



USS HADDO Newsletter

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Editor - Ray Butters

E-Mail - RandSRanch@aol.com

FROM THE EDITOR

My Extended Family

When I Was Young(er)

Did you have someone you looked up to when you were a kid; someone special, someone who made an indelible mark on your memory? Probably every one of us can spit out a name without the slightest hesitation. I know I can name several. Some were just there when I needed a friend. Like my best friend's mom and dad that helped me through the pain of my stepfather's rejection and harshness. Jim's parents became my first extended family and I have some very fond memories of them.

Others gave me the confidence to move out of my comfort zone. Like another best friend's mother, a few years later, that taught me how to dance and gave me the confidence to go to my first dance ever; the Junior Prom. And his father, who helped me believe in myself enough that even as a very shy loaner, I could succeed in the Navy. Needless to say, Chuck's parents were another extended family.

And then there were those who's impact on my life affected my thought process. There was the boss that fired me for messing around when I should have been working. I was 15, but Mr. Finny changed my work ethics for life. I had a science teacher who asked me what was the most important reason for learning all I could while I was in High School. Mr. Selantono's answer has been a part of my life for 48 years now. He said that what you do day-to-day establishes a pattern for the way you will live the rest of your life. I passed that pearl of wisdom on to a few hundred A School students during my last tour of duty in the Navy.

As A Young Adult

The Navy, of course, was my biggest extended family. And my Haddo family has been the closest to my heart. I learned to be a submariner on the Buggara, but I learned to be a

professional on the Haddo. I had a terrific LPO. Jim Jamison taught me persistence and dedication. I had an unbelievable Division Officer. Mr. Hinkle taught me to take my job seriously. I wanted to be a leader like our Exec, Mr. Sullivan, and I wanted to be a sailor like our COB, Chief O'Hara. Then there are those times that I aspire for perfection and I think of our skipper, Captain Jack. I will never forget these people, and the many, many more like them.

Introspection

So, where am I headed with this exercise in reflection? Well, very recently, I had a totally unexpected but absolutely wonderful experience from one arm of my Haddo family.

If you will recall, in the last issue of the newsletter I had asked for some help. Well, Ken Brenner and Dick Noble rose to the occasion and sent me a bunch of stuff for the newsletter. Thanks guys. But wait! There's more. In response to my plea for help, I received an e-mail that said, "I would love to come to Colorado and help you with your house". It was signed 'COB'. I was torn between ecstasy and disbelief. It was just too good to be true. So, I called Joe O'Hara and sure enough he was willing to drive from Pennsylvania to Colorado and spend the better part of the summer helping me wire our house for electricity.

I was contemplating doing the electrical myself because we had just gotten a \$20,000 bid that reeked havoc on what represented our budget. The problem was that I wasn't sure this was within my job description. Framing was new to me, but it is mostly common sense. One look at the National Electrical Code tells you that common sense, as opposed to anal retentiveness, is not an asset listed high on an electrician's resume. Well, now, I had someone to hold my hand and give me the courage to stretch outside the box.

For seven weeks, Joe, at 72 years young, shamed me with his stamina, impressed me with his skills, humbled me with his faith, and humored me with his stories. He did what all

COBs do. He set the example, he took me under his arm and gave me confidence, he made me think, he extended his hand as a true shipmate.

Fifty Years

Teaching this old dawg some new tricks was quite an accomplishment for Joe. But Joe was recognized this past November for a much greater accomplishment. Joseph (Red) O'Hara was inducted into the Holland Club; a prestigious recognition for having pinned on his dolphins more than 50 years ago.

For me, Joe has epitomized the spirit of a Haddo Shipmate. For that alone, I feel that Joe deserves recognition. And with his recent induction into the Holland Club, I think you will agree that Joe O'Hara deserves that recognition. Therefore, I would like to dedicate this issue of the newsletter to Haddo's first COB, Senior Chief O'Hara.

Chief Of The Boat

I guess you could say that Chiefs of the boat are a little like sex; there aren't any bad ones, just that some are better than others. And, like sex, no two are alike.

To help us salute the COBs of the submarine force, and maybe understand them better, Dick Noble gathered a lot of data for us. Of course I have had to reduce it considerably so that I could get this newsletter into an envelope.

A Brief History Of The COB

The first boat to have a COB was 'the' first boat; formally called the HOLLAND VI. The first Chief of the Boat was Chief Gunner's Mate W. H. Reader. In the beginning, the COB was the XO. The crew consisted of one officer (the skipper), the COB, and four other enlisted crewmen. An officer assigned as XO came later.

Traditionally, COBs often came from the Torpedoman's Mate rating. Originally, the COB was principally responsible for weapons handling, seamanship and topside appearance. Those things were traditionally associated with the TM rating. Today, of course, COBs are represented by most rates; the Hospital Corpsman being an exception.

What is a COB?

The COB is many things to many people. My first COB, wore a Submarine Patrol pin with several stars and ran a tight ship. His prime motivator was fear. I was never delinquent in my quals, late to muster, or nonchalant in a cleaning detail for fear of suffering his wrath. I remember thinking I was going to die an early death the time I left the sonar room hatch (in the walkway between tables in the mess hall) open and unattended for about 13 and a half seconds. Long enough for Chief Snell, carrying a plate of food, to fall into the hatch. When I heard the crash and saw that khaki leg dangling through the hatch, I knew I was in trouble. When I saw that the leg belonged to the COB, I knew I was going to die. He didn't say a word. He put his false teeth back in his mouth and just sat there, shaking, and glaring at me. I could feel the glare even after I turned around to make my getaway.

Even now, when I get my hair cut close, you can see the two burn holes in the back of my head.

In the Standard Submarine Organization Manual, under *Duties, Responsibilities and Authority*, it lists 20 specific items for COBs. One, for example, charges the COB with helping to keep "the command aware of existing or potential situations, procedures and practices which could affect the welfare, moral, job satisfaction and utilization of enlisted personnel". All by itself, that could be an all consuming job. But COBs do a lot more. They are career counselors, teachers, organizers, arbitrators, policemen, mentors, advisors, sounding boards, and sailors. They are a catalyst for the crew. They unite the crew and bridge the wardroom/enlisted gap. When sailors can't get satisfaction from other people the standard comment is, 'I'll go see the COB'. They are guys that are able to get jobs done that other's can't or that other's don't know how to solve. Oh yeah, they make sure we have enough 'glory paper' to last an extended run.

What Do The COBs Say?

Here are some comments a variety of COBs said about the job (taken from the April 1999 issue of All Hands).

ETCM (SS) Patrick James, COB of the USS Philadelphia (SSN 690) says, "You've got to like working with people". "You're not locked into a set, day-to-day routine".

TMCM (SS) D.H. Padgett, blue crew COB of the USS Florida (SSBN 728) says, "Tough skin is an essential quality for a COB". "You have to be willing to get out of your rating and into the people business".

TMCM (SS) J.E. Chappell, former COB, says, "You need to have broad shoulders". "You can't be afraid to take things on". "You've got to be able to turn your collar around. A little religion doesn't hurt".

MMCM (SS) Mike Dobrolet, COB of the USS Whale (SSN 638) says, "You've got to be a good listener, to listen to what everyone has to say". "Your main job is to take care of your people". "The toughest part of the job is keeping a perspective on the seriousness of problems, because a sailor's problem may seem insignificant to you, but shattering to him".

QMCM (SS) Ray Pollick, former COB of the USS Lafayette (SSBN 616) says, "It's really satisfying to take these young men and see them become responsible people. To take the crew and meet whatever commitment or assignment" "You get an input on everything".

LCDR Thomas Etter, XO of the USS Philadelphia (SSN 690) says, "Quite frankly, a submarine couldn't run without a COB. The better the COB, the better the submarine. He keeps all of us out of trouble".

CDR J.L. Foote, a staff officer and former enlisted submariner says, "When the Command Master Chief program began, the rest of the Navy was just getting in step with the submarine service's Chiefs of the Boat".

How are COBs Selected?

The selection process starts with the CO's recommendation, which goes to the Naval Military Personnel Command via the Squadron Commander. Nominees are interviewed by COBs, the Squadron Command Master Chief and a senior officer. Most COBs are detailed to their jobs directly by NMPC, while some get the job through a request to NMPC by their commanding officer.

Unfortunately, there are many more candidates than billets. There are about 600 COBs, Chiefs with the 9579 Navy Enlisted Code, and only about 180 billets.

The COB's Corner

Who were the Haddo's COBs? Each issue of the newsletter will feature one of Haddo's COBs. We will start with our first COB, QMCS (SS) Joseph O'Hara, and progress up through the years. This may not come as a surprise, but I will need some help. I know that Joe O'Hara's relief was Joe Rustin. So, in the tradition of all COBs, I have no doubt that Joe Rustin will take this for action and send me a bio (please). Likewise, at some point, if you know you the next COB in line is not on the roster and you relieved him, please jump in and keep the history going. Thanks in advance, and thanks to Joe O'Hara for being first.

QMCS (SS) Joseph (Red) O'Hara, USN Ret.

Joseph O'Hara joined the Navy on 19 August 1950, a Saturday, in the city of Springfield, MA. Joe had been turned down twice because he did not meet the minimum weight requirement. On his third try he exceeded the minimum weight by one half pound.

Joe spent ten weeks in basic training at Great Lakes Naval Training Center in Waukegan, IL. He graduated from Boot Camp in late October and was singled out to go to Sub School. Joe said that for the first month of sub school he had to burn the midnight oil on his studies. Since his high school path was in the Romance languages, French and Latin, he didn't have a mechanical bone in his body. With help from classmates and instructors, and a lot of perseverance, Joe graduated 66th out of 100.

On 29 January 1950, Joe's 20th birthday, he reported for duty aboard the USS Argonaut (SS) 475. While aboard the 475 boat, Joe was sent to Key West, FL for Sonar School. Upon his return he became the battle stations JT Operator. After his mess cooking tour, Joe became the Leading Seaman. It was during this time that Joe struck for Quartermaster and earned his dolphins.

The Argonaut underwent an overhaul in 1954 at Charleston, SC, where Joe met and married his wife, Helen. The Argonaut changed ports and Joe changed boats to the USS Tench (SS 417). His tour as a "Tench Tiger" extended from July 1955 until March 1957. During his tour aboard Tench Joe advanced to QM1 (SS) and was also the assistant Navigator.

Upon returning from Operation Springboard in the Virgin Islands, in March of '57 during which time his daughter,

Loretta, was born, Joe reported to Instructor School for anticipated duty aboard the training boat USS Tautog (SS 199) in Milwaukee, WI.

After Tench's barrier patrol in the North Atlantic during the Russian invasion of Czechoslovakia, Joe says that duty on the Tautog was pretty soft.

From the Tautog, Joe was assigned to the USS Entemedor (SS 340) in Squadron 10 at State Pier. Shortly after reporting aboard, however, the boat made the transit through the Cape Cod Canal to Portsmouth Naval Shipyard in Kittery, ME for a new battery. They also got a new skipper. It was "Black Jack" Walsh; Joe's XO from the Tench.

By the time the Entemedor went back to sea, the Russians were operating nukes and boomers. This increased the tempo of our submarine operations and necessitated a change in tactics. More emphasis was now placed on the sonar approach as opposed to the periscope approach. Joe's battle stations shifted from periscope assistant to strip plotter. He excelled in this new task and became as accurate and as fast as the Torpedo Data Control / Fire Control Panel. The Entemedor went on to win the very prestigious Marjorie Sterret Award for Battle Efficiency in the Atlantic Fleet.

Joe was also assistant navigator on the Entemedor and their first northern run put him to the test. They transited east through the English Channel past the White Cliffs of Dover and then headed north up the East Coast of England and Scotland. Their last piloting fix put them at their designated "run in" position and they went to patrol status. Joe's 12-hour shift (0800-2000) was with the captain since the exec, being the navigator, could overlook the QM of the Watch. This arrangement allowed the CO to run the boat and not have to be overly concern with navigation.

When Joe took their first position for the 2000 report they were well off the coast of Norway and about 45 miles from the estimated position. With great embarrassment Joe reported the discrepancy to the XO and then made the 2000 report to the Captain. Joe says the captain accepted the report with reservations.

But Joe had to find out where he had gone wrong. So, it was back to the drawing board. The chart with the appropriate Loran overlays was the correct chart for the latitude and longitude of the area, so he went to a larger area Loran chart and put the 2000 fix on it. The new chart put them right where we were supposed to be. The next step was to check the coordinates for the Loran lines on both charts. That's when Joe found that there had been a printing error. Joe presented the new information to the XO, amended the 2000 report, and reported the error to ComSubLant.

Joe made two runs on the Entemedor and received ComSubLant commendations after each trip. While still a First Class, Joe qualified for Chief of the Watch Underway, and then moved to the In Port Duty Chief watch list. He also qualified as an Officer of the Deck and subsequently was included in all the CO's wardroom conferences. In 1961 Joe made chief and inherited the Seaman gang.

On routine business aboard the tender, Joe bumped in to his ex-skipper from the Tench, Captain Dan Clements, who had become the Division Commander. During this meeting, the DivCom asked Joe to be the COB on a new construction boat in Camden, NJ. Joe politely refused, saying he was content riding Entemedor. The DivCom was a little more persistent than Joe had expected because by the time he got back to the boat, his skipper told Joe he was the man for the job.

After a week at home with his family, Joe reported to the USS Haddo (SSN 604) and met the acting COB, Doc Moriarty. They immediately went down to the boat, which was on the blocks in one of the railways at the New York Shipbuilding Corporation in Camden, NJ. That first trip through the boat told Joe that this was going to be a great ride.

And a great ride it was. The first two years in the shipyard were filled with a lot of hard work. There were 25 other chiefs aboard and Joe was able to work with all of them to end the shipyard period, on December 16, 1964, with a great boat. The first year after com-missioning, Haddo kept very busy. The Boat went to the Goat Island Torpedo Range in Narragansett Bay, RI; Tongue of the Ocean in the Bahamas; Fort Lauderdale, FL for R&R; the shooting range at St. Croix in the Virgin Islands; Roosevelt Roads and San Juan in Puerto Rico; and the Med to finish up the year. During this time, Joe advanced to E-8.

The second year, 1966, was somewhat easier with a yard period in Charleston Naval Shipyard, a trip north, and local ops working with the other nukes and boats in the squadron. But, the demand on Joe was a heavy load. He was the COB, the QM gang LPO, and he had the Seaman gang. It was time for a rest, which made his orders to the Joint Chiefs of Staff a welcomed change. Joe was to leave after another trip north in June of 67.

The boat got off to a slow start. Shortly after getting underway, one of the crew came down with appendicitis. When they dropped him off in Bermuda one of the yard tugs ran over Haddo's screw. This necessitated a trip back to Charleston for a new screw. Twenty-four hours later they were underway again resulting in another successful patrol.

On the way home from the patrol, Joe was relieved of all duties, including watches, and FTC (SS) Joe Rustin officially relieved Joe as COB. The transit time gave Joe the opportunity to tell each and every officer and crewmember how much he appreciated their efforts on behalf of the boat and their departments.

The skipper, CDR Chewning, took the opportunity to thank Joe. Immediately after the maneuvering watch had been stationed the captain called Joe to the bridge and, in the presence of the Squadron and Division Commanders, ordered the OOD to turn over the Deck to Joe. Joe had often stood Battle Stations Diving Officer, Conning Officer and In Port Forward Duty Officer, but in the presence of the Squad Dog and the Div Com, this was a very special event for Joe. After tying up to the tugs, Joe relinquished the OOD and received a

barrage of accolades from all the brass. Joe says he thought he had died and gone to Heaven.

While Joe served aboard the Haddo, the boat earned numerous squadron awards, and the Presidential and Navy Unit Citations. Joe had also been awarded two ComSubLant commendations.

Joe reported to the JCS in mid-September '67 and served on operations team #5 in the world wide operations center. He monitored the air war over North Vietnam and, when on the 2300 to 0700 watch, wrote the daily White House synopsis for the President of the United States.

While on team five, Joe was tasked with rewriting the Rules of Engagement for our fliers over North Vietnam. He had to take the policy of each of the services and incorporate them into one common policy. His work was accepted by the JCS and promulgated to the services.

Joe had been on the alternate list three times for Master Chief and the Bureau had told him that he would not be advanced until 1975. They also told him he'd be going to a bird farm in Hawaii for his next tour of duty. These bits of news prompted Joe, in the spring of '69, to put in his papers. Joe retired to the Fleet Reserve on 19 September 1969 with no regrets and a full plate of memories.

2003 HADDO REUNION

Where and When: The second USS HADDO Reunion is scheduled for the extended weekend of Thursday, November 6th through Sunday, November 9th 2003 in Groton, Connecticut. Your hosts for the reunion will be Dick and Elizabeth Hillman assisted by some family members and local area shipmates Mike & Carol Brennan, John & Marion Sullivan, Don & Martha Hale. Jim Adams and Mike Zielinski have also volunteered to help with the Ships Store and the raffle.

Base of Operations: Reunion activities will be held at the Groton Inn & Suites located on Route 184 just off I-95 on the Groton side of the Gold Star Memorial Bridge. Registration will begin in the Conference Room (the hospitality room) on Thursday, and continue through the weekend. The cost for the reunion is \$50.00 per person. Price includes Saturday Banquet, DJ, hospitality room, Snacks, Draft beer, ice and mix for hard drinks. You will have plenty of time to get acquainted or reacquainted with those Haddo sailors that you haven't seen for a while. The Hospitality Room will be available for your convenience during the entire reunion weekend for socializing and to set up any memorabilia that you intend to bring for display/sell. Mike Zielinski will manage ship's Store activities. Contact Mike to coordinate any sales (mikez1@gate.net). The Hospitality Room is your social gathering room where you can have a drink, a snack (continuous mid rats/hors d'oeuvre), or get on with the sea stories. The hospitality room will be managed by Dick's son and shall remain open until the last man is gone.

Lodging: Dick has secured a block of 30 rooms through the Groton Inn & Suites (GI&S) at a very good price (\$70.00 per night including two breakfasts). Make your reservations directly through GI&S (800-452-2191) anytime after 17 December 2002. If they run out of rooms, GI&S will book additional rooms at other local hotels at discounted prices. Attached is the list of available lodging in the area. Feel free to check any other hotel or motel in the area.

For those with rooms at the GI&S you will have two free breakfasts. In addition, breakfasts are scheduled for Saturday at the Fleet Reserve Association (Groton) and Sunday at the Sub Vets (Groton). Times will be posted later.

Activities: There is a lot to do in the area; here is a sampling. Scheduled events will be determined after Dick reduces the feedback from the pre-registrations forms.

- Visit the Nautilus (SSN571) & Submarine Museum located at Goss Cove at the Subase
- Tour a Russian Submarine in Providence RI. The reunion committee is currently setting up transportation to Providence for this event. This will be an added cost and is not part of the \$50.00 registration fee. Shopping at the great Providence Place Mall will be available for the Ladies.
- Victorian Lady – A special for all the wives/ladies to be held at the Sullivan's house. This is a cultural thing that Marion Sullivan needs to explain.
- Visit a casino (Mohegan Sun or Foxwoods)
- Visit Mystic Seaport or Mystic Village
- Visit New London State Pier, State Street and Bank Street (They've changed, so if you haven't been there in a while you may not recognize them).

Agenda:

Thursday 6 November

1500 Registration (register in the hospitality room). Start hospitality room service.

Friday 7 November

1100 Open hospitality room (operation to be continuous)
TBD Trip to Russian Submarine in Providence RI and Providence Shopping Mall

Saturday 8 November

0900 Breakfast at the FRA (Thames St. Groton)
1000 Golf Tournament (Subase weather permitting)
1000 Victorian Lady at the Sullivan's
1000 Nautilus Museum tour
1800 Cocktail hour at GMI. Music by Dave Javue
1930 Dinner Banquet (appropriate attire Coat and tie preferred)
2030 Guest Speaker (Adm Oliver)
2115 Music by Dave Javue

Sunday 9 November

1000 1200 Breakfast at SubVets
TBD All Hands Business Meeting at GMI

Dinner Buffet Menu

Main Course

Steamship Round, Chicken Picatta, Ziti & Meat Sauce
Vegetable

Stuffed Potato (Twice Baked), Green Bean Almondine
Salads

Tossed Salad, Caesar Salad

Deserts

Ice Cream Nut Roll, Hot Apple Crisp
Dinner also Includes: Rolls & Butter, Coffee, Tea & Decaf, Cheese & Crackers, Chip & Dip and 2 Hot Hors d'oeuvres.

If you require special dietary considerations, please notify Dick Hillman.

Additional Accommodations

Hotels/Motels

Hotel Groton Inn & Suites
Phone Number 800-452-2191

Hotel Best Way Inn Suites
Phone Number 860-448-3000

Hotel Hampton Inn
Phone Number 860-405-1585

Hotel Clarion Inn
Phone Number 800-426-7866

Hotel Super 8 Motel
Phone Number 860-448-2818

Hotel Olympic Inn (Best Western)
Phone Number 800-622-7766
..... 860-445-8000

Campgrounds

Seaport Campgrounds (approx. 10 Miles)
Route 184 (not full hook-ups, i.e., elect & water)
Old Mystic, CT 860-536-4044

Highland Orchard (approx. 15 miles)
Rt. 49 (full hook-up)
North Stonington, CT 06359 800-624-0828

Pequot Ledge Campgrounds (approx. 15 Miles)
157 Doyle Road, Oakdale, CT 860-859-0682

Strawberry Pond Park (approx. 20 miles)
Norwich, CT 06360 860-886-1944
888-794-1944

Travel Trailer Haven (approx. 1 mile)
Rt. 12 (not full hook-ups, i.e., elect & water)
Groton, CT 860-445-7791

Miscellaneous

New Book "Dark Waters," the story of the Submarine NR-1, has been given a most favorable review by the New London Day (see <http://www.theday.com/news/ts-re.asp?NewsUID=A1D04270-F494-4C16-BA40-A2BB68C2DA87>). The book will be released on January 7th, and a kick-off book signing has been scheduled in Connecticut at the Mystic Seaport Bookstore on Saturday, January 11th between the hours of 1 and 3 P.M. Additional signings are anticipated in Arlington, Norfolk, and

Charlottesville, VA, as well as Merced, CA, and a few other locations early next year. The "News" page of the NR-1 book website at www.NR-1-Book.com will be used to post the time, date and location of the signings as they are scheduled. This website also contains many photographs and a great deal of technical information that could not be included in the book itself. The website also has links to pre-order the book from online retailers and to purchase signed first edition copies, if you are so inclined.

THANKS!

I would like to thank those who have helped share the financial burden of getting this newsletter out to all our Haddo shipmates. When I first took over this task I expected that I would be doing it on my own. Well, that's not true. I knew all along that I would have tons of help from Susie. But, I never expected the generosity that so many of you have shown. Thank you very much!

Paul Callahan, Eugene Fish, Don Hale, Leroy Kreider, Mike Lintner, and Dick Noble

I would also like to thank Dick Noble and Ken Brenner for responding to my plea for help in the last newsletter. Dick did a lot of research and came up with a heap of stuff about COBs. He also enlisted Judy DeNicola to scan the picture of Joe O'Hara with Captain Jack. That picture sure brought back a lot of memories for me.

Ken Brenner sent another installment of his 'Reflections' and some ideas for getting input from the rest of you. You'll see that in the next issue.

Thanks to All of you for your support!!!!

ROSTER UPDATE

Taps: Dick Noble reported the death of Bill King. Bill was 69 years old. Dick had talked with Bill the week before and Bill said he was looking forward to the 03 reunion, but that he did have some health problems. Bill was an Army vet before he entered the Navy. During his Army service, he received the Bronze Star. Bill retired from the Navy as a Master Chief Fire Control Technician.

New Contacts: We all owe Ralph Stroede a big thanks for his efforts on the Web site! Several of our additions to the roster have come from the web site. As before, all the new names on the roster show up in **red**. To all our new guys I offer a sincere

Welcome aboard the Haddo Newsletter.

And to Ralph, my big THANKS!!!

Lost Contacts: If you are in contact with Andy Andrews, Doug Covert, or Isaac Generally, please let them know I need their new addresses. These guys are **blue** on the roster.

MAIL SACK

John Balogh

Ray, Received the news letter, so thanks a lot. Just in case you have not cleared it up by now Haddo "I", the I means the first Haddo. I have been in contact with Al and I speak to Nimitz often. The Last Time I spoke to Nimitz was just before he left Florida to move up north, he gave me his new phone number but the holidays were coming up so I did not call him. He certainly kept his health problems to himself. As I told you, Nimitz recommended me for commission as Ensign USN, so I guess I am the last of the officers of the Haddo that were members of the Commissioning crew. All of the skippers that I served under are all gone. S-18 my first boat, 1939 -1942, in the Aleutians with Moke Millican, he went down on the Escolar, I believe he had 2 Navy Crosses, then the Haddo with Pilly Lent, Cobus, Nimitz. The Stingray with Red Mike Stoner. All the officers in the boats had nicknames prior to and during the war. Being in the boats several years before it started, there were not too many boats so we pretty well knew everyone where we were located. The 18 boat being at Pearl, most of us usually went to the same bar "Normas" I remember that one. When some of them left for the Philippines, the powers to be had to reach into the remaining boats. And when the war came along, we "old timers" were the nucleus of the new ones. What I am getting to is that is when a boat went down there were always an old shipmate or more that I served with, got drunk with or knew quite well. I am going on to 86 and in pretty good health, there are not too, many of the real old timers left. Perhaps I may make it to be the last. The war has been over for many years but I find myself aboard a submarine at least three nights a month or drinking alky in the torpedo room with Pope, Footsie, Stroud, Gettle, etc in January 42 at Dutch Harbor. Well, so much for that. By the way, the item about the Harder Ray and Haddo attack on that convoy. I logged in 136 depth charges, although it was noisy, hearing the click boom meant they did not get you. By the way Ray, how much are the Haddo caps? Keep in touch

Ken Brenner

Hi Ray. Hope you're doing well and making progress on you house. If I lived closer, I'd spend a weekend helping you.

I have my new home PC set up and working. It's really nice and I'm thankful to have one that finally works ok (along with a nice printer, scanner, monitor, etc.). My old one was 7 years old and it would hardly run today's software (plus the printer had quit). I will start work soon on a new 'Reflections' article. I have an idea for a new format for this article: - a short section on my

memories of the Haddo days - a short section on who I've talked to or heard from since the last newsletter - a section entitled "Where are they now" (or something like that) which would include: What they did on the Haddo, What they've done since, and Family information. I would start off with mine as an example and urge others to e-mail me theirs. I would be the "gatherer" of this information (either e-mail or postal mail). I'd compile everything since the last newsletter and publish in the next one.

I think this has the potential to: - get more folks interested in the newsletter - provide our readers with much more interesting information than what I've been writing. I'll write it up and send it to you for your permission. Please keep in mind I respect your opinion as well as your position as publisher/editor of our newsletter. I will understand if you don't like this idea and would welcome any ideas for improvement. I'm excited about the newsletter and having contact with my shipmates again. Thanks for all you do for the Haddo "alumni association" and the newsletter. God Bless! Ken

Bill Candy

I really enjoyed the S-255 stories. I have played a couple GATO-Class simulators. Depth restrictions must have really cramped their ops! I like the SSN-21 or 688 simulations better! Do you still have any dolphins window decals (reverse) for autos? My new F-150 looks like it needs one. If you'll send along, I'll return payment & some extra for the newsletter postage. By the way, I'd be in favor of receiving mine online to save the cost. Thanks for the hard work keeping up the roster. May I suggest at the next reunion we include taps and a role call for those S-255 (Al V remembers) and SSN-604 who have put out to sea on the "final op". We will have more as time moves forward. By the way. This picture was last January 3, in case you think GA is only hot



Hal Clark

Recently we held a board of director's meeting for US Subvets, Sacramento chapter. While there, our president related a story he heard at his USS Becuna reunion recently. Apparently there has been a story kicking around the fleet for quite a while about a Turkish submarine hanging a crewman while tied up next to a US sub. Gil Miller told me he talked to someone who witnessed the following: In 1961 the USS Becuna was tied up next to a Turkish submarine at the Philadelphia Navy Yard. One day the Becuna crewman saw an altercation occur topside between a Turkish officer and a Turkish enlisted man. The argument escalated and the enlisted man struck the officer with his fists. The enlisted man was quickly taken into custody and taken below. The next day the Turks began building a wooden structure topside. The shipyard superintendent asked the captain of the Turkish boat what it was for. Answer: a gallows. Superintendent told him he was NOT hanging anyone in his shipyard! The next day the Turk boat got underway and was gone for two days. When it returned, it had a gallows topside and the seaman was still hanging from it! This witness related a first hand account (he saw the officer being struck and the gallows) and this account reminds us how important our rule by law is. It also reminds us that we should never take our freedoms for granted and that the rest of the world lives their lives much different than we do sometimes. - Hal Clark

Ronald Darnell - Ray,

Well its about time that I got around to giving you my new address. I finally found a place to "call home". I had been looking for quite awhile and finally decided that the Naval Retirement Home in Gulfport Mississippi is what I needed. Though, now it's not the Naval Home, it's called the "Armed Forces Retirement Home Gulfport". There is also one in the D.C. area, but for me this one is ideal. If you are in the area, you should stop by and see just what this place has to offer. Or better yet, go to www.afrh.com.

Here at the Home they have plaques from various Navy Ships and Stations and I would like the Haddo remembered here. So if you have any left, could you, by return email let me know the cost and I will send you the money for one, also a blue ball hat might be in order too. Ronald Darnell

Ron Eaton

Sorry I am so late getting my new address to you. We moved to Santa Fe for the next three years. We will be back in VA for retirement in 2005. Keep up the great work. Ron

Jim Johnston - Ray,

I have read all the newsletters you have posted and enjoyed every one. Let me know the following: 1) I want to participate in the cost of the newsletter and any other associated function. Let me know how much and where to send it. 2) When you post my name on the crew roster please spell it with a "t" as follows; Jim Johnston. 3) I am still unable to e-mail Phil Steege. His address has changed. We had great times in 68' and I really would like to find him. Did he participate in the Charleston reunion? Do you have an old address I could mail a letter to?

Thanks for all your work in keeping the Haddo shipmates together. I look forward to meeting you at next year's reunion. Hope the house construction is going well. Thank you, Jim

Bill O'Connor

Please send a copy of your newsletter to my husband Bill O'Connor. I have heard many stories from when he was aboard.

Boy am I glad I e-mailed you yesterday to sign my husband up for a newsletter. I brought home your note and the crew list. It brought a smile of remembrance to him. Bill "Okie" O'Connor was an FN, but you would have known him as a mess cook. When he saw your name he said you were a tall thin "very nice man". You used to let him listen to sonar when you had the watch. He also remembered being, he thinks, in Naples when you bought sexy underwear for your wife and he for his girlfriend. (Boy, I do hope he has the right guy). I'm going to try to get him to your next reunion. Thanks Mary Ellen O'Connor

Joe O'Hara Hi Ray:

I hope this note finds you and yours well. I'm fine. After reading my newsletter, which I received today, I was inspired to contact you to let you know that I am a great house electrician and plumber. I've wired two new constructs in the past three years and am willing to come to CO after July 10, to assist you until second week in Oct. Just feed me and let me on liberty on Sundays for Mass and I'm your man. This is just between the three of us (*after a lot of begging, Joe said I could put this in the newsletter*). I'll take a call this week through Thu., the 6th, 'tween 9:30 and 11:00PM EDT. I'll be out of town from Fri. to Sun.; family wedding in NY. Next week I'll be available from 7:00 -11:00PM EDT except Wed.; 9:30-11:00PM EDT will work then. Of course, email contact is fine. COB

Randolph A. Ouellette

Just a note to say hi. Hope life is good for you. I am living in Florida, enjoying my retirement. Are you still in San Diego? Are you still doing the "Hands" up the back trick? As for me, I spent 23 in the Navy, went to work for the Dept. of Defense in the aerospace game for 17 years, got retired early. Then became a substitute teacher, just quite that a few month back. Now I am writing the great American novel. How about you? Look forward to hearing from you. An ole friend, Frenchy

Fred Waldman

I got an e-mail from Dick Hillman regarding the Haddo reunion. I will be attending. I was in the newsletter, some time ago, then I believe they discontinued it, never have received one since, so yes add me in. Thanks, Fred