

U.S.S. LOWNDES – APA 154

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Thirteenth Annual U.S.S. Lowndes – APA 154 Reunion
Nashville, TN
October 11, 12 & 13, 2001

The following reunion group now on e mail:

John & Lebby Dyer	lebydyer@juno.com	Florida
“ “ “	seclarke3@aol.com	Indiana
Sharon Dickson	pleyades@swbell.net	
Stanley Dunn	bowfin@aloha.net	
Joseph Freitas	jjfreit@onemain.com	
Mary Gebhart (Robertson)	mgebharts@yahoo.com	
Thomas Godby	tear.dog@gte.net	
Bud & Jean Kautz	REDLABELBUDDHA@aol.com	
Clark Martin	CLARKOM	
Joyce O'Brien (Frieden)	mpbrien@kconline.com	
Wallace Richards	RICHARDS@PlatteValley.net	
Frank Scovello (Dominic)	frank.scovello@ps.ge.com	
Bill Thomas	beetee@cncnet.com	
Janice Trober (Robertson)	PJT57@BlueBuzz.com	
Dan Wisdom	checksix15@hotmail.com	

Any other e mail addresses out there to be added to the above list?

IMPORTANT - PLEASE NOTE:

When checking into the Radisson Hotel in Nashville be sure to mention that you are members of the U. S. S. Lowndes Reunion Group.

Use the enclosed reservation sheet or call toll free number – 1-800-333-3333.
Please note brochure sent with this newsletter. Check-in 3:00 PM - Check-out Noon.

There is a shuttle available at the airport. Cost is \$18.00 per person for a round trip between the airport and hotel. Complimentary RV parking is available at the hotel.

**The following members of the Lowndes Reunion Group
will be in attendance in Nashville:**

Agnes Bencie	Bud & Jean Kautz	Arthur & Marjorie Rauseo
Lavada Boyer	Ed. King	Shirley Roberts
Sally Cary	Don & Shirley Lorenzi	Earl & France Robertson
John & Lebby Dyer*	Clark Martin	Dee Rodgers
Mary Gebhart	Mike & Jerry Michalski	Dallas & Lorene Stratton
Tom & Betty Jane Godby+	Eileen Murray	Bill & Amelia Taylor
Mike & Pam Hennessey	Leo & Margaret O'Brien	Janice Trober
Dick & Roseanna Jones*	Ed & Dolores Persons	Walt & Jackie Umbarger

* Co hosts + First timers

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The hotel room rate is \$79.00 plus tax. The same rate will apply 3 days before and 3 days after the reunion.

The estimated cost for the stay excluding hotel, but taking in the General Jackson lunch cruise and Grand Ole Opry including, transportation, and banquet will be \$100.00 per person. This is an estimate. We will have a choice of several entrees – beef, chicken, fish or pork (Probably only two to choose from). Typical of hotels. Mind you this will depend on final arrangements to be made by John and Lebby in July when they will leave Florida for home in Indiana. A future newsletter will contain all particulars plus a tentative schedule. Anyone needing a special diet, please notify John and Lebby.

The consolidated city of Nashville-Davidson is the capital and second largest city in Tennessee located on the Cumberland River. James Robertson and John Donaldson founded a settlement at Big Salt Lick by the Cumberland River, the present site of the city. They built forts* on both sides of the river, naming one of them Fort Nashborough in honor of Francis Nash a Revolutionary War General. In 1874 the town was named Nashville and incorporated as a city in 1806. Nashville became the capital of Tennessee in 1843 and was the seat of Davidson County until 1963, when it merged with the county to become Nashville-Davidson. Best known industries in Nashville (*Music City USA*) are recording, publishing and the distribution of music, especially country music. The city is the port of entry and an important industrial and commercial center serving the Upper South. Its diverse economy includes automobile, apparel, publishing, insurance, and banking. Nashville is a major tourist attraction and convention center. Famous natives: Al Gore ex. Vice President, Minnie Pearl, comedienne, Dinah Shore, actress and singer. In October the average temperature is 60 degrees with an average of 7 rainy days during that month. In 1925, radio station WSM-AM began broadcasting "*The WSM Barn Dance*", 2 years later, it renamed the show *Grand Ole Opry*, a program that has been on the air ever since, and is the longest-running show in the country. Board the *General Jackson* and cruise the Cumberland River on a paddle wheeler, enjoy lunch while listening to strolling musicians and comedy shows. Another interesting site to visit is the *Parthenon* which houses a 42 foot statue of Athena Parthenos, the largest piece of indoor sculpture in the country. Two pairs of bronze doors weigh in at 7-1/2 tons per door, the largest matching bronze doors in the world. See page 7 for more comments on the *Parthenon* by Max Cole.

*Note: *If memory serves me, I believe one of the forts is still there. Jean and I went through it while visiting our son when he lived in Nashville several years ago.*

See page 7 for additional comments of the Parthenon by Max Cole.

Mike Michalski

I decided to attend Mrs. Florence Richards 100th birthday celebration, but didn't let them know I of my decision. Sooooo I flew to Kansas City on Saturday, October 28th and rented a car and spent the night. I drove 140 miles to Nebraska City and spent the day and night there. The celebration was held in a large room behind the First Baptist Church. There were a little over four hundred people there. About 275 attendees were of the Richard's clan, sons, daughters, grand children, and great grand children. The family was very appreciative of my presence and Wally and Keith introduced me to everyone there. Mrs. Richards looked great – however, she now uses a wheel chair. Besides having both hip replacements, she fell earlier and broke some bone in her shoulder. She seemed to have bounced back nicely. Since the fall, no longer able to live alone and lives in the Morton House – 1500 14th Ave. – Nebraska City, NE 68410. Monday morning I drove back to Kansas City, turned the car in and flew home to Austin, TX Home! It was time well spent.

Note: Mike sent photos and they will be added to the Las Vegas album. Taking a bit longer to complete this year.

Ed. McKellar

I didn't know that Lt. (jg) John I. Bryan had passed away. Nice kid. I called him junior, he was the only regular Naval Academy officer on the Lowndes, even the captain was a reserve. Junior was assistant navigator. His father was an admiral in the U.S. Coast Guard, but John chose to go Navy. It was the custom on Sunday morning for the duty officer to apprise the crew by loud speaker announcing "Church services have begun, the smoking lamp is out aboard ship, cease skylarking and games." On this Sunday morning Junior was duty officer and made this announcement when services were over, instead of saying church services are over he said the following, "Church services are now over, the smoking lamp is lit, commence skylarking and playing games aboard ship." Well the captain heard the word and put him in hack (confined to his cabin for three days.) We called the captain "Shaky".

Note: Ed, thanks for the photos of the reunion that you mailed us. Will find add them to the album of the Las Vegas reunion. A revision of the above, see page Mar. 2001-7 of this newsletter regarding Captain Perdue.

Howard D. Chappell

Received the December 2000 newsletter and it's good to hear about our shipmates. Am in Florida for the winter, hope it gets a little warmer, it's been awful cool lately. I am feeling good, however I am not walking too good. Still using the walker, but I do get around pretty good. If at all possible I hope to be at the Nashville reunion in October. Enclosed my dues for 2001.

Note: Certainly hope that he and Lois can make it to Nashville, they and their happy faces have surely been missed.

A Failed Quest

Henry Gonder, a club professional, spent eighteen hours, twenty-five minutes one day in 1940 deliberately trying to make a hole-in-one on a 169 yard hole. After hitting 1,187 golf balls, he gave up.

Mar. 2001-4

Max Cole

Sure sorry to have missed the Las Vegas reunion. I want to be put down for the Nashville get-together. I missed the Vegas one because of a lingering virus and exhaustion. I doubt anything of the sort will stop my attending the next reunion. I must recommend the book I sent for the drawing: "Flags of Our Fathers" by James Bradley, the son of one of the men, a Navy corpsman, who raised the flag at Iwo Jima, but an in-depth description of things we didn't know about Iwo, plus the complete story of the lives of the flag raisers' early life and what happened to them afterward. I worked the auto show for Volkswagen in Nashville several years ago; interesting place, in addition to the country music. There is a perfect reproduction of the famous Parthenon in Athens so accurate that the Greeks come to study it. The whole downtown area has neo-Grecian architecture, so we have some extra culture here. Sorry to hear of the deaths of our shipmates. Especially Chuck Munson, who was like a brother to me, and our navigator Don Macpherson who tried to teach me to take the con underway. Came in good stead when we were underway on the Lowndes from San Francisco westward. The peloris indicated we were on a collision course to hit another ship, We had the right of way, but this guy wasn't changing his course and kept getting closer and closer. I called Capt. Perdue from his feather bed (it took 4 messengers to get him to the bridge) I needed his OK to give my "Emergency turn to port" to the quartermaster. We passed starboard to starboard so close, we could have spit on the other ship – a good idea, as I think it was a merchant ship, tooling along by the seat of their pants. Over 1000 Army lads plus our crew were sleeping peacefully below. They never knew how close we might have come to drinking seawater. I got to Europe with a friend in 2000 (where I caught the virus). Spent two weeks in Austria and Germany and attended the famous every-ten-year production of the Passion Play at Oberammergau. That religious play is something to see. In London, I finally got a kiss and hug from Kathleen Turner appearing there in the stage adaptation of "The Graduate." Kathleen's family is in my home town of Springfield, Missouri. Know the family very well but never had met Kathleen – worth the wait. I've kept pretty close to New York since, I like to travel, but it's hard for me unless someone else is with me to help. Well, I must hook the dogs up to the sleigh and mush along to the post office to mail this. Hope we'll all gather again to tell all those lies – white and otherwise.

Jennifer Porter

It's been almost four full months since the October U.S.S. Lowndes reunion in Las Vegas, but I always say better late than never (my grandpa – Bud KAUTZ) has a different theory on that than me). I just wanted to take this opportunity to say I enjoyed meeting all these people at the reunion that I've been hearing about from my grandpa and reading about in the newsletters. Las Vegas is like an entirely different world than the one we live in and that makes it a unique experience. I do have to say I was hoping for a few more stories about my grandpa, the kind that makes for good teasing. For all of you who have had the pleasure of knowing this man you can sympathize with me and understand how good it is to give it back to him as good as he can give it. I particularly enjoyed the banquet, good food, good conversation and my sister (Lori Copper) won the beautiful flowers from Hawaii so even our room smelled good! The gambling and poolside was equally fun, but I think I gambled too much because I keep getting junk mail from Bally's and Paris casinos. I would have joined in more of the tours except I was just out in Las Vegas 11 months before the reunion and did all of those tours already. I hope to see you all at some other reunions in the future. Sincerely,

Every time you lick a stamp, you're consuming 1/10 of a calorie.

How the War was WON

The engine room was the largest single area of the ship going from the bottom deck to the highest enclosed area of the ship. It was operated by four divisions that provided the movement of the ship and other mechanical services. They were :

"B" Division - Operated the boilers to provide 450%temperature of steam and 750 pounds of pressure.

"E" Division - Was in charge of operating and maintaining the electrical equipment.

"M" Division - Operation of main turbine engines powered by steam. That was my duty as a throttleman.

"A" Division – Maintained all auxiliary equipment like lower temperature and pressure of steam driven generators, water pumps, etc. including the refrigerators, freezers, plus the ice cream machine* I am an ice cream lover.

The evaporator room** was located just forward of the engine room on the lower level of the ship. To enter you had to go through the radio and signalman quarters*** and open a hatch and go down a ladder to reach it. It was one of the most inconvenient rooms to enter. A place where officers never bothered to go. This was where fresh water was converted from seawater for use in the boilers, cooking and drinking water. Joe Zinkgraf, a Texas friend would be on duty there when I was in the engine room at the throttle. It was impossible to have enough ice cream for the entire crew plus all the troops aboard. So it was only served to the officers, but of course the servers got their share. Later I had a chat with a crew member in A Division. Then a call came from the evaporator room requested help with a "cold" problem. They couldn't be specific because our phones were all connected to five other areas including the bridge. When I went there, lo and behold there was a 2-1/2 container of ice cream. The guy in charge of the ice cream machine discovered a "malfunction."

The above account courtesy of Mike Michalski.

*Note: * Stuart Brokenshire was the individual in charge and informed the wardroom servers that there was no ice cream. He was promptly visited by an officer inquiring "How come?" Brokie said the machine crapped out and he had to dump the melted ice cream. That's when the phone calls came from the evaporator room. What a feast we all had. Poor officers. Never saw anyone who could devour as much ice cream as Dallas Stratton. Years later Jean and I with our family went through Florida and visited with Dallas and Lorene and was informed that Dallas still gobbles a lot of ice cream.*

*** The evaporator room was a hangout for many of us because it was nice and cool there and we could play cards, cook our own food snacks on a hot plate donated by the "E" Division. This without interruption. Donations came from some of the ship cooks that we had become friendly with. Also many cases of rations commandeered from the marines, through favors granted their master sergeant enabling the marine guards to have early chow, their watch hours did not coincide with ours.*

**** Dubbed the "armpit" by the occupants because it was unbearably hot and stuffy down there. Is that right Jim Frieden? Maybe Alonzo Hodgson, Frank DuBois, Walt Umbarger or Bernard Tracz can shed more information regarding how comfortable this compartment was during their stay on the Lowndes.*

A biographical history regarding the Naval career of our Captain Charles H. Perdue:

Date of birth 26 February 1900 in Barnesville, Georgia. He entered the United States Naval and upon graduation in 1921 was assigned to a Battleship in the Pacific Fleet and had a varied career from then until the outbreak of the 2nd World War.

At the beginning of World War II, December 7th, 1941, on duty in the 15th Naval District. While there had a succession of assignments including Senior Boarding Officer, Commanding Officer of the Section Base and Commander Inshore Patrol, Atlantic, at Christobal, Canal Zone; Convoy and Routing Officer at Christobal; and Assistant Chief of Staff of the Panama Sea Frontier for readiness.

In January 1943 transferred from the 15th Naval District to the 11th Naval District and served in the Personnel Office for about 18 months. In September 1944 put the USS LOWNDES (APA 154) in commission at Astoria, Oregon, and assumed command. As Commanding Officer of the LOWNDES, took part in intensive amphibious training exercises in the Hawaiian Islands area and took part in the initial assault in both the Iwo Jima and Okinawa invasions. After the end of the war the LOWNDES did "Magic Carpet" duty, bringing troops home. In January 1946 transferred from the LOWNDES to personnel officer and held that assignment during the demobilization period until December 1946. In January 1947 assumed command of the USS JASON (ARH-1). During this tour of duty the JASON was successively at Guam, China, and in the San Pedro area.

In February 1948 transferred from the JASON to the 3rd Naval District, New York, to fill the billet of District Director of training.

On 31 May 1949 assumed the duties of Reserve Coordinator (District Director of Naval Reserves), 3rd Naval District.

On October 2, 1950 detached from 3rd Naval District and on October 28, 1950 put the USS REPOSE (AH-16) a hospital ship in commission at Yokosuka, Japan and assumed command.

Awards, Decorations, Citations: World War I Victory Medal with clasp; American Defense Service Medal with one bronze star; American Area Medal; Asiatic-Pacific Area Medal with two bronze stars; World War II Victory Medal; Navy Occupation Service Medal, Asiatic-Pacific Area; China Service Medal.

Excerpt from a letter from Thomas G. Gates, Jr. – Secretary of the Navy.

"My Dear Captain Perdue:

Your long service has been marked by the skillful direction, sound judgment and determination which you have applied to the tasks assigned. I note your excellent performance of duty in your various assignments and your continued outstanding performance has set standards of performance that will be difficult to emulate. Your loyalty and devotion to duty as Commanding Officer of the U.S.S. REPOSE from October 1950 to January 1951 as in your many assignments throughout your career reflect the highest credit upon you and the Naval service. May I wish for you continued success and many years of good health and happiness.

Sincerely"

Mar. 2001-7

Reuben Johnson

Sure appreciate the information and complete coverage given in the newsletters, many thanks, on that subject I enclose my dues for 2001 – however late this year. Thoughtful of you to enclose the reunion group membership roster , just what I need these days. Also the newsletter is great for me as I do not get to attend the reunions. The report of the U. S. S. Cole is a timely one to say the least. I can't say how much I feel for the crew members of the. Cole – who gave their lives - and those who worked in those "Conditions of war," to save their ship – conditions words cannot describe. It is heartening to know we have people like these – giving their all, making it possible for everyone in the U. S. of A to live in the freedom we have, maintaining what we the crew of the U. S. S Lowndes were a part of securing these liberties in our time of service many years ago. To say these people and their families have our thoughts and prayers is an understatement. In view of such a tragedy, I cannot imagine why we are putting into port to refuel a ship like the U. S. S. Cole, one of our top ships. During World War II we refueled our destroyers at sea – something that Germany and Russia could not do at the time. This gave the U. S. a huge advantage because these countries had to in to refuel. So now to put the U. S. S. Cole at such risk staggers my imagination. I'm sure there are many such thoughts out there. And of course I'm just a behind the scenes tax-payer not very well versed in today's politics. We were happy that Lori Copper won the Hawaiian flowers, very fitting on Bud and Jean's grand-daughter's birthday. As you know, grand-children keep most of their grand parents young to, to be sure. This accounts for my rambling today. Probably won't make the Nashville reunion, but our thoughts are with everyone and our best to all in future reunions.

Earl Robertson

Received the photos from Las Vegas. Real handsome feller there, for an old guy. Girls are cute too. (*Wonder who he's writing about.*) We are all okay here and looking forward to Nashville and seeing all of the group. It's only a little over 300 miles from St. Louis so we'll probably drive down in a bunch along with our daughters, Jan and Mary.

Margaret Frieden

Here it is, the 5th of March – 1:30 PM. Had about two inches of snow early this morning, but, the sun is shining and it's melting, but calling for more tomorrow. Jim has gone to the granary to see how things are over there. Have a sick great grandson here and trying to get him well, it seems there are more people here who have a cold. Hoping to make the next reunion in Nashville if Jim can work out his schedule. Guess they have to have it in the off season to get a better price. Hope to see all again.

Ed. King-

Just a line to let you know, Vada and I really enjoyed the photos we received. Hope everything is well with all. See you in Nashville.

The world's shortest love story:

I hate golf – I hate golf – I hate golf – "Nice shot" – I love golf.

TAPS

Joseph E. Layton

He was born January 12, 1922 in Beatrice, Nebraska, and died December 8, 1999 in Reno, Nevada. Surviving are his wife Vera and his daughter Margaret, both of Reno, NV and his daughter Donna of West Palm Beach, Florida. He is also survived by his sister Mildred Keefover of Bridgeport, Nebraska. Joe joined the U.S. Navy in Denver, Colorado on May 2, 1942. He retired from the military on June 18, 1962 at Patuxent Naval Air Station, Maryland. The first ship he served on was the U.S.S. Lowndes in Long Beach California. Other ships he served on included the U.S.S. Wisconsin, U.S.S. Toledo and the Franklin D. Roosevelt. After spending twenty years in the U. S. Navy Joe worked for the oldest dental manufacturing company in the United States, SS White Dental Manufacturing Company of Philadelphia, Pennsylvania. While living in the San Francisco Bay area in the 1960's, he also taught dental students at the California State University, San Francisco, how to make dental impressions and prepare filling materials.

Henry F. McNamee

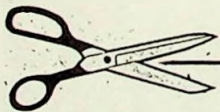
Henry was born October 25, 1920 at Boston, MA and passed away January 24, 2001. He enlisted in the Navy May 5, 1944 in Boston. He boarded the USS Lowndes when it was commissioned at Tacoma, Washington as a MM3c. His watch station included the evaporator room and his general quarters station was on the forward fo'c's'le. Left the Lowndes March 8, 1946 as a MM3c. Honorable discharge from the Navy at Norfolk, Virginia on March 8, 1946. His civilian career consisted of shipbuilding, drafting structural, piping. Ship surveyor – quality assurance. Henry and Dolores were married on May 4, 1946. They resided in East Weymouth, MA and Lake Suzy, FL. Among his survivors are seven children, Dolores Ostrega, Kathleen Leary, Querze, Elizabeth Kelley, Anne Marie Gallone, Josephine Spagna and Henry F. McNNamee-Clark, 10 grandchildren and 4 great-grand children. Interment St. Francis Xavier Cemetery, Weymouth.

Note: Leo and Margaret O'Brien attended the wake to express their sympathy and also that of his Lowndes shipmates. Henry was a respected member of the Lowndes crew and both men will be missed.

NOW READ THIS !

INFORMATION NEWS SHEET:

We need input from members of the Reunion Group. Shipmates, 1st mates or friends. Please send any scuttlebutt for inclusion in our newsletters. We're scraping the bottom of the barrel and need help. Use this sheet, front and back if necessary.



ANNUAL DUES – 2001 U.S.S. LOWNDES – APA 154 REUNION GROUP

NAME: _____

ADDRESS: _____

CITY, STATE & ZIP: _____

TELEPHONE: () _____

ENCLOSED MY DUES: \$ _____