

# USS HADDO (SSN 604)



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A group of former shipmates aboard Haddo during the period between her SUBSAFE refit in Charleston, SC and her refueling at Pascagoula, MS (1970-1974) have begun this newsletter in an effort to locate and communicate with former Haddo sailors. We'd like to locate as many of those who served during this period as possible to consider the possibility of a crew reunion.

This first newsletter was the idea of Harold Clark, former EM1 (SS) who contacted several Haddo friends he'd kept contact with over the years, and who supplied the whereabouts of others, and so forth. Mike Gann, former MM1 (SS)/ELT, one of the people first contacted by Harold, agreed to research Haddo's history and develop this first Newsletter.

Please, if you are one of those we were able to reach, and you know the whereabouts of other Haddo sailors from the period of interest, send us a name and address. We will begin compilation of a roster of former crewmembers and supply it with the second newsletter. Hopefully after 3 or 4 editions, and the "chain-letter" effect upon the memories of the increasing number of crewmembers we do reach, we will have a fairly comprehensive list.

Please send, or call, any information about former crewmembers to:

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Stockton, CA 95205  
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## A Short History of the U.S.S. Haddo (SSN-604)

"Our" Haddo (SSN-604) was the second U.S. Submarine to bear the name. The first U.S.S. Haddo (SS-255) was a Gato class diesel boat that saw action in WWII in both the Atlantic and the Pacific. Stationed with SUBSOWESPAC out of Fremantle, Australia, Haddo was credited with sinking two Japanese tankers on August 21, 1944 and a Japanese destroyer two days later. Haddo was one of twelve boats present in Tokyo Bay for the formal surrender of Japan on September 2, 1945.

The second U.S.S. Haddo (SSN-604) was built at New York Shipbuilding Corp. and commissioned in 1962. Loss of Thresher (SSN-593) lead shop of the Class on 10 April 1963, precipitated the SUBSAFE modification program, which Haddo was undergoing in Charleston, S.C. Naval Shipyard when many of us joined her in 1970.

Following SUBSAFE modifications, Haddo stood out for sea-trials in the spring of 1971. Those of us who went on sea-trials, (for many of us the first experience at sea on a submarine) went through a lot of skivies in 5 days. But boat and crew performed perfectly and instilled in us the confidence and skills necessary to take the boat through the next 3 years with a minimum of incidents. Although, who will ever forget "the big angle" incident in the Med?, the electronics-rack roll-out SCRAM on an Atlantic Crossing?, the diesel drawing a vacuum in the closed bow compartment?, or the hydraulic system casualty in the ERUL when we all thought we were in for a repeat of "the big angle" - in the opposite direction? My personal recollection of submarining is one of being over worked, underpaid and bored 99% of the time, and absolutely terrified the other 1%. An old Haddo sailor told me shortly after I joined the boat in Charleston that submarining was constant boredom, interspersed with one or two "incidents" a year during which you earned your submarine pay. Three years and 3000 pairs of skivies later, I knew what he was talking about.

Haddo's assignments, as best I can reconstruct then now, after 16 years, went about as follows:

Charleston, South Carolina

Charleston Naval Shipyard  
Subsave Overhaul  
Completed Spring, 1971

New London, Connecticut

Submarine Base - Homeport  
Spring, 1971 - August 1973

Deployments

|                          |   |
|--------------------------|---|
| Carribean:               | Rosevelt Roads, St. Croix, Guantanamo   |
| 1 <sup>st</sup> Med Run: | Rota, Naples, LaSpezia, Athens, Taranto |
| 2 <sup>nd</sup> Med Run: | Naples                                  |

Pascagoula, Mississippi

Ingalls Shipbuilding Corp.  
REFUELING  
Beginning August 1973