seen while in port. In time the ship began to shudder as it rose and fell. (We didn't know at the time, but the shudder was coming from the anchor being dragged along the bottom.)

Suddenly we heard a loud bang, like a cannon firing. The IMC announced, 'Now set the special sea and anchor detail. Make ready for getting underway.' We knew the ship was not scheduled to leave port for several days, so



"Med Mooring" Photo by Dennis Sherwood ETR3 65-67

SEA STORIES (continued)

this sounded bad. Beneath my feet I could hear and feel the rumbling of the ship's engines and more shuddering. Another announcement, 'All available deck hands report to the fantail immediately!' We headed aft. Another loud bang and I could see at the fantail what looked like a snowstorm. A snowstorm? In Naples? It can't be. What I was seeing was a cloud of nylon fibers from a six inch mooring line that had just parted. That was the bang I heard. Before a nylon rope tears, it stretches about 40 %, and then it snaps like a giant rubber band. It actually explodes and blows millions of pieces of fiber all over.

Someone yelled 'Bring a stretcher!', so we grabbed a stretcher from its rack and ran aft. I will never forget the sight when I reached the fantail. There was blood everywhere, along with pieces of rope and flesh. One sailor was missing both his legs below his knees, yet he was trying to stand up. A petty officer was sitting in a pool of blood holding onto his left knee. The calf of that leg was lying on the deck still attached to his foot.

We watched in horror as Navy corpsmen worked to save lives and limbs. I remember thinking at the time that this must be what combat injuries are like and being glad I was here and not in Vietnam. Beneath my feet I felt the shudder of the main propeller shafts coming to life, as we slowly pulled away from the pier. I learned later that the Executive Officer, in the absence of the Captain, had given orders to get underway. Two of the four mooring lines had parted (one of them had spent its energy harmlessly against the side of the ship. The other had come up on the fantail and injured the men.) The ship was now in danger of being slammed against the pier. The Exec had sent men to the pier with axes to cut the remaining lines as Springfield moved slowly away, while simultaneously raising her anchor—a deft maneuver which earned the Exec a commendation.

Her bow sliced through the breaking waves as Springfield made for open water. Once clear of the harbor, the injured men were airlifted from the deck and taken to a nearby hospital for treatment. As deckhands, we now had the ghastly task of splicing together the frayed and torn mooring lines, still red with blood and flecked with flesh of our shipmates.

I still have the images and smell of that forever locked in my brain. I knew now what Shadoan had been talking about when he told us how dangerous the work was.

The seas calmed greatly by the next day and Springfield returned to the harbor to gather her crew and pick up supplies before returning to sea again. The crew was changed by this incident—changed in our demeanor; changed in the way we regarded the sea; and the way we saw each other. The Captain was changed, too—literally, about a month later he was relieved of duty. Command at Sea of a naval ship carries with it awesome power and ultimate responsibility. The commanding officer is responsible for everything that happens on his ship and the Navy doesn't really like to hear excuses. In a brief ceremony in Bezerte, Tunisia, Captain John Kane was relieved of his command and replaced by Captain H.H.Reis"

And Ray Kehoe tells of a time when Back in 1966 he was a Chief serving on the USS Springfield.. "We were refueling in the middle of the Mediterranean from one of the oilers on a bright sunny day. The 6th Fleet Band was on the 03 level playing to entertain the refueling party. At the conclusion of refueling the First Lieutenant told my friend and Shipmate, Senior Chief Willard to break the rig. Willard explained that we had not yet

had a 'back suction and blow down' to clear the hose. The First Lieutenant, who will remain nameless, repeated his order. Willard repeated his comment.

The 1st Lt. said "I SAID BREAK THE RIG CHIEF WILLARD!"

Willard replied "All right you dumb son of a bitch!" and hit the quick disconnect. Willard hit the quick disconnect and the black #6 oil, which was like tar, sprayed all over the band, the flag bridge and the navigation bridge.



I was in the Chiefs' Mess when Willard came in and

said "I must be making Master Chief because the 1st. Lt just told me I would not be Senior Chief very long." He then related the incident.

The 1st Lt. went to see the Chief Engineer, LCDR Holland, and told him he wanted to put Senior Chief Willard on report. The Chief Engineer asked why and the 1st Lt told him that Willard had called him a "Dumb son of a bitch." The LCDR Holland, wanted to know the circumstances and when the 1st Lt. told him the whole story he told him "Well you are a dumb son of a bitch, and you might as well put yourself on report."

Chief Kehoe also tells of a time In 1966 the Springfield was being shadowed by a Russian Cruiser. For several days it took up a position approximately three miles off our beam. One morning our Captain, John D.H. Kane said to the signalman on the bridge "Sigs send to the Russian 'Good Morning Ivan.'" The signalman got on the 12" searchlight and rapidly sent the message. It was acknowledged and after several minutes a flashing light message came back. "What did he say Sigs?" the Captain asked. "He said 'Good morning Captain, what are we going to do today?'" Obviously a Russian with a sense of Humor.

2023 REUNION

A recap of the 2023 Reunion aboard the Carnival Conquest Cruise ship is expected to be included in the next newsletter,

2024 REUNION

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 current thinking is to have our USS Springfield reunion with them. Details will be shared as we learn more. But for now, please mark your calendar and plan to attend.



Questions? Call or email Dave Schantz (585) 723-0760 / daveschantz@yahoo.com or Keith Rivard (865) 388-2478 / kmrivard@gmail.com

USS SPRINGFIELD CL66 CLG7 SSN761



Happy Veterans Day!

PRESIDENT'S CORNER continued

In addition to sea stories, photos and ideas on ways to keep us in touch with one another would be helpful. If any one is interested in taking on such things as writing or helping to edit and solicit ideas for the newsletter, has any ideas on how to better find and get more shipmates on board or would like to get involved with the ship store, facebook or the web page, please let us know.

<p>CREAM OF TOMATO SOUP PICKLES ROAST TOM TURKEY SAGE DRESSING VIRGINIA BAKED HAM MASHED SWEET POTATOES BUTTERED WHOLE CORN SLICED TOMATOES FRENCH DRESSING PUMPKIN PIE WITH WHIPPED CREAM CHILLED FRESH MILK</p>	<p>CRACKERS CHEESE STUFFED CELERY CRANBERRY SAUCE GIBLET GRAVY RAISIN SAUCE MASHED IRISH POTATOES BUTTERED SALAD POPPYSEED ROLLS</p>	<p>OLIVES GIBLET GRAVY MASHED IRISH POTATOES BUTTERED SALAD POPPYSEED ROLLS</p>	<p>Captain, U.S. Navy COMMANDER B. T. DOUGLAS, USN EXECUTIVE OFFICER COMMANDER J. T. MARTIN, SC, USN SUPPLY OFFICER V. R. CHENOWETH, CS, USNR COMMISSARY OFFICER J. M. GALL, CSCA, USN COMMISSARYMAN</p>
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Best wishes for a Happy Thanksgiving to all hands and the folks at home, wherever they may be.

FRANCIS D. BOYLE
CAPTAIN, U. S. NAVY
F. D. BOYLE
CAPTAIN, U. S. NAVY
Commanding Officer
L. W. REESE

T. O. TABOR, III
COMMANDER, U. S. NAVY
Executive Officer

THANKSGIVING
U. S. S. SPRINGFIELD
(CLG-7)

Happy Thanksgiving!

<p>TURKEY RICE SOUP MIXED PICKLES HAWAIIAN BAKED HAM CANDIED SWEET POTATOES PINEAPPLE RAISIN SAUCE GIBLET GRAVY OYSTER NUT DRESSING BUTTERED GARDEN PEAS SLICED TOMATOES GREEN ONIONS PARKER HOUSE ROLLS</p>	<p>CRISP SALLINES ROAST TOM TURKEY ROAST DUCK SNOWFLAKED POTATOES BROWN GRAVY APPLE NUT DRESSING O'BRIEN CORN CHILLED RADISHES QUARTERED LETTUCE THOUSAND ISLAND DRESSING CLOVERLEAF ROLLS</p>
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SHIP STORE

Available in the USS Springfield Ship Store are Men's and Lady Polo Shirts, T-Shirt, Coffee Mugs, USS Springfield Window Stickers, Ball Caps and more. For a limited time Men's Polo Shirts are \$25, Ladies Polo Shirts are \$18.95 and 6th Fleet Tee Shirts are \$12.95 with shipping included.

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.

