



USS HADDO Newsletter

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Editor - Ray Butters

E-Mail - Ray DBF@aol.com

FROM THE EDITOR

REUNION POLL I have some good 😊 news and some bad 😞 news. The good news is that all the responses I received from the Reunion Poll in the last newsletter were positive and only three responders said they could not make the reunion. The bad news is that out of 160 sent out, I only received 30 responses. The categorical acceptance of the idea, however, leaves me to believe that in our *Field Of Dreams*, "If we ~~bill~~ it, they will come". So.....

Let's have a Reunion! I was probably a little naive thinking that *everyone* would respond to the poll. But, if I assume that the poll represents a consensus of opinion, I think it would be safe to schedule a reunion. We have to hurry though. Depending on where we want to have the reunion, it could require up to a year of advanced reservations.

Where and When? I first thought the best choice would be my hometown of San Diego, probably in the late fall when it gets sort'a cruddy everywhere else. Then my wife reminded me of Spock's dying words after saving the Enterprise when he said "The convenience of the many outweigh the convenience of the few" (or something like that). So, I relented and started thinking of the 'many'.

I think the main factor when considering the 'many' is travel distance. I think that travel distance would be the 'go' or 'no go' determining factor for a lot of folks. So looking at the demographics, I would say that Norfolk, VA would be central to the largest amount of people we have on our roster. About 65% of the people on our roster live within 1000 miles of Norfolk and over 40% live within 500 miles. Additionally, if

the only people who are going to attend the reunion are the ones who responded to the poll, over 75% of them live within 750 miles of Norfolk. So, anyway you look at it, a location anywhere else in the states would not accommodate as many shipmates as the Norfolk area (see diagram on last page). And as to the 'when', most of the suggested time frames from the poll were summer to fall. I had three people suggest piggy-backing our reunion with the Sub Vets' reunion the 16th through the 20th of October in Atlantic City. In keeping with my belief that travel distance would be a discriminator, I think having our reunion in Atlantic City might shut some folks out. But, if we have our reunion in Norfolk the weekend before or the weekend after their reunion, that would give those who wanted to attend the Sub Vets' reunion in Atlantic City the potential to attend both.

Are We There Yet? Basking in my warm feelings of self-righteousness, knowing that I am making a purely objective analysis, my wife, once again, injected her wonderful words of wisdom and suggested that tying our reunion to some another "gala event" could possibly be just as big of a determining factor, or maybe even bigger. (Who am I to question CNO?) So with this wedge pounded into my steel-trap mind, I made a rudder change.

Charleston: How about Charleston, SC in November to coincide with the Cold War Submarine Memorial ceremony on the 15th? Now, I really like that idea. Charleston was Haddo's homeport from commissioning to 1976. Additionally, I have seen some historical accounts lately, as we approach 100 years of submarining, and most of the time the 594 class gets little mention. Leaving the diesel boat era, the fancy boomers and the new 688s seem to get all the

attention, but it was the 594s and 637s that were the work horse of the cold war (maybe I'm just prejudiced). Don't you think it would be apropos for Haddo to present a show of strength at that ceremony. If travel distance is not the primary consideration, this would be my first choice.

New Jersey: Camden, NJ is where it all started all those years ago. Also, Pat McGoveren says that you can still get 10¢ beers at Kelly's. I don't know if that's a plus or a minus. Or, we could tie our reunion to the Sub Vets' reunion at Atlantic City, NJ in October.

Reno: Reno, NV was home to more submarine reunions this year than any one city. I have a list of 28 submarine reunions and 12 of them were in Reno. I have no idea what is there, unless it's party, party, party. I guess the accommodations could be inexpensive since the local expectation is that you'll make lots of donations in the gambling facilities.

So Where to Now? First, we need a decision. I know I just said a nasty word, but sometimes the truth hurts. And here comes another hurt. To get to the decision, I am going to make another effort at polling your inputs. Please, **PLEASE**, fill out the questionnaire, put a twenty cent stamp on it, and send it back to me. Even if you know absolutely for sure that you're not going to attend please reply. I understand that you may not know what you will be doing 9 months to a year from now, but you can answer the questions as things stand right now, and if they change later – they change. If you prefer, send me an e-mail (RayDBF@aol.com) or give me a call (619) 543-1387. It takes a lot of planning to put a reunion together, and I am willing to take the watch. All I ask of you is to tell me what you want. (In all honesty, if it were left up to me and the CNO, we would shoot for Charleston in November to coincide with the Cold War Submarine Memorial celebration {CWSMF}).

Pre-Planning: I have already contacted the Norfolk and Charleston Chambers of Commerce and they are contacting the hotels in the area to have them send me proposals. This happens at the speed of business, which doesn't necessarily care how soon I want the info. So, I don't have that information for this newsletter. I have also sent an e-mail to the web master for the CWSMF for information on the date of that celebration. While you are completing your questionnaires, I will collect all the data I can. If you haven't sent your responses by Christmas, you're probably not going to, so by the first part of January, I should be able to get some pretty firm data out to you and possibly a registration form. Just to give you

something to think about (based on my limited knowledge), registration will probably be between \$20 and \$35 per person. This is primarily for the Saturday night dinner. Based on how many rooms we rent, the hotel will probably provide the banquet room and a hospitality suite. Rooms can go anywhere from \$60 a night to \$90 (single/double occupancy).

Memorabilia Anyone? I am also researching the feasibility of getting some memorabilia items replicated. Things like plaques, patches, coffee cups, mugs, and ball caps. I would also like your thoughts on these things.

THANKS!

Once again, I would like say thanks for helping me keep this newsletter going. I really appreciate the support. I have gotten many e-mails providing moral support and printable stories and antidotes. I would like to give a Special Thanks to the following shipmates for their generous financial support:

Ray Coons, Mike Gann,
Robert Gould, Richard
Scales, Fern Wagner, &
Otha Smith.

(If I have overlooked anyone, I apologize and please let me know. It's been pretty hectic since the last newsletter - working out of Tucson and San Diego; packing, moving, and selling one house; and unpacking and working like a dog trying to get the other house livable.)

FROM THE CREW

Richard Noble has dug deep into the dark labyrinths of his medulla oblongata and pulled out some memories. Here are some that are suitable for mixed company.

Richard Noble: *"I have been thinking about the things I still remember on the Haddo". (Dick, do you ever think of things you don't remember?) "Here are a few."*

"Five week out of Charleston, on our return trip from Haddo's first Med cruise, I ran an anchor pool. I had gotten permission for the pool from the XO, CDR Sullivan. Even though the XO thought \$20 per minute was too steep I had sold-out in less than a half hour and was back with the money ready to go into the ship's safe. The next morning, the off-lookout came looking for me and said that the Captain, CDR Williams, wanted to see me in the wardroom. When I got there, Capt'n Williams, in a very stern voice, said that he had heard that I had run an anchor pool. My first thought was that I was in deep trouble, but that

thought was immediately followed by the knowledge that I had gotten permission from Mr. Sullivan. Before I could stutter a defense, the Captain asked why he wasn't offered a chance in the pool. Now my first thought was relief - but it was followed immediately with the thought that I'm still in trouble. He let me know of his displeasure in not having been offered a chance in the pool and advised me that in the future he be approached. - Carl Haines and Billy Foster won that pool. They had split a number and the money was real handy for both. I know Billy Foster had just gotten married and I think he used his money to purchase a living room set."

"On a trip to Rosy Roads the COB (Chief O'Hara) and the Doc (Don Moriarty) went to a costume party at the Chief's Club. The COB dressed up as a hula girl and Doc went as his/her date. The COB's costume was made from exotic fabrics straight out of the rag bale. He was well endowed (above the waist) and sported an extremely short skirt. Doc carried a can of Raid and kept pretending to spraying under the skirt. They won the costume party prize as the Best Dressed Couple."

"Anyone remember Tim Turner (TM1 SS) learning to play the banjo? We suffered for a long time but he finally arrived at a respectable level of play, where one could consider that it might be music after all."

"We were on a fairly ticklish operation some time in 1966 where the Captain (at that time the Captain was CDR Chewning) was in the Conn for long periods of time. I was in the Conn one watch where the COB (O'Hara) had the dive, a young sailor who had just checked aboard was the off lookout, and we were rigged for red. The Captain was nodding off while watching the Attack director when the sailor nudged him and ask "How do you like the Navy". The Captain answer and the sailor proceeded to ask more questions, to which the Captain continued to answer. The COB sizing up the situation called to the lookout to get a round of coffee for the watch. I don't know if the COB thought the Captain needed the coffee to keep awake or if he thought he would relieve the Captain of the annoying question and answer drill, but either way it wasn't going to go that smoothly. To the surprise of everyone in the control room, the sailor's reply to the COB was "just a minute Chief I'm talking to the Captain". Even with the Control room rigged for Red, one could see that the COB was very red also. At that point the Captain, in a fatherly tone, explained to the sailor that his watch station was important and that he should get the coffee. Nonplused, the sailor looked at

Taps:

the Captain and said, "maybe we could continue this conversation later". Needless to say, the COB had a long conversation with this young man after the watch change."

"Here's a little antidote that I doubt many people know about. Sometime before Haddo's first fast cruise a ship-yard worker, either from the pipe shop or the sheet metal shop, fastened a Mercury head dime with nylon tape to the inside panel of the BCP or DCP (panel directly along side the stern planes station port side) and he wrote with indelible ink on the inside panel, "GOOD LUCK HADDO SAILORS". The dime was placed there in 1964 and when we would do pre-under weigh checks I always look to see if it was still in place. I left the boat in Dec 1967 and the dime was still there. I wonder how long it remained there?"

-----Dick Noble

ROSTER UPDATE

Bearing Change:

Thoreau said that "things do not change; we do". Do you think addresses had slipped his mind when he said that? In the following list I have identified the people changes (and their new addresses) with **red** type. A couple months ago, I sent out a broadcast message to everyone on the roster for which I have e-mail addresses (I thought I was going to shift to MSN, but I have decided since to stay with AOL). For a variety of reasons that only e-mail servers know, several of those e-mails came back as not delivered. Please check the last newsletter to see if I have your correct e-mail address. If it is wrong, please send me an e-mail so that I can correct the roster.

New Contact:

We have relocated some shipmates and we have also added some new ones to our roster. The additions are identified by **blue** type. Any time we can add a new name to our roster it gives me pleasure. But, adding these names has given me a real emotional boost because I've served with several of them on my tour aboard Haddo.

Welcome, old friends, to the Haddo Newsletter.

Lost Contact:

I've taken two names off the roster. Their newsletters were returned with no forwarding addresses.

James Simpson

Fred Waldman

I am deeply saddened to report the passing of Walter Sullivan. Mr. Sullivan was our commissioning XO

and an exemplary sailor and human being who made indelible imprints on my memory and character.

With the exception of a brief touch with the surface navy aboard the aircraft tender USS Curtis, Walt Sullivan was a Submariner. After Submarine School, he served aboard the USS Tench, the USS Nautilus, the USS Haddo as XO, and then the USS Nathan Hale as her skipper. In 1970, he assumed command of Submarine Division 101 in New London, Connecticut and in 1972 became the senior member of the Nuclear Propulsion Examining Board, based in Norfolk. Mr. Sullivan's last Navy tour was Commander of Submarine Squadron 2 in New London, Connecticut, from 1975 until his 1977 retirement from the Navy with the rank of Captain.

Mr. Sullivan went on to build an impressive civilian career. Just out of the Navy, Walt joined Stone & Webster Engineering Co. In a little more than ten years, 1988, he worked his way up to the President of the company. He was subsequently named Chairman of the Board and retired from the company in 1994.

Also, David Hottenstien reported that Mike Baker died in 1992 and that Richard Thomson died in 1997. Richard's last newsletter was returned, hand marked Return to Sender, Deceased, and stamped 'Refused' by the post office.

PROJECTS

Dick Nobel's suggestion of developing a Cruise Log seems to have struck a note with a couple others, and I think that would make absolutely fascinating reading. But I would like to preempt that suggestion with another; just for the time being. I would like to see our roster grow to over 200 shipmates. 200 (plus) names on the Haddo Newsletter roster in the year 2000. Right now we are at 178, so that's only another 22 (min). I have gotten some lists from Dick Scales that needs investigating and I know that several of you have ideas on how to go through locators to find people. I would like some volunteers. If you add a new name, I'll put a gold star next to your name on the roster in the next newsletter. What do you mean, Big Deal? Okay, I'll think of something else. Call me, e-mail me, write me, or just launch out on your own. 200 Haddo shipmates united through our newsletter in 2000.

CURRENT EVENTS

If you haven't already bought the hardback copy of Blind Man's Bluff, you may want to get the 'just released' paperback. The following is quoted from

the publisher's announcement: "This new edition includes a new afterword describing submariners' (and their families') responses and reactions to the events, many classified as top secret until now. Also new to this edition is an appendix of all award-winning subs honored for service in Cold War espionage operations--a list made public but fairly inaccessible up to this printing. It also features 16 pages of black-and-white photos." Of course the Navy has "No Comment".

The Cold War Submarine Memorial will be dedicated in a "gala" ceremony in November 2000 – one event of the Submarine Centennial Celebration - at Patriots Point in Charleston SC. The memorial's purpose is to be the only enduring memorial to the Cold War Submarine Force, and to educate our youth about the contribution our Submarines made to the defense of our Country.

MISCELLANEOUS:

STAMPS, STAMPS, STAMPS! The United States Postal Service announced their year 2000 stamp program. Included is an exceptional set of submarine commemorative stamps and an associated booklet. An extract from the USPS announcement: "...the first prestige booklet ever offered in the U.S., containing 10 stamps with five designs featuring U.S. Navy submarines;" and the specifics on the submarine stamps - "These five stamp designs depict different periods in submarine technology and will be available in the first U.S. commemorative prestige booklet, containing text and photographs in addition to the stamps. In 1900, with the purchase of "Holland," the U.S. Navy acquired its first submarine. The S-class submarine shows the change in technology and size that occurred after USS "Holland." The "Gato" class sub represents the contributions that submarines made to American naval superiority in the Pacific during WWII. "Los Angeles" class attack subs are nuclear powered. The "Ohio" class submarine, 560 feet long with 24 Trident ballistic missiles, represents an ever present deterrent to possible military aggression. Artist Jim Griffiths created an original painting for each submarine stamp design." For the complete text of the announcement, visit the US Postal Service web site, click on "Great Achievements and Achievers Headline 2000 U.S. Stamp Program" and then click on the title "U.S. Navy Submarines". Their web site is www.usps.com.

Submarine Stuff: - If you're interested in what's going on in the submarine communities, here are some more Web Sites that may be of interest to you.

The following site provides still and video clips of an Australian MK48 SINKEX using a retired DE as a target. http://www.navy.gov.au/3_photo/sinkex.htm.

The Submarine Store for all of your submarine memorabilia. Run by submariners for submariners! <http://www.submarinestore.com>

The web site for the cold war submarine memorial <http://www.cwsmf.org/>

SubmarineSailor.Com is a place for submariners to stay in touch. You can add yourself to the database. Unlike most other sites, you can enter time spent aboard more than one boat. That way, others can look for you by looking up any boat you served aboard, not just one! The site is brand new and your feedback is most welcomed. This is where I found 10 of the new names we have just added to our roster. <http://www.submarinesailor.com/>

FEATURE ARTICLE

Haddo Remembered, (5th & 6th War Patrols)

by RADM C. W. Nimitz, Jr., USN (Ret)

From the Spring 1995 issue of **The Klaxon**

I took command of HADDO from John Corbus in Fremantle sometime in late 1943. About two months prior to that I had been detached as Exec of BLUEFISH and, with a BuOrd representative, LCDR McCallum, was assigned as a matter of priority to try to determine why warheads bearing magnetic exploders were all too frequently going off prematurely, as soon as the exploder was mechanically armed. As of that date, submarine forces under ADM Lockwood had already abandoned the magnetic exploder for that and other good reasons, but ADM Christie, in command of Subs So WestPac, with his BuOrd background, had persisted in sending boats on patrol so armed. McCallum and I analyzed all available data on every submarine warshot that had been fired to date, both in our area and in the Pacific areas. We concluded that the magnetic feature was too sensitive, and, particularly on east-west torpedo courses, would explode if the torpedo porpoised appreciably as it cut across the earth's magnetic flux lines. We conducted many experiments with exploder mechanisms mounted on gimbals on a truck, which we drove madly around Perth airport at night, passing under all sorts of magnetic anomalies we had rigged on overhead frames. The upshot of all our efforts was to have the firing circuitry modified so as to pass our airport range test, and then, just to be safe, we had the mechanical arming feature altered so that the warhead couldn't arm for the first 800 yards of torpedo run, twice the normal 400 yards. Warheads

for fifty-two Mark 14s were modified in Fremantle. Twenty-six were assigned to HADDO, which I was to command, and twenty-six to BOWFIN, under Walter Griffiths, a very experienced and successful skipper. ADM Christie actually rode the BOWFIN for part of the patrol with the new warheads.

Thus armed and full of determination, I set out on my first patrol (HADDO's 5th) as skipper. Passing through Lombok strait on the surface into the Java Sea, our new surface radar detected a large ship with four escorts off to the eastward, and a brief tracking showed them to be making about fifteen knots on a westerly zig plan, probably headed to Surabaya. It took us about three hours running on all four engines to haul away to the westward, with several brief dives to avoid aircraft. The target was a large submarine tender with a destroyer on each bow and each quarter. When a mile dead ahead of the port forward escort, we went deep enough to get below a sharp temperature gradient, and as the echo ranging destroyer passed overhead, we quickly came to periscope depth, opening outer doors as we planed up. The first observation showed a perfect attack situation, with target zigging away, presenting us with a ninety degree track, range 1550 yards. We fired six aimed shots, starting at her stern and moving forward, absolutely confident the target was doomed. And then, unbelievably, all six torpedoes exploded prematurely at 400 yards! As I glanced at the escort who had passed over us, it turned back with a puff of smoke; and for the next half hour or so we were hassled by three of the escorts and some eighty depth charges.

That night, as we headed on up Makassar Straits toward our assigned area, I had the magnetic exploders inactivated on our remaining fish and so informed our headquarters. BOWFIN had much the same experience, with a preponderance of pre-matures. HADDO went to an area in the middle of the Dangerous Ground in the South China Sea and never dove for the entire patrol except to get an occasional trim. And we never saw another vessel of any kind.

HADDO's 6th patrol was also a nothing because we were assigned an area in the Molucca Sea through which a force of enemy warships was expected to pass but didn't. But our 7th patrol made up for a lot!

NEXT ISSUE

HADDO Remembered (7th War Patrol). The second half of an article by VADM Chester W. Nimitz, Jr. about his days aboard USS Haddo (SS 255).

INPUT – I can tell by the e-mail messages that I received (*see the Mail Sack*) that you guys have some stories that need to be told. Send me a story about your experiences aboard the USS Haddo for the next issue.

ANSWER TO LAST ISSUE'S QUIZ:

The last plank owner to leave the Haddo was David Hottenstein. He has the Plank Owners plaque on display in his home in Ravenel, South Carolina and invites anyone to come and reminisce.

Got a quiz question, or just a question you want answered? Drop me a line and lets get answers.

MAIL SACK

E-MAIL

Aaron Graff

Finally got to read the news letter last night at work and it is really great! I will get some stuff together and forward it on to you. I have a couple of funny memories of the days on Haddo that I have to sort out from days on Haddock. Don't want to mix my metaphors so to speak. A reunion sounds good, if enough lead time should be able to schedule time off for it. Bonnie isn't heavy on them but she could be convinced. Best to all of you, what is "drop time" for the next issue? More later, I call Jamison at least twice a year. He lost his oldest son to a motor vehicle accident a couple of years ago. He was an STS1(SS), had been on the groom team here in Hawaii the last I had seen him. Quite a loss for Jim and Judy. Again, more later.
Ron

Bill Byrum

My name is Bill Byrum(William on the mail list). I just wanted to say thanks for picking up the newsletter from Mike. I really enjoy just getting the list and looking for names of shipmates. I need to tell you the story of how my name got on the mailing list. I work for Duke Power in Charlotte, NC. About 5 years ago I was attending some training in Charlotte and one of the guys in the class suggested we go to this little hole in the wall place to eat lunch. Well while we're waiting to be seated I see someone(Doug Johnson) who served on board with me from 1975-1977. The last time I had seen him was in Hawaii. I was not sure it was him, and decided if it was him and he was in Charlotte, he probably also worked for Duke and I would try to look him up in phone directory. Being with a group of people we were directed to our seat and I dropped the thought for the moment. Well after we ate and were getting ready to leave I happen to walk by his table and he reached out and grabbed by arm and said you're Bill Byrum aren't you. After talking, I found out it was his first trip to Charlotte(I believe he works for CE) and it was certainly the first time in this hole in the wall restaurant for both of us. He knew of the newsletter and somehow got my name added to the mailing list.

I'll send you a few additional names and addresses(I don't have them handy) in the near future. Keep up the good work!! I'll try to follow up with some monetary support to your home address to help with the mailing. You can change my name on the list to Bill if you want and add my e-mail CHPRPM@aol.com. Thanks,
Bill.

Darrell Brown

John Briquetet told me this was your email, and that you were doing a Haddo newsletter. I worked for John as an auxiliaryman on Haddo. I was on the boat from early 73 to late 76. Hope this gets to you. Let me know if it does. Later.
Darrell Brown MMC(SS) USNR<

Dick Hillman

My name is Dick Hillman. Alex and I were friends and shipmates aboard Haddo. The news of his passing is a real shock. I have tried to e-mail Ron Eaton but the e-mail keeps getting returned without delivery. I have tried contact Alex's wife Normal but the phone number is disconnected or she may have moved. I would like to get some info and call his family. Alex and I have been in touch and visited each other on occasions. If you can

help me out with any info I would greatly appreciate it.

Good work with the news letter. I would be very interested in a Haddo reunion and would be pleased to help in the arrangements if you need some help.

Dick Hillman

Dave Hottenstein

What a pleasant surprise to hear from you through the HADDO news letter and hear about all the bubble heads who have surfaced. There is one Sea Story I must share which you may have heard already. One time when Haddo was returning from a 3 month patrol we finally had a time to relax and take inventory of what had happened. The Engineer in the engine room was Commander Carter. His Engineering Watch Supervisor was EM1 Ed Neasham. While Haddo was making her way home, Neasham came out of engines lower, passing maneuvering where CDR. Carter was on watch. As Neasham passed, he rolled a small ball of duck seal between his thumb and forefinger. The Commander saw the small substance and asked what it was. Neasham, with a very serious expression on his face, said, "I don't know, Commander. It's soft and salty." With that, Neasham pressed it to his lips. The Commander reaching out, inspected and tasted it. He then asked Neasham where he found it. Being very serious, Neasham looked directly into the Commanders eyes and said, "Out of my nose". I've never heard a story travel as fast as this one through out the boat.

About the reunion, "yes"! You tell me where and Josie and I be there. What about here in Charleston? We're still living in the same place as when the HADDO was stationed in Charleston. You would be amazed how much Charleston has grown. It is growing faster than any other city in the US.

Some sad news. Mike Baker died in 1992 and Richard Thomson died in 1997. I'm sure their wives, Cindy Baker and Mernan Thomson would like to keep receiving the news letters.

By the way, the plank owners plaque is here waiting for reminiscing. Sincerely,
Dave, Josie, Hottenstein

Ed Polz

Got the newsletter, well done. Quick correction to my address, my zip (Ed Polz) is 29860 and email is polzsc@grouppz.net. For those that remember, Supernuke is alive and well, we visited recently. Later, Ed

Gary Semler

Received the newsletter today and really enjoyed reading it, recognized a lot of old shipmates names from the 1963-64 era. I also noted that you had Mike Baker listed as a lost contact-----we worked together in Nuclear Testing at Charleston Naval Shipyard and Mike died probably around 1993.

We are getting ready to take the camper and head west and then to Alaska in a couple days, will attend a S5G reunion in Idaho early Sept, then go to the Subvets convention in Reno 23-26 Sept. Maybe some more Haddo shipmates might show up there...ran into Fern Wagner and Buck Warner at the last convention in Hagerstown, Md.

A Haddo reunion in 2000 sounds good, maybe in conjunction with the Subvets convention in Atlantic City as one option.

Gotta go, and thanks again for getting me on the list. If you have any info to put out on e-mail, send it on as someone will be here to receive and relay info.

Gary Semler

Kirk Davis

Love the Haddo newsletter. Sorry to say that I am just now reading the May letter, and have happened upon the sad news of Alex Johnson's death. I thought maybe you would be interested in an Alex story.

I think it was in late 1984 or early 1985. We were in the shipyards in Pascagoula, and Joe Long was in the process of being transferred to another boat (if you know Joe Long, nothing else need be said). As Joe related the situation, he and Alex were sitting in the lounge at Blue Lake primarily just drinking. Coincidentally at this time Alex was being treated for a bad case of laryngitis and under doctor's orders not to speak. As a result, he carried a small notepad to jot down anything he wanted to say.

At some point Joe, I'm sure only slightly influenced by drink, became somewhat

sentimental and in a voice beginning to break with emotion told Alex, "You know, the Captain's wife told me the other night, 'When you leave this boat, Joe, it will be the end of an era'. The end of an era, Alex. Has anyone ever told you that you was the end of an era?"

At this point Alex held up one finger as if to tell Joe, "Hold that thought". Then he reached for his note pad and rapidly jotted down a reply, which he then handed to Joe.

"Five Times!", was all it said.

Keep up the good work with the newsletter,
Kirk Davis

Ken Dundon

Great job on the newsletter. Enjoyed all the great articles. In the roster you have my e-mail address wrong. It is kdundon@mediaone.net Please change it for the next newsletter. If I can find them I have pictures of Haddo's trip to Auckland, NZ and the paintjob we got. I will send them to you for your use if I can remember where they are.
Ken

O.L. Smith

Just wanted to let you know what a fine job you are doing on the Haddo Newsletter! It is very interesting to read and brings back some fond memories. I enjoy every issue!

As I get older and older, my memory gets shorter and shorter. I can't remember the last time that I saw or talked to you. The last time that comes to memory was just before I left the Haddo in 1965.

After getting a letter from Aaron and Bonnie, which chided me about not having e-mail, I finally decided to install the software and have it connected. The hardware has always been there, but never activated.

I know that putting the Newsletter together and mailing must be costing you a bundle, so a check will be on the way this weekend and I hope it will help defray some of the expenses. I will send one out regularly because of the enjoyment I receive from it.

You may publish my e-mail address in the Newsletter if you wish. It is osmith14@bellsouth.net. I will close this off now because I am bushed after 14 hours today in a steam plant. Will try to write back soon.

Sincerely, O. L. Smith

Robert Gould

I received the Haddo Newsletter, and I was impressed by the professional appearance of it. Five men who served in the years 1969-1970 were mentioned in the newsletter.

I have often wondered what happened to the Haddo over the years. I believe that there is an official cruise log or history that the US Navy maintains on its warships. It would be nice to see such a document. With the passage of many years and a substantial lifting of security classification of submarine documents in 1993, the chances have increased of finding official documents about the Haddo.

Dick Noble of Tennessee said what many of us are thinking. We would like a history or cruise log. Naturally this requires a "grass roots" effort. Of the many men on the mailing list, each man potentially can provide pieces of the Haddo's history. I can provide information about the dates of November 1968 to April 1970. Mr. Albert Massimino, who is on your mailing list, could provide additional information of that time period and months before and afterwards, since he was the Executive Officer then. Captain R.D. Raaz wrote an excellent feature article about events of 1984. Maybe he would know where to get an official history. If not, then he would be an integral part of the history of the Haddo. Maybe Captain Kevin Leahy served as his Executive Officer in 1985. Captain Leahy now serves as the commanding officer of the Submarine School, New London, Connecticut.

I sent out by the regular snail mail a letter commenting on Captain Leahy and the possibility of a cruise log. You should receive it within a few days. I would like to be involved in a history project. I have been a local town historian for seven years, but my main qualification for a Haddo history is my interest in providing such a history for former crew members and anyone else interested in such a history. I believe of the

more than 160 former crew members, there should be enough interested to piece together a history.

I mailed ten dollars to cover my share of the expense of the newsletter. If you are interested in my help could you send me a previous newsletter, or a photocopy of some pertinent history?

Yours truly, Robert Gould

William Austin

Hi

I am William Austin, ex RMC on the HADDO only from Jan 67 thru July 68. My memory is not too good when I read the Roster of names in the newsletter. I remember Dick Byrnes was my Comm Officer but I cannot even remember who the COB was. My best RM1 was Jack Maddox but his name is not on the list. TCM(R) Leroy Miller lives here in Orlando and he got my name on the newsletter a while back. Since I work at the VA Medical Clinic here in Orlando I am able to talk to him once in a while.

Thanks for your time and effort with the newsletter . You have permission to include my e-mail address on the next newsletter.

CARDS & LETTERS

W.F. Heffelmire

Enclosed is a copy of Plunger SSN 595 crewmembers. Myself and Ray "Tim" Turner are ex Haddo plank owners, he would like his name added to your newsletter.

Yes. I would like a Haddo reunion. San Diego sounds good, any time.

Yes. I have read Blind Man's Bluff - "No Comment".

Yes. I would like a Haddo Patch.

I don't know who was the last Plank Owner to leave the Haddo - but I was probably the first, or close to it. How many plank owners remember the 604 Fastpitch Softball Team?

WF "Heff" Heffelmire

Mike Gann

Dear Ray,

You've outdone yourself! 12 pages - amazing. Change is good. Your efforts will surely pump new life into the Newsletter - and enthusiasm for it amongst the former crew.

I tried, off and on, to generate some enthusiasm for a reunion but never got too far. I just didn't have the time to handle all the organizational details myself. Yes, I would attend a reunion and would help with arrangements, time permitting. At one time, June Johnson at the Submarine Force Library & Museum had offered to assist with a reunion if we held it in Groton, CT at the Museum. Apparently she had done this before for other subs. You might want to contact her and discuss options.

Included is a small contribution to help with expenses.

Sincerely, Mike

Robert Gould

Dear Ray,

Thank you for sending the issues of the "Haddo Newsletter". The issue of April 1992 gives a concise chronology, This helps to tie together various stories and anecdotes. The list of captains is excellent too.

I am enclosing twenty dollars to cover expenses.

Yours truly, Robert Gould

Ray Coons

Dear Ray;

My first contact with the Haddo was in the summer of 1962 when I received orders from the USS Scorpion to the Betis plant in Pittsburgh. We were there until fall and then went to New York Ship in Camden, NJ as a pre-commissioning detail for the Haddo. There were about twenty five of us there and I was appointed the first Haddo COB. There was talk of having a Christmas party so about the first of November the wife and I decided to have a get aquatinted party at our house before the Christmas party. Captain Williams and his wife came to the house, he threw pillows on the floor, walked up to one of the wives and said, Hi, I'm Jack. He and his wife opened up their home for a Christmas party for all the children and Mr. Smith, the ships doctor, brought presents for each child. Captain Williams kept the crew together through quite a lot with some of the crew losing per diem, the Thresher sinking, and

shipyard strikes.

I am in favor of having a Haddo reunion and I think that it should be held with the Sub Vets reunion in October 2000 at Atlantic City, NJ. We went to a Scorpion reunion last year in Hagerstown Maryland that was held along with a Sub Vets Reunion. The reunion took up the whole hotel and some of another one across the street. Not only did we meet shipmates from the Scorpion but from other boats as well. There must have been over thirty different hospitality rooms for other boats. The Sub Vets also had activities that we were able to take part in if we desired.

I left the Haddo in the summer of 1965, shortly after we got to Charleston. The Navy decided that the Submarines had too many chiefs and not enough Indians and sent many senior chief's with long service to surface craft. I had moved my family to Rhode Island until we were settled in Charleston, so I asked for a Tender in Newport and got it. I spent about a year and a half on the tender and retired in March 1967. After I retired I went to work as a reactor operator at the Rhode Island Nuclear Science Center for twenty one years. It is a two MW research reactor on the university of Rhode Island Bay Campus.

I am a member of the Sub Vets and plan to attend the reunion in Atlantic City. If the Haddo did decide to have a reunion at another time I would do my best to attend. You can get in touch with me through my e-mail address that is lorayc@worldnet.att.net. I would be glad to get e-mail from others from the Haddo. One of our shipmates that I have kept in touch with is Charles Pittman, 1828 Pinecove Dr., San Luis Obispo, CA 93405. He was part of the original crew.

Please except the enclosed check to help cover the cost of mailing out the news letters.

Sincerely yours,
Ray Coons

Dick Scales

Ray

Regret delay in my response to your planning query. We're in the throws of a couple of household moves in the next 8-10 months having just sold the place we've lived in for 14 fine years, so my ability to plan for reunion participation is "low" at this point in time! Current "directory address" is valid until 16 July 1999. Then it will be:

515 Dogleg Drive, Ford's Colony, Williamsburg, VA 23188 (757/564-5822) for 7-9 months.

Once the new house is built (roughly 2/15/00 projected now before groundbreaking) it will become:

129 Westbury Drive, Ford's Colony, Williamsburg, VA 23188 (same phone).

In the process of culling out various old collected materials in the house, I came across several papers from Haddo days, and have enclosed a couple which may be of interest to the "archivists". One is nothing but a wardroom roster from early 1975, just before Fred Carter relieved me of the command, but I found it remarkable that all but two of that wardroom have current locating data in your directory; I had no success in trying to find Chris Pratt, there being about a dozen of them listed in the US phone numbers (I have a se of 1999 "phone discs") but none with a middle initial T. In the case of Mike Tofalo, there was only one in the entire country (no middle initial shown), so I offer 310/337-7321 in Inglewood CA just west of Los Angeles as a likely locator. I also used the discs to try and relocate Bill Neff (RM1 while I was on board) since he has dropped from the directory in recent years since he was working with me at EG&G here in northern Virginia, but had no success; there are roughly 25-35 William A. Neff listings in the country so any one of them would be a "reach" to suggest as most likely.

The second enclosure is a copy of a roster that YNCF (that's for fantastic YNC!). Alex Johnson cranked out for CDR Carter's first underway stint ostensibly for use by his wife in dealing with shore-side dilemmas while the men where at sea. The fact that it cites next-of-kin could provide an eager pursuer of "lost persons" with access to phone discs or internet locator databases with a real benefit, particularly where it lists a parent (or anyone other than a wife whose last name could have changed in the last 24 years). Of 117 names cited in this list, the directory only includes 29. Other saved "nostalgia" yielded still another 22 names of shipmates that served in the 1971-1975 timeframe on board with me, as scrawled on the last page of the attached.

Good luck in the often frustrating task of finding old shipmates, and in the equally often thankless task of putting out a newsletter that I know is greatly appreciated by all, whether they tell you so or not. Please apply the enclosed check to partially offset some of the out-of-pocket costs you likely swallow on a routine basis.

Best regards, and I hope I'll find that we can make at least part of a reunion in '00!

Dick Scales

Charles Pittman

Dear Ray Butters,

Thank you for the first two newsletters. I especially liked the first one. As you probably know San Luis Obispo is on the Coast about half way between Los Angeles and San Francisco. When I went on the Haddo I was a Surface Skimmer. I had 10 years on ships ranging from Carriers to Mine Sweeps and my last ship was a Fleet Tug Boat which was excellent duty. I went to Basic Nuclear Power in March '61. When I finished that I went to Submarine School. I had been scheduled for the Long Beach. There were 15 of us and one of them was Luis Salazar.

In Aug '62 I received orders to the Haddo. First we went to Westinghouse "Bellis Laboratories" by Pittsburgh. It was here that I first met Jim Haye our Engineering Officer, and Ray Coons. My roomies were Bill Heuer, Elmer Mann and Lyle Moore. Lewis Salazar and Dave Sayers, Paul Wiltberger from Prototype. Others in this class were Allen, Cube, Regester, Roller, Schmidt, Swinger,

Jack Stoffel, Fernly Wagner, and Tom Warner. This was the Basic Engineering crew of the Haddo along with 2 of the junior officers. I thought I was going to be the leading R.O. as I had passed the test for CPO. It wasn't very long however when Jack Taylor showed up. We went to high school and ET School together. I had also served with him in Korea when he was in UDTs and I was Ships Company. He was one of my instructors in Basic Nuclear Power. We were also to serve together as instructors at Fleet Sub School, Pearl Harbor '67 thru '70.

I was on Haddo from Aug '62 thru Nov '64. Construction, Testing, and Sea Trial. I was transferred just before Commissioning as we had 3 Chiefs and I had just re-enlisted. I went to the Sam Houston and four patrols - finally had my own Gang.

You probably won't hear much about Dave Sayers as he left early for NESEP at Purdue. Later he got out and worked for the Lawrence Labs at Livermore. We didn't see each other until late '70s when he moved to Colorado. We have kept in contact with Ray and Lois Coons when he retired to Jamestown, RI and I was on the Sam Houston. I had a telephone call from Tom Warner a few months ago. I do think a reunion would be nice but would probably not attend, maybe San Diego, as there would not be anyone there that I would know very well. I do have a lot of good memories from the Haddo and her crew. My first submarine and the only one I got to know so many of the crew real well. I enjoyed the newsletters from Mike Gann as well as the ones that you sent.

I do have one story for you as well as others. My wife Stella received her dolphins long before I did. The first few ships parties that we had were organized by some of the wives. Capt. Jack pinned five of them with Miniature Dolphins. I had to wait until my 2nd Patrol on the Sam Houston. I will close this letter out now as it is already quite long.

Yours, Charlie Pittman
