

(SS 255)

# USS HADDO

(SSN 604)



1942 to 1946

## Newsletter

Volume 2, Issue 27 June 2003



1964 to 1990



IF YOU MISSED  
2000

WOULDN'T IT BE  
A SHAME TO  
MISS 2003???

REUNION, REUNION, REUNION!!!!



NOVEMBER 6-9, 2003 GROTON, CT.

### 2003 HADDO REUNION

**Where and When:** The USS HADDO Reunion is scheduled for the extended weekend of Thursday, November 6<sup>th</sup> through Sunday, November 9<sup>th</sup> 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](mailto: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). The supply of rooms at GI&S is getting short, so call now. If they run out of rooms, GI&S will book additional rooms at other local hotels at discounted prices. A list of additional lodging in the area is on the next page.

For those with rooms at the GI&S you will have two free breakfasts. In addition, breakfasts are scheduled in Groton for Saturday at the Fleet Reserve Association and Sunday at the Sub Vets. Check the agenda on the next page for times.

**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, which will be in July. So, if you need specifics, please contact Dick, or monitor our web site at: <http://www.usshaddo.com/>.

- Visit the Nautilus (SSN571) & Submarine Museum located at Goss Cove at the Subase.
- Tour a Russian Submarine in Providence, RI and Battleship Cove in Fall River, MA. Shopping at the great Providence Place Mall will also be available for those who don't get into the big city often. Anticipate an approximate cost of \$30 per person to cover transportation and any admission fees.
- Victorian Lady – A special for all the wives/ladies to be held at the Sullivan's house. This is a cultural event presented by a professional actress that encompasses history, fashion and humor.

- 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. Return late afternoon/early evening.

### **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 GI&S. Music by Dave Javue
- 1930 Dinner Banquet (appropriate attire; Coat and tie preferred)
- 2030 Guest Speaker (Adm Oliver was scheduled but may be unavailable due to recent presidential tasking)
- 2115 Music by Dave Javue

### **Sunday 9 November**

- 1000 1200 Breakfast at SubVets
- TBD All Hands Business Meeting at GI&S

### **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..... 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 Numbers ..... (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

## **FROM THE EDITOR**

### **Electrical Update**

In the last issue of the newsletter, I told you about the COB (Joe O'Hara) helping a shipmate (me) in need. Well, I thought I would give you a brief description of the outcome of what Joe O'Hara helped us get started. Joe helped us provide about a 1.7-mile long path for little electrons to flow. Of course those electrons needed destinations so they could achieve job satisfaction (otherwise they just sit and vibrate). So, Susie and I installed about 205

receptacles and 193 lights, and provided 220V outlets for our dryer, stove, oven, and hot tub. By giving them destinations, we also needed to put in some sort of traffic control to keep them from over achieving, so we installed one main 300 Amp breaker panel utilizing 26 slots, three 100 Amp breaker panels utilizing 62 slots, and about 110 wall switches. Those hummers aren't going anywhere, unless we say so.

And, most importantly, we passed our rough-in inspection the first time through. We have a couple items to fix for the finish inspections, but for the most part, all his comments were favorable and very complementary. Thanks again COB

## **THE COB'S CORNER**

1963 - 1967 QMCS (SS) Joseph O'Hara

1967 -1969 FTC (SS) Joseph Rustin

Joe Rustin, one of those kind of guys you just have to like, was Haddo's second COB. He was also a Haddo Plank Owner. In the fine tradition of 'getting the job done', Joe has been kind enough to provide us with a delightful summary of his naval career. Thanks, COB.

### **FTCS (SS) Joseph Rustin, USN Ret.**

Joe Rustin joined the Navy in August of 1954 and spent boot camp in San Diego. He was appointed recruit 1<sup>st</sup> Class Petty Officer which meant that he was the assistant Company Commander and ran the Company when the CC was absent. Joe says the best part of that was that he didn't have to stand sentry watches guarding a small plot of grass or a Dempsey Dumpster.

From Boot Camp, Joe was assigned to the FT division of the USS Porterfield (DD-682) stationed in San Diego. During his three-year tour aboard the Porterfield, Joe went to FT "A" school, advanced to Second Class Petty Officer, and made four seven-month West Pac cruises.

During these deployments, the Porterfield visited most of the World War II islands, in addition to Australia and several other places on good-will visits, providing Joe with a lot of memories. One of the cruises was during the time when Vice President Richard Nixon visited the President of the Philippines. *"At that time, the Vice President*

*and his party were cruising around on a large white presidential yacht. All the American warships were ordered to line up and pass in review. My ship was midway in this line of about ten or twelve ships and there we were, all dressed up in white uniforms in 120-degree temperature. When it was our turn to pass in the review the white yacht went behind a small island about a half-mile away. There we were, saluting and rendering honors to a damn island and some seagulls. I remember thinking that somewhere there has to be a better Navy than this one."*

Joe recalls another cruise where the other ships they had operated with were lined up to enter Hong Kong harbor. *"This time my ship was last in line and we received a message to retrieve a body that was floating in the water. One of our boats went over and tied a rope around the deceased and towed it along side the last couple of miles into the harbor. The British and Chinese Authorities were all waiting at the small boating landing. The British Military, Chinese Military and British civilian bosses took one quick look, quickly determined 'it was not one of theirs' and went marching off. Now it was up the Chinese civilian police. They took a quick smell and determined that the man was Chinese, that he had committed suicide, and threw him back into the water. Welcome to Hong Kong."*

It was on Joe's last cruise, in 1958, that the bad Chinese got to shooting at the good Chinese on a couple of small islands off the coast of China. *"I remember that at night we could see constant gun flashes from one end of the horizon to the other. It was during this time that the good guys were sending a supply ship into the islands with more troops when it got shelled several times and was in trouble. My ship was ordered in to do what we could to help. The Captain ordered the steaming flag down and replaced with the Sunday Colors, the largest flag we had."*

*"As we approached the troop ship the incoming rounds eased off. The closer we got, the less shelling there was, and by the time we got there the shooting had stopped. We got a towline over and slowly pulled the ship out to safer waters and out of harm's way."*

*"On a beautiful Sunday afternoon, a day or two later, four bad fighters came roaring out of the mainland and right above our heads. They were met by two of the good guys. Following a lot of cannon fire and some missiles fired, one of the bad guys exploded, another one was on fire and trying to get back home. With that the fight broke up and my four cruises ended."*

In 1959, Joe was then ordered to NAS, in Millington, Tennessee, for shore duty. He was assigned to an electronics shop where they took care of all radio communications on the base.

Joe was in the shop one time while the base Navy Relief Society was orchestrating a large party/carnival and air show to raise money. *"Cars were arriving by the hundreds. I sat listening to one of the Security radio channels when a Marine sentry called his headquarters to report that he had a problem involving Elvis Presley. It seems that Elvis and a group of about three or four Cadillac's was trying to go to the head of the line and was being resisted by several carloads of local folks. A voice came back to the sentry, probably from a Master Gunner, to tell that (so and so) to get his (blank) to the end of the line and wait like everyone else. That was the last of that matter."*

During his tour at NAS, Joe had to drive a large truck to the site of two plane crashes and set up radio communications between the site and the base. The first crash was of a large plane with about seven men aboard. The Navy doctor at the scene asked Joe about the contents of several cardboard boxes that he had in his truck, then ordered him to dump the contents assist him in loading bodies into the boxes. With some reservation, Joe did as he was told. The second crash was on a Sunday morning near a Country Baptist Church. It was later claimed that, following the explosion of the crash, 14 people walked down the aisle and were born again.

In 1961, Joe was sent to NTC at Great Lakes for FT 'B' school and a submarine FT course. Basic Sub School followed that training, in 1962. Upon graduation Joe was assigned to the USS Skipjack (SSN 585), at Portsmouth. It was aboard the Skipjack that Joe was promoted to FT1; the only one aboard promoted for that particular period. *"I*

*was on board the Skipjack about 6 months when one weekend the yeoman woke me up and told me to pack my sea bag. From there I went to Glendale, California and attended a factory school on the new computerized weapons system. We had to live out in town and wear civilian clothes while in the school. It was here that I met two new shipmates, Bill Heffelmire and Bill King. It was also during this time that I met the young lady who was to become my wife."*

*After completing the factory training, in January of 1963, Joe, along with Bill Heffelmire and Bill King, reported aboard the Haddo at Camden, New Jersey. "It was aboard the Haddo that I met the best group of men I'd ever met in my life. It seems that all were well trained and all cared about getting a good boat built. It is my feeling that this was due to the leadership of Captain Jack and the Chief Engineer, LCDR Hay. The entire crew, officers and enlisted, had to attend qualification lectures and I noticed when "Heff" gave his talk on torpedo tubes, the mess hall was especially packed. This was a long way from the surface Navy.*

*"On December 19, 1963, Captain Jack pinned my Dolphins on me and I became FT1 (SS). I recall that on my final qualification talks that Mr. Hay took me down into the dry dock and had me identify every hull penetration there: vent, pipe, tank access or whatever. Captain Jack asked me one question: Take a handful of air down the snorkel pipe, compress it and put it in #1 air bank, then use it to blow the after group. Describe every switch, valve, over-ride location, operation, etc., that is being used. I sort of smiled and asked him if he was serious. His one-word answer was 'VERY!' He later shook my hand and congratulated me.*

*"On the first day we took Haddo to sea, I was on the bridge with Admiral Rickover and the Captain, when the word came quietly on the sound powered phones that one of the officers was not aboard. As cold as it was on the bridge, the captain turned white. A Coast Guard boat was behind us running wide open with the officer aboard. The captain suggested to the Admiral that he should go below since it was so cold topside. The Admiral refused. This went on a couple of time more and just when the Coast Guard boat was getting close, the*

*Admiral finally agreed. The captain sent the word down to Control and Maneuvering, over the SP phones, that he was going to decrease speed for a few seconds and to have the Coast Guard boat come along side. He told them to warn the Coast Guard that they had better not bump the hull and disturb the Admiral. The tardy officer eventually came aboard. As a result of our slowdown the Captain ordered a few more turns. Control called up and said that we were already at max speed for the river. The Captain repeated his order for a few more turns and Control went quiet. Now, our bow wave was really something to see. I was told later that the Captain had to invite some big wheel aboard for a show and tell tour, and an apology, for damage to the man's boat.*

*"Another incident occurred a couple of years later. I think it was following our emergency stop at Norfolk or somewhere in that area. We were running fast on the way back to Charleston. When we tied up, the X.O. took me on a topside tour. We looked and looked and finally I asked the X.O. what we were looking for. He replied that he was trying to find any place where there was paint missing. Sure enough, on the leading edge of the sail and one spot of the planes, we found paint missing. It seems that some fishing boat Captain had reported that something dragged his boat before his net broke. As far as I know, aboard the boat, we had not been aware of this happening.*

*"On our trip to the Mediterranean we anchored in what we called Jellyfish Bay. So called because the sea intakes were always getting clogged with jellyfish. During that time I recall lending Scuba tanks to a man to search for his wife who hadn't come back up from a dive. The Haddo was mentioned in a local newspaper for its support. It seems this lady victim was a well-known stage actress.*

*"And everyone should remember us losing power to the Electronics equipment when we had the loss of a transformer in the Fan Room. The Sea Robin, an old diesel boat, made circles around us while our electrical gang figured out how to get us going again.*

*"COB O'Hara had mentioned in his bio about our propeller chewing a hole in a tugboat at Bermuda.*

*When that happened, the Captain had ordered me to dive down and check the damage. Three of the blades were curled over on the ends and two more had a lot of dents and scratches. SubLant ordered us to make a surface run back to Charleston. It was also at Bermuda that one of our young A-Gangers received a small stab wound in his upper chest. Doc Moriarty and I were sitting in the base club when someone came in and told us about the stabbing. We found our shipmate in the base sickbay, with no doctor in attendance. Doc Moriarty immediately began scrubbing his hands while issuing instructions to a corpsman. Then a base doctor came in and started raising hell with Moriarty. The three of us left the room and went into the hall to continue the discussion. The doctor kept trying to chew us out but Doc wasn't taking any guff from this young doctor. Finally, another doctor arrived and got things calmed down. After Doc was sure that our shipmate was getting the proper care, we went back to the club. Doc needed a couple more cool ones to settle him down. Having served in the Korean War with the U.S. Marines, I am sure that our Doc Moriarty knew all about chest wounds.*

*"When the Haddo made a stop at an Italian Navy Base in Italy, the COB, Doc and I decided to take a train ride to visit that tower that's about to fall down. We had a bottle of wine along with us and about half way there a civilian sitting near us told us that we should get off at this small town in order to have a better time. This we decided to do. We got off the train and found out that the place was referred to as "New Town" and "Old Town" with the two divided by a small bridge over a green slimed creek. While sitting at an outside table, a boy of about 10 or 11 years of age attached himself to us to be our guide. Doc gave him some money and ordered a quart of milk. When the boy returned, Doc fed the milk to a cat that was wondering around our table. Soon we were the talk of "New Town," the three American Submarine sailors feeding good milk to a cat. We later wandered over to the bridge and while looking down, Doc's hat fell into the green slime. Our young guide took off and sometime later returned with a fire department from "Old Town." The firemen, after a lot of shouting at the crowd that*

*had gathered, finally retrieved the hat from the green slime. We proceeded over to "Old Town" to celebrate this and to thank the fireman. Someone took Doc's cover and washed and dried it. We were a sorry looking lot when we arrived back at the boat. We never did get to see the crooked tower but look at the memories we've got.*

*"While visiting one port, possibly Puerto Rico, we were at anchor and an Ammunition Ship was providing boat service for us. I got to the boat landing around midnight as the last boat was pulling out. The boat driver yelled that he would be right back for one more trip. A few minutes later, Captain Jack came walking up. He told me take the first watch and he would take the 04 to 08. He then laid down on a bench and went to sleep. At 0330 I had a problem. How do you wake your Captain up and tell him it was time to go on watch? I thought about this until about 0700 when the small boat arrived again. The Captain said that he had a bad headache and didn't sleep very well. He never mentioned that he missed his watch and neither did I.*

*"There are a lot of stories like this that we all remember, as we should."*

*Joe served aboard the USS Haddo from 1963 to 1967. In November 1965 Joe was advanced to FTC (SS) and early in 1967 he was appointed Chief of the Boat when Chief O'Hara received orders. Joe remained the COB until December 1967, when he was ordered to the Aspro (SSN 648) in new construction at Pascagoula, MS.*

*Joe reported aboard the Aspro and was greeted by friendly faces. Chief Levi Salazar, from the Haddo, was already there with his engineer groups and was acting COB. "The Aspro was a Sturgeon Class boat and had all the under-ice features plus a hover system. One thing I couldn't get used to was that on the Haddo, Chief's quarters were on the starboard side but on the Aspro they were on the port side."*

*"The Captain and X.O. interviewed all the Chiefs and selected me to be the COB. I immediately made friends with a pair of brothers who were construction foremen for the boat and were named Pete and Repeat. Now, I could get all the goodies that I needed for the boat.*

*"In August of 1969, I made Senior Chief. That same year we finished new construction and took the boat to Pearl Harbor. Upon arrival at Pearl, two men in dark suits and showing badges wanted me to take them immediately to the Captain. I replied that I would not do that but I would take them to the Duty Officer. Following a few words about this, I took them to the Duty Officer. After a meeting with the Captain and the X.O., these two men took four or five young sailors off the boat and they never returned. They were accused of using drugs during our new construction time in Pascagoula. I was extremely disappointed in myself and the other Chiefs for not knowing of this situation if, in fact, it was true.*

*"Hawaii was dull. We were used as the VIP tour boat for awhile and these daily trips were driving the crew up a wall. We made a trip to Puget Sound for our sound trials and "fingerprinting" and later, after getting back to Pearl, we began training and outfitting for our first deployment. I was asked to extend my sea duty tour to make the trip but I said "no" to this. I was getting tired and wanted a change."*

In July of 1970, Joe relinquished the duties of the COB and was transferred to San Diego, California for Instructor and Management school and then on to FT school at Great Lakes. Joe was put in charge of the 'B' school, but after about a year or so the 'B' school was phased out. *"Since the 'B' school was phased out, I hung out at the 'A' school office playing cribbage with the Master Chief. One morning the Master Chief asked me to help pick*

*out a birthday gift for his wife. We entered the Post Exchange and passed by the perfume counter and I suggested that this would be nice. He looked at three ladies who were sampling the perfumes and raised his voice about 20 decibels and proclaimed, 'my wife doesn't need perfume for she doesn't stink.' We had to hastily retreat to the jewelry section."*

In 1972, Joe was selected for Master Chief, and put on the waiting list. *"In 1973, I was given a promotion date to E9, followed by two phone calls: One call was from the Assignment desk to say that I didn't have enough time to take E9 unless I re-enlisted for another 4 years. If I re-enlisted, I could have my choice of 7 boats on either coast. I politely said, 'no thanks'. The other call stated that if I stayed in the Navy, they would guarantee a tour at Great Lakes involving a semi-classified project with the sailors from*

*other countries going to school at the Lakes. However, he couldn't guarantee me my promotion to E9 for he didn't have anything to do with the Promotion Board. I turned down this offer also and put my papers in for July 1, 1974. The Navy of the '70s just wasn't for me.*

*"So, I put my uniform away in 1974. My wife and I bought 80 acres of land in Southern Illinois and there is where we settled down. I remembered thinking that here I was, only 39 years old, and already retired. The U.S. Navy was good to me."*

**1967 - ? Who's next?** Having to give up the job was obviously such a traumatic experience for Joe Rustin that he doesn't remember who relieved him. If you were the third COB, or the next COB in line



from the list of names on our roster, please contact me. Our membership spans Pre-Com to De-Com, so the COB's Corner is of interest to all. Please help keep this going. Maybe each COB ought to follow Joe O'Hara's lead. In the opening remarks of Joe Rustin's letter, he said that the COB (Joe O'Hara) had called and "suggested" that he'd better get his bio together or that he would hold a COB's Mast; with Joe Rustin being the guest of honor.

## FROM THE CREW

### **Looking Back**, by Hal Clark

For a long time now, I've wanted to see a column in the newsletter where we could look back and remember some of the more humorous and sometimes very peculiar times we had as sub sailors. A couple of months back there was a great article in the WWII SubVets "Polaris" magazine that revolved around loading and storing food on board. It sure got me to thinking about the stores loading parties that I had been on.

**Hoarding** - I was in engineering and we always tried to get 2 or 3 snipes in the hatch to "control" the flow of food. We normally stowed lots of coffee aft anyway, but we tried to get guys in the hatch so that we could also steer "goodies" aft before they reached the cooks up forward. Why? Hoarding of course! There was always a shortage of certain things on board, and if we didn't get to them first, the torpedo men would scarf 'em up or they'd disappear into the wardroom. If we didn't get around to eating these scarce items we could always trade 'em for smokes, candy, letter writing material or something neat.

The whole crew would hoard Tabasco sauce, steak sauce, smoked oysters, cookies, sardines and chunky peanut butter. We never seemed to get much chunky peanut butter on board; but oh lordy, the Navy sure had tons of extra pineapple jam that no one could eat! And we also got lots of A-1 sauce but only a few bottles of Heinz 57 sauce.

There was a time on my boat that everything was scarce. The CO at that time was desperate to get his 4<sup>th</sup> stripe. Every time the boat was on deployment he would keep volunteering us for another assignment as we headed back in. This

one time, we kept getting extended until we only had flour to make bread; peanut butter and the damn pineapple jam left on board. He got his 4<sup>th</sup> stripe all right, but he didn't have many fans left after that. In conclusion I have to say the food was good - the cooks tried hard - and there was a lot of variety. We did have one little guy who hated Navy chow no matter how good it was. He always got thinner and thinner until we started calling him "The Human Skull".

**Supply** - As I think back and remember to 30+ years ago, one of the things that makes me laugh was the Navy Supply System. Mr. Storm, our supply officer, constantly harped on us to do two things: One, **ALWAYS**, look up the correct FSN (Federal Stock Number) prior to ordering (the FSN for a particular item would change - seldom the same number for the same item each time you ordered) and; Two, double check the unit of issue (each, case, dozen, gross, inches, feet, gallons, etc.) prior to ordering.

The constantly changing FSN bit us in the shorts a number of times in the Electrical Division. Sometimes when we ordered replacement lamps for battle lanterns we got jeep headlights and sometimes we got aircraft landing lights for F-14 Tomcats! Another electrician on another boat told me his division ordered 200 feet of electrical cord for making up extension cords and had 200 feet of shore power cable sitting on a semi trailer waiting on the doc when they pulled into port once. Another told me his boat ordered a new diesel engine prior to going into the shipyard. They received a small diesel locomotive loaded on a railroad flatcar.

Oh, and Mr. Storm? He finally quieted down after he mistakenly ordered too much bubble gum flavored ice cream when he didn't double check the unit of issue! We had bubble gum ice cream twice a day for weeks trying to get rid of that stuff so we could have a little room in the freezer! And, NO, we never, ever let him live it down!

## **THANKS!**

I'm sure glad that Susie and I don't have to do this newsletter by ourselves. We get lots of help for each issue. So, we would like to say thanks; thanks

to those who have helped give the newsletter body and to those who have helped provide the means to help get that body from our house to yours.

*Hal Clark, Dan Cooper, Dave Hinkle,  
Ed Neasham, Joe Rustin, Fernly Wagner*

We also appreciate the letters and cards that provide interest for the Mail Sack and warm fuzzies for our efforts.

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

## ROSTER UPDATE

The changes to the roster were minor, so I have only included the changes in this issue. I will publish a complete roster in the next issue.

### New Contacts:

**Mark Schwinger**                      **Stephen Stockinger**  
casmike@mail.ccsinet.net      stephenjn@yahoo.com

**George Dreyer**

*Welcome aboard the Haddock Newsletter.*

**Lost Contacts:** Newsletters for Donald Miller and David Van Cleef were returned with no forwarding address. Anyone know their whereabouts?

**Donald Miller**

**David Van Cleef**

**Bearing Changes:** The following people have new Street or E-mail addresses:

**Scott Atwater**

**Darrell Brown**

**Floyd Day**

**J. Steven Perry**

**Mike Fridley**

**Fred Holmes**

mlfridley@earthlink.net

fholmes210@charter.net

**Bad E-Mail Addresses:** When I sent out an e-mail to let everyone know I was going off the air, I had several returned. My e-mail message came back to me 'undeliverable' for the following people. If you want your info updated, sent me a note and I'll get the corrections out in the next newsletter.

Robert Aboud	Merv Canham	Ralph Comp
Bill D'Amato	Ronald Darnell	Tony DeNicola
Ken Dundon	Terry Elkins	Joseph Farrel
Charles T. Free	Gerald Joachim	Dana D. Johnson
Jerry Johnson	Will Jordan	Dale Liggett
Scott Lowrimore	John McMichael	Jimmy Moore
Ed Mox	Ed Polz	Levi Salazar
Gary Semler	O. L. Smith	Doyle Stevenson
Tim Turner	Steve Van Osdol	Al Ward

## MAIL SACK

### Ken Brenner

I've been blessed to communicate with a lot of former shipmates since I published my name and address in the first article (October, 2001):

- Jack Nobbs (nuclear MM): Informed me he'd moved to Washington state after several years in Michigan. He and Linda were good friends of ours and we tried to keep in touch in the years after the Navy. Their son, Mark, is now in the military.
- Jeff Horner (forward IC): Don't know if anyone remembers (I hope not!) Jeff and I doing a comedy skit at one of the ship's parties. Jeff was from Sarles, North Dakota - right on the Canadian border. He now lives in Arizona, is married, and has 4 children.
- Eugene Gilbert (seaman gang): Still lives in his home area of north central Maine. I took Gene home once and visited him again, after he got out a year later. Really enjoyed meeting his parents. We went hiking on the Appalachian Trail up to the top of a beautiful mountain (Old Speck) with incredible views. I still consider that one of my all-time favorite hikes, with the pictures taken that clear day, some of my best.
- Mike Zielinski (Sonar): Lives in southeast Georgia on the coast (about 5 hours from where I live). He and I reminisced some about the days we stood watch together before the boat left Groton and went to Pascagoula. He provided me with some info about his Navy career (almost 30 years!) and an interesting post-Navy work life.
- Jim Mangold (Sonar): Jim has his own architect business in Rogers, Arkansas. Jim and I did a lot together during the 2 years we were in the shipyard. He was best man at my wedding.
- Jay Echols (FT): I was friends with Jay and his wife Pat and visited them a few times after they got out. He now lives in Houston, Texas.

- Ladd Tomlin (Lt.): Now lives in Florida. He was my division officer at one time. He has two active children who keep him busy, he's owned a business, and had an interesting post-Navy life.
- Jocko (Jim) Adams: He's another one I enjoyed talking to and spending time with. If my memory is correct, he and Mike Zielinski left the boat the same time I did (late June, 1976, San Diego), and were the last ones I saw before getting out.

I hope to have a lot more names to add to this list of those I've communicated with in my next article.

In my first edition (October, 2001), I promised to have something for future newsletters where I'd discuss people I remembered from my days on the Haddo (05-01-72 thru 07-01-76). During the time since my last article, I've had some time to think about what might be of interest to everyone. Then, while reading one of my favorite books (which I'll discuss in a moment), it came to me. Instead of telling what I remembered, why not let everyone tell us what they did, and have done since (a sort of "where are they now").

I got the idea from the book "We were Soldiers Once... and Young" by Hal Moore and Joe Galloway. I first read (and bought) this book when it came out in 1993. I've read it twice since then (especially after they made the recent movie "We Were Soldiers" with Mel Gibson). At the back (in the Appendix) they have a section called "Where have all the young men gone" where they tell about each (or almost all) people mentioned in the book. I found it so interesting to read about what happened to those soldiers, wives, and children since the famous battle in 1965.

So, I proposed the idea to Ray late this summer to get his buy-in. Here's how (I hope) it will work: I'll solicit (starting with this article) crew members to send me (via e-mail or postal mail) information about themselves including: Dates (from/to) on the Haddo and rank and position on the boat during that time. If they stayed in the Navy: Summary of boats/positions held during the remainder of their career and Rank and date of retirement (if applicable). Life after the Navy: Summary of what they've done after the Navy including Jobs held, Hobbies, Where they live now, and Family information. This is not an exhaustive list, but a guide by which I can build and publish a profile for each crewmember.

As I receive information from crewmembers, I'll type it up on my computer in a common format (similar to the above) and send back to them for review and approval. I'll take all approved profiles, received since the last article, and publish in the next newsletter. I'll keep each profile on my computer for printing as needed. I also hope to keep it updated as a person's profile changes (life events, etc.) and publish those changes.

To give you an idea about how this might look, I'll start with mine (you'll note everything is in third person):

**Brenner, Ken**, (May, 1972 thru June, 1976), forward ETR3(SS). Left Navy at the end of 6-year enlistment, worked as a radio sports announcer for 5 years while going to college, received a B.A. in Communication (Radio/TV/Public Relations) in 1979. Returned to college 1981-82 and received a B.S. in Computer Science. He went to school at night and received an M.B.A. in 1992. He has worked in IT (information technology) for Eastman Kodak - Chemicals Division, Weyerhaeuser Company, BellSouth, and currently for Accenture (a world-wide consulting company). Ken's hobbies include hiking, personal fitness, and outdoor photography. He's currently working on a life goal of hiking the entire Appalachian Trail, in sections. He and his wife Sandra live in Cumming, Georgia, just north of Atlanta, and they are active members of Bethany Primitive Baptist Church. They have 3 children (boys), 3 daughters-in-law, and 5 grandchildren. All 3 sons served in the Army, with the youngest currently on active duty.

The goal of the profile is to provide information we'd like our shipmates to know about ourselves. I hope this will be something of interest to everyone, and that I eventually hear from the entire crew list.

I'm hoping, Lord willing, to attend the November, 2003 reunion in Groton. There are a lot of folks I'd like to see. There's a lot of people I need to write (apologies owed), but that's another subject for a future article.

I look forward to hearing from you and start building our ship's "profile database".

God Bless.

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**Hal Clark**

Hi Ray, It was so good hear from you. Thanks so much for the letter and the photo. Have been writing for our US Subvets Newsletter for some time and would like to do some more. I will send more after the next Haddo newsletter. I can't tell you how good it is to hear from you.

No, we will not be able to go to the reunion. Had planned on it when it was supposed to happen in the summer. We wanted to fly back east and then vacation and rent a car and drive back to Calif. However we feel the weather is too unpredictable and would hate to spend the money to fly to the East Coast for just a couple days and then fly home. Maybe in a summer or two we can go back for a vacation and then drive back home.

Am so glad you like the looks of my checks! You can choose whatever boats you want for the checks. I have a mix of diesel boats and nukes. This guy is on line at [www.checksbyorion.com](http://www.checksbyorion.com). You can go there, view all the designs, and pick the mix you want. Must go now, have homework to do. Am taking an electronics course. By the way, I told you I just saw Ron Shaver. He was laid off from Chevron on 2/28. His whole group was eliminated, but he did say he had a good severance package coming.

Smooth Sailing. Your shipmate,

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**Fred Holmes**

Thanks again - great Newsletter- always interesting. Was impressed to hear of Chief O'Hara's induction into the Holland Club. We've been away for so long, forgot that existed. Great Humor

We do plan, once again, on attending the reunion. Am looking forward to it and also seeing the Groton - NLon area.

Take care, Thanks Again, Fred

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**Mark Schwinger**

Dear Ray, I thoroughly enjoyed your letter and the Haddo newsletter. I know how much of your time you sacrifice. I read your antidote on the COB and was impressed by him coming out to wire your house. I do recall him and perhaps he will recall me. The nukes were kind of in their own world. I was a nuke electrician, part of the original crew who went to Bettis Lab and then Camden. As I recall, Chief Coons, Chief Stoffel, Wiley Allen, Don Hale, Paul Wiltberger and yours truly. I think Juan Cube was there also. Our fearless leader was Lt. Hay. He was a tough old bastard who thoroughly understood the challenges of new construction, etc. I do recall him putting us all on extra study hours (we called it stupid study) if we did not maintain a 3.4 average. I remember the day I worked my average back to a 3.4 and proclaimed that I was off the stupid study list. In the back of the class there was a list of names with averages (we nukes always graph and display the good, the bad and the ugly). Lt. Hay commented very clearly, once you are on the list you remained

there for the entire week. A very quiet, stressful moment of potential confrontation followed. I thought he just made up that rule. I responded, "It's a good thing cowboys don't cry". There was a lot of laughter, I think even from Lt. Hay. Year's later I heard him tell the story and said it was Paul Wiltberger's comment. I never said a word.

I remember Tim Turner commenting on some e-mail history "remember the good times at Kelly's Bar". The first Haddo (SSN that is) bar was Erin's Bar, just up from the shipyard. We had some good times there. As I recall, Joe and Dotty loved us to a point. I do remember Lt. Carter, Wiley Allen and the rest of our nuke shift took me there for a shot and a beer on the day I left the Haddo. (I remember Lt. Carter saying that Charlie Schmidt and I won the NESEP raffle.) For some silly 300 reasons or so, Dot made Joe throw us out of the Erin. Hence, Kelly's

Haddo trivia: Who were the first bartender's at the Haddo's first Christmas Party? The ship's doctor requested (Charlie Schmidt and me to bartend after the club's bartenders failed to show). The poor Haddo ladies, they quickly learned that a beer, a wine, or scotch on the rocks represented the full spectrum of our bartending skills. As I recall they adjusted with no complaints.

Carol and I plan on being at the reunion. Take care and thanks again for your time.  
Mark

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**Fernly Wagner**

Dear Ray, Just a short not to tell you how enjoyable it is to read your HADDO Newsletter. It was great to read about COB O'Hara. How wonderful that he helped with your home. I take it that you're all settled in and the trying times are all in the past.

Enclosed is a token of my appreciation for your efforts and to help with the expenses. Well Done!

I already made my reservations at Groton and sent in the registration form and check. Looking forward to seeing everyone in November.

Warmest regards to you and Susie. Fern Wagner

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