

# USS ROCHESTER (CA-124)

Association

Vol. I, No. 18

# Newsletter

February 2003

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## Spring!

*Arlington, VA* – In addition to noticing that the Newsletter was late, you may notice that there is a different return address, as well. I apologize for the lateness of the letter, but we have moved to Arlington, Virginia, principally to be closer to work and that has caused considerable upheaval all the way around. We were commuting an hour each way to and from work, and we started noticing that our favorite radio show was the traffic report. Well, we are fifteen to twenty minutes away now, and we are much happier. Again, sorry for the delay.

*Looking for a Boatswain* – We have the pipe. All we need is a Boatswain's mate at the next reunion to ensure its proper use. Any volunteers?

### ***San Diego in 2004!***

### **Ship's Store**

When Wild Bill Hummel took the Ship's Store, he said he would be glad to do it a couple of years. That was over five years ago, and he's still at it. The time has come, however, that Bill and Dottie are making some changes in their lives, and they really need a relief. We're looking for someone with some business experience (or SK experience) who would like to dedicate a few hours a month to running the Ship's Store. If you would like to give

it a try, please contact me or one of the Association's officers and let us know.

### **NOTES**

Since the reunion in Norfolk, two of our officers have had serious operations, and we're glad to say that both are recovering nicely. **Bart Bartholomew**, up in Gerry, NY, had his operation the end of 2002 and, true to his indefatigable spirit, continues to forge ahead. Over in the "Show Me" state, **Bob Litts**, the Association's Secretary, had an operation the end of February 2003, and is at home recuperating at this time. Word is that both are making progress and keeping under weigh. The Association wishes you a quick recovery and the best of health.

The Cruise Book *meister*, **Chuck Pedrick**, had a small snow and electronic delay on the publication of the cruise book; but he said it would go to the press the week of March 16<sup>th</sup>, and would be out shortly after that. He asked us to bear with him a little longer. He also said he thought we would be very pleased with the book. Everybody I have talked with has really liked their individual pictures from the reunion banquet.

My friend **Joe Stanya** wrote to tell me his wife, "**Rose Marie** went quite and peaceful at home...I

was stroking her hair, the nurse her hands.”  
October 28, 2002. Joe, we send our best regards  
and our fondest memories.

The Association received a note and a  
contribution from **Beverly Dumler** in Basehor, KS,  
in honor of her husband and our shipmate. The  
donation was to “help with stamps for the  
Newsletter.” Thanks, Beverly

**CAPT J. Henry Glazer**, JAGC, USNR (Ret.),  
recently made a generous offer to donate Plans of  
the Day that he kept at the time of the Inchon  
Invasion to the Rochester Museum and Science  
Center in Rochester, NY. He also offered to donate  
cruise books from 1950 and 1951. Captain Glazer  
makes his home in San Francisco, CA.

**Gordon Cargill**, E Div., '51--55, now living in  
San Diego, CA, wrote a nice letter to the  
Association: “The reunion in Norfolk was a  
fantastic gathering of shipmates. This was my first  
reunion and I am looking forward to many more. It  
was 48 years since I last saw these shipmates. ... It  
was a great opportunity to meet these shipmates  
after so many years and to hash over sea stories ...”  
Thanks, Gordon. And, thanks for offering to help  
with the next reunion.

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## Chaplain's Corner

**O**h Lord, our Lord,  
How majestic is your name in all the earth!  
You have set your glory above the heavens. ...  
When I consider your heavens, the work of your fingers,  
The moon and the stars which you have set in place,  
What is man that you are mindful of him,  
The son of man that you care for him?  
You made him a little lower than the heavenly beings  
And crowned him with glory and honor.

*Psalms 8: 1-5*

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## Kindness

Kindness is that gentle loving nature  
That is caring and considerate of others  
It compels us to give of ourselves and means  
To assist our needy sisters and brothers

Kindness takes on many forms  
From encouraging words to a cup of water  
Given to strangers, friends and loved ones  
Or to a loving son or daughter

Kindness can bring hope to the weary  
Or cheer someone who is sad  
It can warm the heart of the lonely  
Or make some poor soul glad

Kind expressions and kindly deeds  
Reach more than their intended few  
They inspire their recipients in turn to be kind  
And it comes full circle to you

A wonderful quality of kindness  
That has been proven to be true  
Is that the more kindness you extend to others  
The more kindness returns to you

Kindness is quite contagious  
It infects both rich and poor  
People pass it from one to another  
And happily there is no cure.

*Jess Johnson, Dec. 2002*

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## Association Officers

Garry L. Phillips, President	Robert A. Litts, Secretary
Richard Becker, Executive VP	James Young, MAA
Bart Bartholomew, 2 <sup>nd</sup> VP	Dennis Winkle, 1st VP
Joseph S. Hill, Treasurer	Frank West, Chaplain
William Hummel, Storekeeper	John A. Turner, Mbrship (Hon)

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This newsletter is published quarterly by the  
USS ROCHESTER Association. The Association's  
officers encourage questions and comments. You may  
contact the Editor by writing Garry Phillips,  
5731 4<sup>th</sup> Street South, Arlington, VA 22204

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## 2003 MEMBERSHIP DUES

*Cookeville, TN*---- Membership dues cover the  
period 1 January through 31 December. If you  
haven't signed up for 2003, please do so as soon  
as possible. 2004 dues may be forwarded now if  
desired. You may also pay two years in advance.  
The association operates from these dues and it is

hoped everyone will renew on time to save on the mailing of reminders. If you are not sure about when you last paid your dues, Joe Hill will be glad to verify with you. Joe can be reached at 4011 Ditty Road, Cookeville, TN 38506-7663. Phone (931) 432-4848; FAX (931) 432-2534. If there is a question, you can contact **Joe**, at the address above. His e-Mail is: [joehillsr@multipro.com](mailto:joehillsr@multipro.com). Joe will also provide members' addresses and phone numbers upon request.

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## Rochester Museum & Science Center

657 East Avenue  
Rochester, NY 14607-2177  
Phone: 716-271-4552 Ext. 602 or 716-271-4320  
FAX: 716-272-5935  
web site: <http://www.rmssc.org/>

"The willingness with which our young people are likely to serve in any war, no matter how justified, shall be directly proportional as to how they perceive the veterans of earlier wars were treated and appreciated by their Nation." --George Washington

## TAPS ...

**Robert I. Carter**, A Div., '52-55, reported, "Regrets. I received word from his family that **Al Boston**, Chief Warrant Machinist, A Div., '51-55, died in February." Carter kept in touch with Mr. Boston after Boston's second retirement with the Sheriff's Department in San Jose, CA. In his letter, Carter said, "He was a good officer; he demanded respect and performance, but he was always there to back his crew in a proper and fair manner." -- We are all sorry for the loss.

Mrs. **Leora Dunbar**, wife of Shipmate **Lindell S. Dunbar**, S2 Div., '52 - 55, wrote, "This is to inform the Association that Lindell died on November 31, 2002. Lindell had so wanted to come to the reunion. ... He was proud to have served on the USS Rochester." Leora, his shipmates were proud to have served with him.

From Madison, WI, Mrs. **Barbara A. McCormick** wrote: Dear Garry, This note is to let you know that my husband, **William G. McCormick**, passed away October 9<sup>th</sup>, 2001, from

ALS. He was very proud to have been in the Navy, Sincerely, Barbara ...."

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## from Secondary Conn

by Garry Phillips

*Arlington, Va* - Here we are in 2003, poised on the brink of another war, this time with Iraq - again. Young men and women will be called again to place their lives on the line in defense of world peace. If, or when, we go to war, some will lose their lives; others will suffer crippling wounds or diseases. Many of you have family or friends that are in military service. First, let us pray for peace. But if war should come, pray for their safety, courage, and well-being. Pray that they return home safely to a just, proud, and thankful nation.

## Reminiscences ...

by *GMCS Edwards Forbes, USN (Ret.)*  
on the Inchon Bombing

Inchon, Korea; Sunday, 09-17-50, 0400 - 0800 Watch, Mt. 51, Forbes, GM1 Mt. Captain. At Condition Three: Director #1 and Mts. 51 and 56 manned. No ammunition at gun mounts; Gun ports closed. No Condition "Red or Yellow Alerts."

Prior to this date, we had dawn GQ's with full crews. No ready ammo up.

On Sunday, 09-17-50, we had no dawn alert. However, we had COM7thFLT aboard, and I believe this had something to do with it. Exercising 5" Mts. 52 and 53 at dawn disturbed someone's sleep in officer's country.

In Mt. 51, we came fully alert when #2 bomb went off on portside about amidships, scrambling around getting gun ports open and getting ammo up to gun and tracking plane. *Too little, too late!*

Some water and maybe bomb fragments from #2 bomb did little topside damage. Some concussion damage may have happened to our 5" MK1 AA plotting machine. Some gears were

knocked out of alignment and damaged further by trying to track the aircraft. MK1 AA was out of commission for the remainder of the Korean tour.

I know that time and memory may confuse time and dates, but not what happened in our gun Mt. that day!

(The Senior Chief also included a copy of the Inchon Landing Chart for September 15, 1950. Thanks. Ed.)

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The following is an anecdote  
by **CDR Charles A. Allsopp**, Indialantic, FL

While the ship was on station off the Korean coast, the Captain handed me a message from one of the minesweepers stating there was a possibility their port shaft was cracked, could we help? I told him this looked risky; cruisers had experienced cracks just abaft the strut bearing which started out microscopically but because as the shaft turned the crack was put in tension when it was at it's highest point of travel as the shaft rotated and in compression at the lost point. In a way, it was like bending a wire back and forth until it broke from fatigue. I replied we would send a message to the minesweeper to come alongside, but we could be over our heads on this one.

The minesweeper came alongside and we instructed them to slowly jack over the port shaft. We had a diver, our hero, in the R Division who was the key person in this operation. A problem was the water temperature was about 45 degrees Fahrenheit and there was a distinct possibility that a diver might suffer hypothermia which could cause him to lose consciousness.

For this reason I delegated nothing in the direction of the dive. I explained the danger to the diver and that he must minimize each dive time. If he ever felt he was losing control to come up at once. He was also given the option of not performing the dive, but was also told that we needed all six of those sweepers on station.

The first step was for the diver to go over the side and determine whether the port propeller was turning as the shaft was being jacked over slowly. This would be a quick dive which would also

evaluate the chilling of the water. Our diver reported the water seemed OK and there was no propeller movement which meant the shaft was cracked completely through. The problem now was the after part of the shaft had to be secured to the minesweeper; otherwise as the ship moved through the water the section of the shaft abaft the crack, including the propeller, would jiggle loose and sink to the ocean floor.

For damage control purposes, the Rochester had what was called power velocity tools which could be used to cut or splice cable. Their operation was in some ways similar to the operation of a gun. When the trigger was pulled the explosive pressure from the cartridge, instead of sending a bullet, several hundred yards was applied to a piston which caused the tools to cut or splice cable.

The plan was to use the power velocity tool to make a cable loop which the diver could slip over a propeller blade, then take the long end around the nearest strut, tighten it, and then splice it to itself so the cable and strut would secure the propeller and shaft to the minesweeper. Our diver did a magnificent job and the sweeper with shaft and propeller made it to dry dock for the shaft repair.

I should have taken action to have our diver awarded a medal for his courage, acceptance of risk, and outstanding performance. I would hope that he might read this and give me a collect call at 321-723-4133 so that I might again express my deep appreciation for his great work in that cold water off the Korean Coast.



# Some Pictures from the Norfolk Reunion

## **The Honor Guard**

*They made us all proud!*

## **Admiral Blount**

Won an award for being the senior officer present, and something else!

(Above) Los Tres Amigos, Roybal, Phillips, and Schnobelen

(Left) CDR Gene Bieber and ten other Plank Owners cut the cake.