

USS HADDO (SSN 604)



Volume 1, Issue 10

May 1994

Editor's Note...

Here it is, April 1994, and another Haddo Newsletter rolls off the press. Due to the small number of new names and addresses that resulted from the last edition, we have included only the new ones with this edition, not the whole list again, in the interest of saving time, space and cost. From here on out, the master list will be published and distributed with one edition each year, while updates will be sent with the other edition. Eleven letters from the last mailing came back "Not at this address," so they're no longer correct on your lists. These are: Thomas Kinder, Kent Weaver, John Viney, Gary Goble, Chris Pratt, Robert Torres, Dempsey Rouse, Joe O'Hara. If you have new addresses for these, or names or addresses for other crewmembers, please send them to:

Mike Gann

1468 Via Del Mar Rd.
Schenectady, NY 12309
Tel. (518) 377-2560

New names and addresses to add to your list are:

CAPT Donald Miller, 98-341 Koauka Loop, Apt. C-1002, Aiea, HI 96701
Fred Waldman, 2550 Hillborn Rd., Apt #19, Fairfield, CA 94533
Bob Nash, H.C. 60, P.O. Box 870, Ruby Valley, NV 89833
Dick Gill, 114 Sailview Dr., Forest, VA 24511-1842
Daniel L. Cooper, 121 Leisure Ct., Wyomissing, PA 19610 (correction)
Mrs. Dorothy Williams, Rt. 1, Box 202, Long Beach, WA 98631
(Wife of Haddo's first CO, the late ADM Jack Williams)
John W. Tittman, 1111 76th St., Newport News, VA 23605 (correction)
Anthony M. DeNicola, P.O. Box 195204, Winter Springs, FL 32719-5204 (correction)
Fred Holmes, 210 Scottlynn Dr., Asheville, NC 28806-2159

If this is the first newsletter you've received, then you haven't yet received a copy of the complete list and don't want to wait until November, Please write or call, and I'll send a copy of the latest one.

News from the Crew...

Edition #9 produced only a handful of letters including the following:

Two notes were received from **John Briquilet**, MM1(SS) A-gang, who served on Haddo in the mid-70s. John provided the address for Waldman and Nash, and reflected on the colorful A-gang crew he served with - nicknames "Dirty Water," "Jocko," "Frenchy," "Bro," and "Worm." (Sounds like the A-gang crew from my days!) I don't know what it is about A-gang!?!? (Well, I better leave that alone before I get in D.S. - Ed.) John served in the following assignments after leaving Haddo: XO, USS Sperry; DSV-3 Turtle; Officer-in-Charge, Submarine Reserve Unit; and USS McKee.

A letter was received from **Walt Grant**, who served on Haddo 1965 - 1969. Walt added some info on several of our "Address Unknown" crewmembers. Walt would like to know if it is still possible to get Haddo jackets, matches, or other memorabilia. Any suggestions out there?

A letter was received from **John W. Tittman**, Haddo plank owner, noting his change of address.

CAPT Don Miller sent a letter correcting our earlier report of his activities and assignments. After leaving Haddo, Don served on USS Cincinnati, USS Daniel Boone, and was CO, USS Buffalo. His next assignment will be commander, Submarine Squadron One, Pearl Harbor.

And lastly, a letter from **Daniel Cooper** noted erroneous information in the last newsletter, and recommended that we keep Mrs. Dorothy Williams on our mailing list. Mrs. Williams is the wife of the late ADM Jack Williams, Haddo's first CO. Dan's letterhead provided some insight as to what he's been doing since Navy days; it reads Vice President and General Manager, Nuclear Services Division, Gilbert/Commonwealth Engineers and Consultants, Reading, PA.

Other News...

On perusing the 1993 [NSL Fact and Sea Story Book](#) that I recently received, I came across the following story written by **CAPT R.D. Raaz**, a former CO of Haddo in 1984. (Why we haven't "found" CAPT Raaz for our mailing list, yet, I don't know.) I thought you would all enjoy the story:

Miss Sea Manners

In March 1984, I was Commanding Officer, USS Haddo (SSN-604). We were scheduled to make a 1500 arrival at the Royal Canadian Naval Base in Esquimalt, B.C. Fearing intrusion of fog, so prevalent in this part of the world, I had sprinted ahead to ensure an on-time arrival. The weather remained beautiful all day and thus I arrived several hours early. Taking advantage of a sunny spot, we coasted to a stop and watched the festivities of a local sailing regatta.

I became concerned when one of the smaller boats broke out of the pack and took dead aim at my bow. As the vessel closed, it became clear that the crew was a lone, white-haired lady intent on close inspection of our strange looking ship. From my vantage point atop the sail I watched her as she carefully circled the submarine at fairly close quarters, returning to a position close to my bow. I feared she might be one of a vocal minority in that part of the world who protested the visit of nuclear powered submarines. Deliberately she cut out into the wind, stopped her progress and raised a small hand-held megaphone to her lips. I was prepared for the worst. I was in command of an awesome warship, with thousands of propulsion horsepower on call, armed to the teeth with weapons of unspeakable destruct power, yet cringed at the

prospects of a confrontation with a lone grandmother.

My relief was palpable when her words merely reflected the duties of one mariner to another: "Can I offer you a tow?" She obviously mistook my idleness for a casualty.

I politely declined, advising her that I was merely awaiting an appointment with a local pilot. She waved and sailed off to rejoin her companions - with a great tale of the one that got away.

CAPT R.D. Raaz, USN

Now, having described war patrols #5-8 or our predecessor, USS Haddo (SS-255), in the Pacific, I will continue the story here with an account of patrol #9.

Haddo's 9th war patrol in the Pacific spanned June and July of 1945 and was her last prior to the surrender of Japan in August. Although targets were getting very scarce, Haddo still found a few...

At 0700 on June 13 Haddo ran across an estimated 700-ton escort vessel at 32-30N/126-56E. A submerged, radar-guided attack was mounted, resulting in the firing of three torpedoes, with one hit obtained. A sinking was claimed but not formally verified.

July 1 was to prove the busiest day on Haddo's 9th patrol. On this date, at 38-08N/124-38E Haddo crossed paths with a significant convoy of Japanese ships. According to the reference sources I'm working with, either four or five ships were fired on in rapid succession from a surfaced radar or direct visual approach. All were claimed as sinkings and three were subsequently verified: Coastal Defense Vessel #72 - 800 tons, Taium Maru #1 - 2220 tons, and Konri Maru - 3106 tons.

On July 2 Haddo shot up two small surface craft with her deck gun at 38-02N/124-41E. Sinkings were claimed but not verified.

Lastly, on July 3 a final, unique attack. My reference source describes the attack on a trawler at 38N/121E only as "burned." A sinking resulted but, apparently, the ship involved was so small that no official credit was given.

And so ended the war-fighting days of the USS Haddo (SS-255) in the Pacific. Her last official act of the war was her presence in Tokyo Bay, September 2, 1945, for the signing of the official surrender instrument with Japan.

Throughout these accountings of Haddo's war patrols, I have utilized two sources of information: [United States Submarine Operations in World War II](#), Theodore Roscoe, Naval Institute Press, 1949, and [U.S. Submarine Attacks During World War II](#), John D. Alden, Naval Institute Press, 1989. My apologies for any errors I have made in interpreting the actions of Haddo as described in these references.

Credits, Thanks and Miscellaneous ...

Envelopes and postage paid for in part by donations from John Briquilet and Walt Grant. Typing and address list maintenance by Bill Cook.

Dive . . . Dive . . . Dive. (To resurface with the next edition sometime in November.)

Best wishes for a warm and fun-filled summer.

Mike Gann
Author/Editor