

USS HADDO (SSN 604)



Volume 1, Issue 6

April 1992

This edition of the US HADDO (SSN-604) Newsletter
is dedicated to the memory of Admiral Jack Williams
(USN(Ret), HADDO's first skipper, who passed away on
October 4, 1991.

April has arrived, so it's time once again for another HADDO Newsletter, as promised. Many new addresses were obtained for former HADDO crewmembers as a result of the last newsletter - so, if you're receiving this for the first time, welcome aboard! And once again, please, if you know addresses for any of those we don't have on the address list yet, take a moment and send them on to:

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News from Crewmembers

The 5th edition prompted so many contacts and information we hardly know where to begin. The roster of contacts included Jack Nobbs, Rod Taft, Dave "Country" Howk, Joe Long, Gregg Larson, Bill Candy, Jack Garrison, Jeff Summy, Hal Clark, Payson "Whit" Whitney, John Almon and Dempsey Rouse.

CAPT Gregg Larson (Haddo's last CO) informed us of ADM Williams' passing, and provided addresses for Dave Waddell MMCM (Haddo's last Chief of the Boat) and CAPT Paul Callahan (one of HADDO's commissioning officers). CAPT Larson is attending the Naval War College at Newport, RI, and passes along his continuing support for the Newsletter. Along with his letter, CAPT Larson enclosed a brief "Ship's Heritage" history of the first USS Haddo (SS-255) and a detailed "Ship's History of our Haddo (SSN-604), both of which are included with this newsletter.

Lt Mike Zielinski writes that since leaving Haddo in 1976, he has progressed through a series of assignments including instructor duty aboard USS L. Mendel Rivers (SSN-686), SUBRON 4 Staff, USS Canopus (AS-34) at Kings Bay, GA, and most recently to Submarine School Staff in Groton, CT, in 1990. Lt Zielinski also passed along the news

that Capt John Almon (Haddo Engineer, 1973-1976) is now CO of the Sub School. Two long and informative letters were received from the Nobbs family. Jack (MM1(SS),72-75)works in the nuclear industry and travels extensively throughout the US while Linda kept the home fires burning in Monroe, MI. Linda provided addresses for Steve Adams, Kirk Davis, Mark Hickman, J.B. Moore, Marc Mitchell, Bob Townsend, and Kipp Van Aken.

Bill Candy (ET1(SS) 68-71) sent a long and fascinating letter. Editing would not do Bill's letter justice, so it is included in its entirety. We really must find Terry Elkins! From what's been written, he would be the source of some great stories.

Typist's note: I was getting a checkout on the lithium bromide A/C unit from Terry, and had just asked him how one would tell if something was going wrong with it when every alarm it had went off. The next few miserable days were spent 20 minutes at a time in the propulsion spaces, soaking wet, as we completed our trek to Guantanamo Bay. Temperatures aft were about 140 degrees and forward about 110 degrees. The R-12 units were on their last legs and were due for overhaul, so they didn't help much. To this day I've felt somewhat guilty for having asked that fated question.

Jack Garrison (EM1(SS) 70-73) wrote expressing his interest and support for the Newsletter. Jack's been at the Three Mile Island Nuclear Plant since leaving Haddo. Yes, he was there for the "incident". He and Jan may visit old Haddo friends in Florida this winter. Jack would especially like to locate Mike Harrison (former LT on Haddo, about 1970-73) with whom he was good friends, Can anyone help?

Dave "Country" Howk wrote to commend the newsletter and offered to write up a story or two for the next one (maybe). I remember "Country" very well as one of the more colorful of the boat's cooks. I attribute the funniest single wisecrack ever heard aboard Haddo to him. While in the morning chow line, a particularly disgruntled crewmember was dishing out a ration to "Country" about his lousy cooking. "Country" took it for about as long as anyone could stand, but finally grabbed the guy by the collar, pulled his face up close, and said: "Look, pal, I may have to take yours, but you have to eat mine! So get off my back." A deafening silence fell over the chow line that morning, and nary a complaint was ever heard again about "Country's" cooking.

Dick Scales (CO, 1970-75) sends along his continuing support for the Newsletter, along with a Ship's Roster from the Pascagoula overhaul period. The roster has been cross-checked against our mailing lists, and a few new names have been added as a result. Dick and Bill Neff (former RM1) now work for the same company in the Washington, D.C. area.

That pretty much sums up the news from former crew members since the last newsletter. Hope to hear from many more of you!

From the History Books

Now, as promised, an account of USS Haddo (SS-255)'s 7th war patrol in the Pacific;

Haddo was to make ten attacks on enemy shipping during her seventh patrol which began in August 1944. By this time in the Pacific war, "wolf pack" tactics were being employed by American submarines. For much of War Patrol #7, Haddo would be in the company of packmates Ray, Harder, Guitarro and Raton.

Haddo's first action occurred in concert with Ray, Harder and Guitarro on August 21, 1944. Ray had attacked a Japanese convoy on August 18 in southern Papawan Passage. Ray dogged this convoy through the 20th and 21st while messaging Haddo and Harder to the Scene. An accounting of Haddo's action from Theodore Roscoe's *United States Submarine Operations in World War II* follows:

"Haddo Attacks. - In the meantime Haddo, in accordance with plans, had closed in on Paluan Bay, halting only when she made contact with the destroyer that was patrolling off the entrance. At 0419, with the DD 6000 yards on her starboard bow, Haddo submerged. Nimitz held her under for a time, then planed her up to radar depth. At 0515, he was the convoy start to sortie - an elongated column of ships. The sea was placid and warm with low, oily swells. Air cover for the convoy would be expected. Nimitz planned to run north, squeezing the convoy between Haddo and the coast, until he got a set-up on a good target. Periscope exposures were kept to a minimum, and Haddo went to 80 feet and proceeded at 4.5 knots between looks. The leading ship crossed ahead, the range was 6000 yards. The column extended back into the bay, and unless something untoward happened, an attack was in the cards.

At 0554 depth-charging started on all sides of Haddo and continued without interruption until 0616. Taking a quick look, Nimitz saw two escorts on his port beam and three on his starboard side, all of them about 3000 yards away, dropping depth charges as fast as they could get them overside. The seascape resembled a vista of Old Faithfuls, and in Haddo's conning tower the din was so loud that Nimitz had to shout to make himself heard.

At 0619 Haddo was a ship ahead struck by a torpedo. This was Ray's target. Ray's attack touched off another depth-charging barrage. Haddo was closing in range, as Nimitz hunted a suitable target. At 0625 he was three ships astern of the one torpedoed by Ray veer out of the column and head in Haddo's direction. That was the awaited opportunity. The vessels made an overlapping target nearly three ships long. At 0627 Nimitz fired the first shot of a six-torpedo salvo from the bow tubes - two torpedoes at each of the three targets.

Immediately after firing, Haddo went deep, anticipating air bombs. Five timed torpedo explosions were heard. The sixth torpedo exploded much later than the others - either an end-of-run explosion or a hit on the island of Mindoro. A depth-charge attack followed in which over 100 charges were dropped by the Jap A/S vessels. At 0720, when Haddo had her next look, one ship was burning like a wooden shed, and to the right a dense pall of smoke was smudging the day."

This attack was later recorded as having occurred at 13°22'N/120°19'E, resulting in the sinkings of 3 Aks of 7500, 7500 and 4000 tons (the Kinryu Maru, Norfolk Maru and Taiei Maru).

The very next day, August 22, 1944, continuing the patrol at 14°15'N/ 120°05'E in the company of Harder, Haddo made a sonar/visual attack on two enemy ships at 0400. Three torpedoes were fired for two hits, one each on a Japanese DD and a transport. Neither ship was sunk immediately, and two hours later Haddo put a second fish into the DD. Down went the Imperial Japanese Navy destroyer Sado. Meanwhile Harder cleaned up Haddo's other cripple, sinking the Japanese transport Matsuwa at 0600. (Harder was lost two days later, August 24, 1944.)

Haddo saw action again on August 23 when she ran across the IJN destroyer Asakaze at 17°06'N/119°44'E. Firing a spread of five torpedoes in a daylight periscope attack at 0700, one hit was sufficient to put the Asakaze on the bottom. Following this attack, Haddo returned to Australia to reload torpedoes, and returned to station to continue her 7th patrol in early September.

On the evening of September 8, Haddo shot up a Japanese sampan with her deck gun in a surface action at 11°48'N/121°10'E at 1900 hours. A sinking was observed. On September 20 at high noon Haddo made a periscope attack on another Japanese DD she encountered at 13°28'N/120°15'E. A four torpedo spread was fired, obtaining one hit. A sinking was claimed but not later confirmed.

Finally on September 21, Haddo attacked a Japanese surveying ship encountered at 2200 hours at 11°48'N/119°06'E. A night surface radar attack was pursued, culminating in the firing of six torpedoes at the target ship. Two hits were recorded, and down went the Japanese AGS Katsuriki, 1540 tons.

So ended the 7th war patrol of the Haddo, and with it the command of LCDR Chester W. Nimitz, Jr. Haddo's last two war patrols would be under the command of LCDR Frank C. Lynch.

Credits

Envelopes and postage paid for in part by the generous donations of the following former USS Haddo crewmembers:

Jack Nobbs

Mike Zielinski

Joe Long

Sixth Edition written by Mike Gann (MM1/ELT). Special thanks to Bill Candy for permission to print his letter.

Putting batteries on charge 'til next time, Fall 1992 (October or November).

Ship's History

USS Haddo (SSN604) was built by New York Shipbuilding Corporation, Camden, New Jersey. Her keel was laid on 9 September 1960 and she was launched on 18 August

1962 under the sponsorship of Mrs. Henry M. Jackson, wife of United States Senator from the state of Washington. CDR John G. Williams was the commissioning CO. On 16 December 1964, Haddo was placed in commission and became a member of Submarine Squadron FOUR.

During the summer of 1964, Haddo became the first ship of her class to be deployed to the Mediterranean Sea with the U.S. Sixth Fleet. For operations during a period in 1966, Haddo was awarded the Navy Unit Commendation and was awarded the Meritorious Unit Commendation for operations conducted during a period in 1967. As a result of the outstanding teamwork and many long hours of training and operations during fiscal years 1968 and 1969, Haddo was awarded the Battle Efficiency "E" of Excellence. Haddo received an eighteen month "subsafe" overhaul at Charleston Naval Shipyard from August 1969 to April 1971. Following overhaul, Haddo's homeport changed to New London, Connecticut, where she became a member of Submarine Squadron TEN. Haddo operated out of New London from 1971 to 1973. In July of 1971, CDR Richard Scales relieved as CDR Gerald Muench as CO. In May of 1972, Haddo completed the first six month Mediterranean deployment for an SSN. In the fall of 1972, the ship again deployed to the Med, returning just prior to Christmas.

From August 1973 until December 1975, Haddo underwent an extensive refueling overhaul at Ingalls Shipyard in Pascagoula, Mississippi. In January of 1976 CDR Scales was to complete the longest command tour in Haddo's history, being relieved by CDR F.W. Carter, and in February Haddo's homeport shifted to San Diego, California. On Monday, 23 February 1976, the ship arrived at Ballast Point for the first time and joined the Pacific Fleet as a member of Submarine Squadron THREE, having completed the transit through the Panama Canal. Of note, Haddo completed her 604th dive when submerging for the first time in the Pacific Ocean.

At the time of Haddo's arrival in San Diego, Read Admiral Jack Williams, the Ship's first Commanding Officer, was Commander, Submarine Group FIVE. Additionally, CDR D.R. Oliver (COMSUBGRU 5 from August 1988 until April 1990), was Haddo's Executive Officer.

In the spring of 1977, Haddo departed for her first of six Western Pacific deployments, returning in the fall. During the first three months of 1978, Haddo accomplished a Selected Restricted Availability at Puget Sound Naval Shipyard in Bremerton, Washington. In December 1978, Haddo again deployed to the Western Pacific, visited New Zealand and returned in 1979.

Haddo arrived in Mare Island Naval Shipyard for another Selected Restricted Availability in February 1980. In August of the same year she deployed to the Indian Ocean, visited Australia and returned to San Diego in February 1981.

In July of 1981, Haddo deployed to the Western Pacific, visited Japan and returned to San Diego in late October 1981. Haddo arrived at Mare Island Naval Shipyard in April of 1982 and underwent an extensive modernization and overhaul in January 1984, returning to San Diego.

From February to August 1985, Haddo again deployed to the Western Pacific and visited Japan and Hong Kong. As a result of her successful deployment, Haddo was again awarded the Battle Efficiency "E" for Excellence for 1985. Haddo underwent Selective Restricted Availability during the fall of 1985 in San Diego, and then deployed to the Western Pacific from August 1986 to February 1987 again visiting Hong Kong and Japan. She completed several months of successful local operations before undergoing her last Selected Restricted Availability in San Diego from January to March 1988.

Haddo conducted a two month ASW operation in June and July 1988. From February 1989 until February 1990, Haddo was deployed from San Diego over 300 days, conducting intensive operations in support of the National Defense, including a six month deployment to the Western Pacific visiting Korea, Japan, Hong Kong and the Philippines. During her last of six WESTPACs, she also completed the longest continuously submerged period in her 25 year history. In the fall-winter of 1989 and 1990, Haddo participated in the largest pacific fleet naval exercise since WWII, PACEX-89, and conducted a two-month ASW operation in the Northern Pacific.

Ship's Heritage

USS Haddo (SSN 604) is the second U.S. Naval submarine to bear the name Haddo. The keel of her predecessor, USS Haddo (SS 255), was laid October 1, 1941, at Electric Boat Company, Groton, Connecticut. Launching ceremonies were held on June 21, 1942 with Mrs. Charles S. Russel, wife of the then Administrative Assistant to the Chief of Naval Personnel, as the ship's official sponsor. After commissioning on October 9, 1942 and completing dock and acceptance trials, USS Haddo (SS 255) left on her first war patrol April 9, 1943 with Lieutenant Commander W.A. Lent, USN as her first skipper. During her World War II career she made three war patrols in the European-African-Middle area followed by seven in the Asiatic-Pacific area. Commander John Corbus, USN, was skipper for the third and fourth patrols and was relieved in command by Lieutenant Commander Chester S. Nimitz, Jr., USN, for the next three patrols. It was during the last of these, Haddo's seventh patrol, that she earned the Navy Unit Commendation "For outstanding heroism in action . . . off the Philippines . . . sending to the bottom two destroyers and a patrol vessel with another destroyer lying crippled in the water before her torpedoes were expended".

Following this patrol, Commander Nimitz was relieved in command by Lieutenant Commander Frank Lynch, USN, who served as Commanding Officer until decommissioning. Haddo's tenth and final war patrol terminated in Tokyo Bay in September 1945 when she participated in the occupation of Japan. On October 9, 1945, exactly three years after commissioning USS Haddo (SS 255) returned to the Submarine Base at New London for decommissioning. During her war patrols she had fired 93 torpedoes and logged nearly 200,000 miles in three years searching for the enemy. She was officially credited with sinking 44,000 tons of shipping and damaging 14,500 more. In this brief career the officers and men of her crew earned two Navy Crosses, seven Silver Stars, ten Bronze Stars and twelve Letters of Commendation. USS Haddo (SS 255) herself was awarded the Submarine Combat Insignia for four outstanding war patrols as well as the Navy Unit Citation.

Bill Candy's Letter, printed here with his permission...

318 Meadow Ct.
Augusta, GA 30907-9312
December 24, 1991

Dear Shipmate,

It is with great joy that I received your newsletter of some weeks ago. I had intended to get right back to you with a reply, and correct my Zipcode 30907, Not VA, but GA! But as I suppose you found, the holidays interrupted by well laid plans. Enclosed you will find some photos taken on Haddo during a brief but enjoyable respite "topside" off Bermuda, in about 1970 or 1971 after completing refit at Charleston NSY. I'll try to identify the crewmen in them. We caught many Bullhead Dolphin and cooked them down below immediately. Very Good! It was during this fishing episode that "Wingnut" made a swim call, and tried his hand at walking on water as the sharks were plentiful and close! Wingnut was an RO Trainee of mine, and was assigned gaffing duties to get the fish up on deck. We lost a big one to a BIGGER shark and got only the fish head. We also learned that the XO, LCDR Biddle, was an excellent shot with an M1 Thompson and BAR! He shot out some milk cartons and nearly disappeared over the horizon, after many had missed them. It was the Skipper's (CDR Scales) Persuasion to take out the charts on Friday afternoon after operations to see what we were close to, and then make max turns for it! He liked to get Liberty ashore whenever he could. Others might have used the opportunity for engineering drills.

I served aboard longer than anyone else left after the overhaul. I ended up requal'ing myself as there wasn't anyone else to do it! I qualified in 1968, requalified, and again after shipyard. I left Haddo at Naples in December 1971, after an uneventful trip from Charleston, via Rota, where one of my ROs (Ross Chivaras) got off. I remember this because he was scheduled to get off in Naples, and got off in Rota instead. I rode back to Rota NAVAIR in his place on December 21st. I had brief shipping in the Naples PX then on to Rota via Nice, France. It seems that the C-130 had a load of cargo to deliver first, I know because we rode back there in a cargo net. It was a long and noisy trip. After landing in France, I wandered from the tarmac into the Nice airport, never saw a single official or customs agent! I bought some Christmas gifts there and then got back on the C-130 for the long ride to Rota. We violated the regs by immediately hitting the beach in Jerez. After we returned, we learned that we were supposed to be confined to base, while awaiting transport to USA. I had spent almost four years in Rota in/out between Haddo and J.C. Calhoun, SSBN 630G, so I knew my way around town! We hired a "hack" driver, who remembered me from earlier port calls. He took us out to the local places, and we ate everything in sight. Since it was to be my last trip to Spain, I wanted to live it up! In a slightly inebriated state, returned to the base, to roll a CMDR (my friend knew on the tender) out of the rack at 2 AM, to tell him we wanted to be home for Christmas. (It seemed like a good idea at the time!) It seems that the CMDR was in charge of the crew flights for the FBM stations in Rota. He, after a cup of fresh coffee, told us to check out of the barracks, say nothing to anyone, and be back at the tender pier at 7 AM. Elated, we returned for "fast sleep," made the connections. What actually happened was that we were added to the crew list of the departing "Boomer" flight, then it was sent over to the transient barracks! Bob did the "Old Lady"

(Statue of Liberty) look good! We were back in Quonset Point NAS, and Newport, USA by the 24th! A brief MAA watch, some time home for Christmas, And I was discharged on the 29th.

I can substantiate the episode described in St. Croix, when Terry Elkins stole the crane and nearly drove it into the bay! The Skipper (Scales) also ferried the drunks back to the ship in the "commandeered" pickup. What was left out was Harbor-Mistress "Lil"? We always looked through the scope for her on the pier in Fredrickstad. She had a rickety old truck, loaded down with ice/beer and "skin" magazines, usually wore an old Haddo ballcap. She (Haddo) ruled the pier, leaving the cans to anchor out, since they had liberty launches and the subs didn't. This was interesting since the skipper of the 'can on at least one occasion outranked Haddo.

Elkins, the "engine room leprechaun" also had another interesting event aboard. During an engine room fire, when the insulation on the main turbines caught some paint and smoldered, he went running back between the TGs, lost his balance and dumped a whole ANSUL or PKP extinguisher in there! We were cleaning the mess up for weeks.

I made the mysterious trip to the Arctic, for which our ship received a coat of light gray paint, welded escape bouys, and the Navy Expeditionary Medal afterwards, need I say more? I got a lot of garbage with English writing on it to keep for a while, and several gray hairs. If you can find out anything about that award, which came after my discharge, please let me know. A fellow crewman who stayed in received his. I wrote the records department in St. Louis and of course they didn't know what I was talking about!

I served with the following crew members in Engineering: Chief Larry Mace, Dave Hottenstein - EOWs, Larry Kelly, Dennis Phillips, Paul Graessle, Scotty Atwater, - Ers, Calvin Elam, Jack Garrison, Frank Prochazska, - Elec./Throttle Op, and the following ROs: "Wingnut", Love, Long, Ross Chivaras, A. Glen Clary, Frank Wise, and Chiefs Ditto and King. Also G. Sutherland and D. DeCoursey.

Calvin Elam's wife, "Midget", is our local resident secretary, keeping in touch with many former crewmembers. She probably has more addresses than I.

I would be interested in some form of Haddo reunion if possible, and some information on the awards Haddo received and the dates. I believe it received the Battle "E", Navy Unit Citation, Meritorious Unit Citation, and the Navy Expeditionary Award. I would also like some information about the Aquarian Society, which arranges burials at sea. Actually I'd prefer a Naval reserve submarine to perform by burial at sea, but I'd better cover all bases. How might someone put such a request in his will? Any ideas?

Best Wishes for a Happy New Year and Merry Christmas!

William "Bill" R. Candy
ET1(SS)
RC Div LPO - 1968-1971

PS. My son, Sean, an Army Sgt., served in Operation Desert Storm as an MP with the 800th MP Battalion following a tour of duty in Germany.