



USS HADDO NEWSLETTER



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FROM THE EDITOR

The article below is one of those thought provoking items that gets handed from submarine buddy to submarine buddy. I think I can relate to each of the paragraphs and I thought you might like a trip down memory lane too.

For I am a Submariner

by John Chaffey

I served on the Holland over a century ago. And I still serve to this day on the Trident, Los Angeles & Seawolf class boats and look forward to shipping on the Virginia, Texas, and Hawaii. Places like Fremantle, Rota, LaMadd, Chinhae, Pattaya, Sasebo, and Subic stir my soul. For I am a Submariner.

I rest in peace beneath many seas across this earth. I was on the Barbel off Palawan, the Scorpion off the Azores and the Bonefish in the Sea of Japan. We gave them hell in the harbors at Wewak and Namkwan. I am a Shellback, a Bluenose, a Plank Owner, a MCPO of the Navy, a CNO, and a President. For I am a Submariner.

I heard Howard Gilmore's final order, "Take Her Down." I heard the word passed, "Underway on Nuclear Power." I have done every job asked of me, from Messcook to Torpedoman to Motormac to COB to Skipper. I know "Snorkel Patty" and Admiral Rickover. For I am a Submariner.

I have twin Dolphins tattooed on my chest and twin screws tattooed on my ass. I know the difference between a Lady and a Hooker but treat both with equal respect. I know Georgia Street and Magsaysay drive. And although the Horse & Cow keeps moving I will always find her. I know the meaning of "Hot, Straight, and Normal." For I am a Submariner.

I have stood tall and received the Medal of Honor and been thrown in the Brig for being Drunk & Disorderly. I know the reverent tone of "Diesel Boats Forever" and

the Gudgeon's "Find em, Chase em, Sink em." I was on the Spearfish evacuating nurses from Corregidor and the Skate when she surfaced at the North Pole. I have spent time in the Royal Hawaiian. For I am a Submariner.

I have gone by names like Spritz, Cromwell, O'Kane, Ramage, Breault, "Mush" and Lockwood. I have served on boats like the Nautilus, Thresher, Parche, Squalus, Wahoo and Halibut. On December 7th I was onboard the Tautog at Pearl Harbor. I was also on the Tusk in 49 and sacrificed myself for my shipmates on the Cochino. For I am a Submariner.

I have stood watches in the cold of Holy Loch and the heat of the South Pacific. I know what the "41 For Freedom" accomplished. I was on the Sealion at Cavite in 41 and the Archerfish in Tokyo Bay in 45. I have endured depth charges and POW camps. I was on the Seafox when we lost five sailors to a Japanese ambush on Guam. For I am a Submariner.

I tip beers over sea-stories with my shipmates at yearly conventions. We toll the bell and shed a tear for our buddies who are on eternal patrol. Many pilots have been glad to see me, including a future president. I have completed numerous highly classified missions during the Cold War. Because "Freedom Is Not Free," be assured that I am out there at this very moment. For I am a Submariner.

2006 HADDO REUNION

by Ken Brenner

The time is drawing closer for our third reunion - November, 2006! It doesn't seem like it's been that long since the last one in Groton (I think I'm showing my age). As a reminder (guessing that a lot of you could be showing your age too!), the next reunion will be held at or near Pascagoula, Mississippi. This was our home port after Groton.

Here's what's happened thus far:

I've received some good information from the Mississippi Gulf Coast Convention & Visitors Bureau. They told me they help with military reunions all the time and will be glad to assist us - FREE! I've studied the packet and plan to contact this office again soon to get some help with lining up a visit. When I told them the projected number of attendees (between 100 - 200, I hope it's closer to 200!!), they immediately recommended the Grand Casino in Biloxi. On September 15, my wife Sandra and I will be driving down to the area to visit the Grand Casino and any others they feel would have potential. I'll be looking at the facilities for the hospitality suite, decent group rate for rooms, food costs, banquet facilities and food, parking, etc. In reviewing the literature they sent me, this hotel has the size meeting rooms we need. However, I plan to look at more than one facility to get a comparison. I will let you know the results in the next newsletter.

I spoke to Lou Storm recently. He is organizing the reunion golf tournament and hopes to go down in late-fall to look at facilities. I'll try to check those out as well when I'm down there in September and give Lou a preview.

Via the internet and phone, I'll be checking on things to do in that area. My report to you will include a list of these activities, their location, and cost (if any).

Feel free to contact me with any feedback or questions you may have about the reunion planning. My home phone number is 770-205-6083, and my e-mail address is: kwsg0913@bellsouth.net.

PLEASE plan to attend our next reunion, the more that attend, the better it will be!

God Bless - Ken

FUTURE HADDO REUNIONS

At our first Haddo reunion in 2000, we had a meeting Sunday morning to get a volunteer to host the 2003 reunion and to vote on the next location. This was done among the Haddo shipmates that attended the reunion. At the 2003 Haddo reunion, we had another Sunday morning meeting to do the same thing, but the wives attended. This process has been the impetus for several not-so-happy calls and e-mails. By the time I had started getting these calls, the 2006 reunion decisions were already made. Consequently, it wasn't reasonable to try to change that. But I did promise these people that we would take a good look at this process for the 2009 Haddo reunion and make any changes that would

make the process more equitable. 2009! That sure sounds a long way off.

So here are a couple of my ideas (and believe me, if you have any ideas on this, do not hesitate to get them to me).

On Sunday, the last day of the 2006 reunion, we meet to select a volunteer from the reunion attendees to host the next reunion. At this meeting we do not decide on the location. I think the host for following reunions should be an attendee of the previous reunion because we can build on the past and potentially make each following reunion better. Although it would probably be ideal to have the reunion in the host's hometown, arrangements can be made long distance (Susie and I made all the arrangements for our Charleston reunion without leaving San Diego).

As for deciding on a location, I think we should get input from all our Haddo shipmates. If we follow the existing process, the next reunion would be in San Diego; Haddo's last home port. But, if we got an overwhelming number of requests to have it in the beautiful mountains at Estes Park, CO (I'm just making that up of course), it would probably increase our number of attendees to follow the majority's requests.

And how would we get these requests? We could revert back to the method we used to select Charleston and in the February 2007 newsletter poll everyone on the roster. The responses were sparse, but we made a decision based on the responses we did get. Another way to poll everybody would be to add a place on the web site for everyone to make their wants known. That may cause some work for Ralph Stroede, but it would certainly be easier for Susie and me. Either way, we tally up the responses and the majority wins. The only flaw is that the split of Central and Eastern states to Western and Pacific states is about 58% to 42%. Of course, we could work a ratio to make the demographics equate, but that's delving into a little too much detail for right now.

If you think I was kidding when I asked for your thoughts on this, my last suggestion should calibrate your thinker. We could form a committee, meet at the Horse and Cow some Friday night, hang a map on the wall, and pick some drunk at random to throw a dart at it. Assuming the dart hits the map, the committee would then be responsible for selecting the city closest to the wound. And if the dart misses, the committee would have to schedule another Friday for a second try.

Call, write, or e-mail me. Oh yeah, you might also think about the time interval between reunions. Haddo

was commissioned more than 40 years ago and we have lost a lot of shipmates since then.

THANKS!

The dictionary defines *thanks* as an expression of gratitude. That's easy for the dictionary to say. It's not that saying *thanks* is hard for me to say; my wife taught me how to do that a long time ago. But when I think the thoughts and feel the emotions that make my fingers type *thanks*, and then you read the word *thanks* that I typed, it's just a flat word. None of my thoughts and feelings make it through the mail. So, all you guys listed below help me out here. When you read my expression of gratitude, conger up that one special time when someone said *thanks* to you and an unabashed smile covered your whole face and you thought your buttons were going to pop. Thanks, that made me feel good!

Jack Bentley, Ken Brenner, Tony DeNicola,
Larry Fraley, Mike Lintner, Daniel Lynch,
Dale Tropey, and a couple shipmates that wish to
remain anonymous

Also, I'm sending out another round of applause to all of you who sent cards, letters, and e-mails with stories that triggered my laugh reflex. I feel sorry for all those people in the world who were never a Submariner. Fortunately, however, we've given a lot of them an opportunity to know one.

**Thanks to everyone for
all your support!!!!**

FROM THE CREW

A Couple Funny Things from the Early Days

by Tony DeNicola

A Matter of Priorities In reading some of the stories, they brought to mind one that occurred early on, in the Oct/Nov 62 timeframe, when there were only a few "forward pukes" aboard. During quarters one morning, Capt. Jack talked to us about stealing the yard birds tools. Things like Craftsman chain wrenches were a prime item. As Capt. Jack explained, we were on a state-of-the-art nuclear submarine and money for tools was not a problem. Instead of stealing them, all we had to do was ask for the funds to purchase new tools. After a short pause, out from the front row of CPOs, Jack Stoffel announced "Hell Captain, if I can't steal it, I don't want it". Of course this caused much laughter

from the crew. I don't recall Capt. Jack's response, but knowing him, I'm sure it was a good one since he was never one to not have a response to anything.

The Speedy Yard Bird Another one was when we were testing the flood valve on Negative Tank. Billy Foster and I went into the dry dock to make sure everything was clear so the flood valve could be opened to dump the tank which was full of water. We were to give the OK signal (whacking the hull with a large ball peen hammer) which would give us a few seconds to clear the area before the flood valve would be opened. When we got down there, we noticed a yard bird sleeping in a MBT, so we decided to have a little fun. We gave the signal and that woke the yard bird. Then, as Billy and I ran for the stairway, just as we passed under the flood port of the MBT the guy was now sitting in, we hollered "THE CAISSONS GIVEN AWAY". Well, about that time, the Negative Tank flood valve opens and here comes this roar of rushing water. I guess we were within a few feet of the staircase going up the side of the dry dock when this yard bird flew by us like we were standing still. Don't know if he ever did stop.

Korea, late 1970's - around 1978-79 WestPac?

By Geoff Warnock

We're headed for the Far East once again. As a matter of fact, we're going to Chinhea (Chin-Hey) Korea for a little R&R and site seeing. Well we pull in and I remember it's winter time and it was cold, and wet, and windy. We get tied up to a cement wharf. Piers stick out but this didn't so I think it's referred to as a wharf, and it was made of cement and didn't have any 'underneath' to it. We pull in and it's like we caught EVERYONE by surprise. We get two camels to separate us from the wharf and they are small - real small. And, for a few days, we're swinging around bumping against this pile of cement. No shore power but the nukes didn't complain a bit -- we just sat back in the engine room and counted our pro-pay. HA!!

We got to shut down the reactor because it was determined that if we rigged for reduced electricity and ran the Emergency Diesel Generator (not just 'diesel' but EMERGENCY diesel -- more about that later), that we could go for awhile before we had to start the nuke-pot back up, heat up, possibly charge the battery, and then shut back down. HOORAY!! Nukes get some liberty too! Well, we did just that and it seemed to be working pretty well -- the diesel was humming and was putting everyone to sleep in the bow compartment with the soft droning of the cylinders firing -- or the carbon monoxide, not sure which.

Well me and couple of other guys finally get our shot at the 'liberty' deal and we got enough time to jump a train (who wants the crummy bus that gets there in one-half the time when you can take the TRAIN and stand up with goats and chickens and kids?) and go to Pusan for a night of 'sailing'. Off we go and it's a great time looking at the countryside passing by thinking how lucky we are to live in America. We're in Pusan at rush hour and figured out that being 'nice' won't get you a taxi so we do what all Americans do, we go to the front of the line and push everyone else out of the next cab that comes along and in we go. Now that may sound like the 'ugly American' thing, but that's just the way you get a cab in Pusan at rush hour. Me and a couple of other guys who shall remain nameless because I think they are still married to the same women as back then went about town and had beers and food with legs and feet sticking out of it and generally had a good time. Slept in a really nice hotel that was NOT heated with a pit full of coal and charcoal bricks burning away. They actually had NO SMOKING signs in the hallways and elevators. They were in English and Korean. I still have one in my office today! Anyway, off we go back to Chinhea and we're taking the bus this time. That was fun too. I sat next to a Mama-San with her grandson. I didn't speak any Korean and she didn't speak any English. She DID manage to communicate to me that the seat I was in was intended for her grandson however and he sat in my lap for the entire trip back to Chinhea. Don't think they used any of those new fangled American contraptions called DIAPERS because the little rascal kept tooting on my lap. Figured he must have had some sort of Gerber's KimChee because they stank like crazy. At least that's what I was telling everyone sitting around us -- "It's the kid, not me!"

Anyway, we (the grandmother, not the kid) drew pictures and she taught me to count to 10 in Korean and how to write the symbols down etc. I actually got the hang of it. It was a nice trip and the lady gave me a picture of her in her younger days with ceremonial dress on. Really nice of her. In return, I gave her the grandson back. Well, we go into town and back to the club on base for a good meal etc., and were met by a bunch of Haddo sailors that say something like "Hey Geoff, they need you and XYZ back down on the boat right now!"

We grab some quick chow and head on back. Well wouldn't you know it? The Diesel crapped the bed during a reactor startup so the nukes were in a steaming watch rotation just like the good old New Zealand days. Well we didn't figure that was TOO bad. We'll just pull out of port, head to Guam, get on shorepower and fix it

right? WRONG! Got a message that said basically "Your EMERGENCY Diesel Generator (see I told you we'd get back to that word) is for EMERGENCIES! Stay in Korea and fix it. Tiger Team on the way.

Well, I don't remember a Tiger Team, but I DO remember being in a steaming watch rotation with the bow compartment getting torn open so they could pull diesel parts out and replace them. The A-Gangers were busting butt for days it seemed. I felt like giving them some of my pro-pay but remembered I drank it all, It was the THOUGHT THAT COUNTS RIGHT?? Hahahaha.

Well to make matters worse, here comes a boomer to tie up next to us. Don't know who they were - they were just a boomer! We had to take one of the camels out from between us and the wharf and use it to separate the two boats. Now THIS is interesting! A long boomer tied up next to a short fast boat with a single camel to separate the lot of them. Seems the stern got swung too hard into the pier a few times and compressed that special pod thing on the back of the stern planes (can we even talk about that stuff even if we don't say what it was other than a pain in the butt each time we pulled in or out of port? Man -- you'd think someone would think of winding that thing-a-ma-bob up automatically or something!). Anyway that got smashed and the folks up front were upset about that. By the time we got out of port with the diesel working and all the extra time in Chinhea, I think the boat was in worse shape than most of the crew! I cannot even remember where we went after that, perhaps back to Guam to get fixed from a liberty run to Korea.

Who was the Chief that had the big jar of Kimchee and dropped and broke it by the mess decks one night? I think we had to go to PD and ventilate on that one! Man that stuff stank!!

Painting and Scraping, and Something in the Coolant Lines!

By Ken Brenner

The Haddo returned from the 6-month Med Cruise in May, 1972. We ended up going back to the Med again that Fall, but not before some interesting things happened that Summer.

Captain Scales had told me (during my orientation interview with him when I first reported aboard) that the boat would be going into dry dock at the sub base that summer to do some chipping and painting. It would be an all hands deal. Well, it ended up being E-4 and below, and it lasted around a month (I probably wouldn't mind doing it now, but back then - I was young and "un-appreciative").

It was supposed to be only 2 weeks, but things got behind and we ended up doing this work for 4 or more weeks, 12 hours on, 12 hours off, 7 days per week. The dry dock was at the sub base and we first used air sanders, hooked to high-pressure air, over a good bit of the lower half of the boat. I can remember going directly under the boat and thinking how much weight those blocks were holding up above me. Then, using rollers, we re-painted the entire boat. This occurred in July, 1972 during the hottest part of the summer in Connecticut (not hot compared to other places I've been, but hot for there). Well, that September, we received orders to return to the Med for the remainder of the year. But, there was a problem with some equipment back aft - I seem to remember it being something related to cooling (?). I do know that someone (I think it was Jim Van Wyk) came forward and told me they found clams in some intake line back aft, which was clogging up the "works" and causing a lot of problems. Anyway, the problems delayed us from leaving on time (late-September) and we didn't pull out until sometime in late October I believe. I remember the morning we left because it was raining pretty hard and I was topside line handler up forward for maneuvering watch (which I normally really enjoyed). Another thing that happened that morning is Harold Clark's wife had their first child - she at the hospital delivering a baby, and he back aft in Maneuvering getting the reactor going. We were gone on that trip for 60+ days, but that's another story for another newsletter.

Reminder: I have many digital pictures from our last reunion (November, 2003). If you'd like a copy of any, please call or e-mail me and I'll be glad to send them to you. I also have several pictures (printed from my slides) of the men and the boat from my days on board (May, 1972 thru July 1, 1976). I will also be glad to scan and e-mail any to you. Just let me know.

Thanks - Ken

ROSTER UPDATE

Roster Changes: We've added a few new names, lost few old names, and made a bunch of changes. Check out the Running Roster. As always, new names and changes are in **red** and losses are in **blue**. To all our new guys, I offer a sincere

Welcome aboard the Haddo Newsletter.
(And don't forget to send me some stories)

Taps: The hardest part of doing this newsletter is having to report the passing of shipmates and good

friends. I knew Bill and John and OL from the commissioning crew and it just doesn't seem that long ago that we served together aboard Haddo. I know that all these men will be missed by those who served with them, but my heart really goes out to their families that knew them and will miss them in a way that no others possibly can.

Bill Heuer passed away on 04-17-2004. Bill was an ET1 (SS) and a 604 plank owner. (See Cheryl Heuer in the Mail Sack).

Al Viebranz passed away on 02-18-2005. Al was a LT on the USS Haddo (SS-255).

John Tittman passed away on 02-28-2005. John was an MM1 (SS) (forward/aux) and a 604 plank owner.

Otha Leon Smith Passed away on 03-28-2005. O.L. was an STS1 (SS) and a 604 plank owner.

George F. Courbat passed away on 6-4-2005 at the age of 88 yrs. George served aboard the USS Haddo (SS 255). (See Jeane Cannon in the Mail Sack).

MISCELLANEOUS

Looking for SSBN 616 Sailor

I am totally confused by this one. I was at the end of a long chain of forwarded e-mails, but my best guess is that Bill Fraser, the Webmaster for SSBN616 NavET Blue 66-69, is looking for Jim Johnson, a former SSBN 616 sailor. If this makes sense to you Jim, you can reach Bill at <http://www.ssbn616.homestead.com/>

Submarine Birthday Ball

Have you ever taken anything new out of its container, unfolded it or set it up or what ever you had to do to the thing, and then tried getting it back into the container? No matter how well you fold it or squash it, it never seems to fit. Well, that's about the way I felt getting into my uniform for the Ball. Susie and I attended the 2005 Submarine Birthday Ball at San Diego and except for having to hold my breath all night long to keep my cummerbund from becoming a bolo at some unexpected moment, it was great.

And, of course, to exasperate the tight fit of my uniform, the food was excellent! I cleaned up my plate, ate all my desert, and then tried desperately to wear it all off on the dance floor.

Vice Admiral Al Konetzni (Ret.) was the guest speaker and if you have ever heard him talk you will know what I mean when I say he tore into my heart and released a flood of old memories. Actually, memories is not the right word. It was more like a flood of forgotten

emotions and feelings. He talked about the 'Submarine Family' and you don't have to have ever heard "Big Al" speak before to get emotional about the uniqueness of that experience.

We went with another retired submarine couple, the Woodrums, which helped ensure that we would have someone our age to talk to. I had to apologize to a

young sailor when he saw that I was surprised to hear that the Jefferson City, his boat, was a fast attack submarine. I tried to hide my embarrassment with the quick retort that "all the boats I served on were named after fish". He just gave me a sorrowful look that said "It's a shame when the mind goes".

MAIL SACK

Ken Brenner

I received a call from John Balogh, unfortunately informing me of Al Viebranz's death, and enjoyed talking to John very much. He was in the Navy many years prior to WWII and going to the Haddo. He first served on a battleship. He then transferred to the submarine service and was a plank owner on SS-255. John was originally a Quartermaster but received a promotion to Ensign while on the Haddo by their skipper - Chester Nimitz, Jr.! I encouraged John to come to the next reunion but he says he MIGHT not be able to since he will be 89 soon! It was an honor to talk to him and appreciate his service in the many war patrols he made during this great effort (WWII). John now lives in Florida and, to his knowledge, is the last surviving officer from SS-255. I got his phone number and hope to keep in touch with him.

As usual, you did a great job on the last newsletter! In my humble way, I'll try to reciprocate by continuing to contribute articles and e-mails to the newsletter, and by organizing the November, 2006 reunion in Pascagoula. But - thanks so much for your efforts! God Bless to you and your wife! Ken Brenner

Jeane Cannon

My father GEORGE F. COURBAT was a crew member on the HADDO SS255 during World War II. He began his tour on the HADDO in 1942 and was onboard in Tokyo Bay at the surrender of Japan. He was a member of the Weeki Wachee Florida sub chapter. My father was never one to boast or speak of the war in a manner to discredit any military member but did speak proudly of the BOAT and crew of the HADDO. I am sad to report that my father passed away on 6-4-05 at the age of 88 yrs. As I'm sure my father is a good and faithful crew member in Heaven along with other HADDO CREW I would like to request his name be added to the Eternal Patrol. If I must proceed in some other manner to have his name so honored please advise. Thank you for your consideration. A very proud daughter and family, Jeane Cannon

Tony DeNicola

Dear Ray, Received the latest Haddo newsletter and enjoyed it very much. We are looking forward to the next reunion, though it still seems a long way off. I guess the people working on it may not feel that way, especially when it gets to next January/February timeframe.

Talked to Dick Noble and Jim Jamison often and it is nice to be close to many of our shipmates. Don't see John Viney as often but hope to once he is back from FL and the golf clubs start calling to us. Haven't seen or talked to Larry Page for some time but trust he is doing well.

You had mentioned (on a yellow sticky with a previous newsletter) Wilson Weaver, who lives here in Soddy Daisy. I took the opportunity to call him and he was, I believe, and electrician on Haddo. He still works full time so guess he is from one of the later crews. Anyway, was nice talking to him. Thanks for the heads up.

Judy and I went to the Carp reunion in Branson, MO this past year. Had a great time and saw a couple of shipmates I hadn't seen in over forty years. Was hoping to see a couple of the others but, sadly they are not in good health and could not make it. One you might have known was an SO by the name of Don Galloway. Suspect he would be in his early to mid seventies now. He retired as an STCS, but I don't know when. He lives in VA Beach so I will have to look him up when I head that way later this year. Love the trips to visit the kids/grandkids in VA Beach because I get to visit with Jamison and a close Carp buddy, on the way.

Sorry it has taken me so long to write, but seems like I have been on the go for the past hundred years. I am somewhat laid up for a short spell, recuperating from surgery on my neck, Had a few discs fused and removed a broken piece of bone the Dr found floating around in there. He said it had to be from an old injury of years ago. First time I've been pain free for eight or nine months now. Should be back to full duty within the next five weeks.

Thanks again for your great work on the newsletter. You do a fine job. I had to give up the newsletter from the Army Vietnam newsletter after six years. Just could not get any participation. Give our regards to Susie and keep up the great work. Warm Regards, Tony De

Al Dow

Hello Ray. As a fellow shipmate of the Haddo crews I take great pleasure in commending you and Mike for the great work that both of you have done on the newsletter.

I was a seaman when I reported aboard the boat in the month of November 1964 in Charleston. This was to be my first boat assignment. I'm proud to say that I qualified for submarines the next year. This was while Capt. Jack was skipper. I'm proud to say that as a member of the crew I served under Capt Williams, and also under Capt Chewning. Those were some grate times, and the newsletter has brought back some fine memories. Having only recently gotten into the world of computers I have a lot to catch up with. Thanks for all the hard work, Al Dow SK2SS

My E-Mail response to Al Al, I know this may sound like a funny question, but how did you read the newsletter? I apologize, but I don't recall your name on my roster. I am at the library (since all we have at home is cell-phone) and I haven't got my roster available. If you got the newsletter from the web, tell me how you like it, maybe I can encourage more people to get it that way and cut down my expenses. I will add your name to my roster (if it's not already there). I also apologize for not remembering your name, because we were on the Haddo together. I reported aboard in late 63 and left in early 67. I was an STS1 (SS). Ray Butters

Ray I have made copies of all of the news letters on the web site, and I agree with you, if any of our shipmates can make copies from the web site as I have then this will most definitely cut the cost of the news letter. Ray my memory is also poor on all the names of the crew from that time period, but I do remember Dick Noble and many others from the crew. I worked for Don Harvey who was an SK but not SS. I had the honor of standing underway watches with the COB so I also remember Joe O'Hara QMS(SS) very well. My quals board consisted of one of our TM (I don't remember his name), Doc (who did my board interview while we flew to New London for requals in the Tank), and for officers I had Lt Jim Trah, and LCDR Carter. After that board Capt. Jack signed off on my board without any questions. Ray I can make copies of the news letter, but please be sure my name is on the mailing list. God willing I hope to see all of my old shipmates at the next reunion. It's been a long time and I HOPE TO RENEW MANY OLD FRIENDSHIPS. I'll keep in contact, Al Dow SK2SS

Ray, I closed my note too soon as I forgot to ask who I need to contact for info on e mail address for the crew. I would like to contact some of the crew this year before we have the reunion. Thanks for all your hard work, Al

Brian Dawson

Ray, I just received the newsletter and realized that I have remained close friends with other Haddo alums for the past 22 years: Steve Dibbins, QM2 (SS); Mark Nelson, ET2 (SS); and Tom Riccio STS2(SS), and forgot to tell them about this newsletter! We have been getting together every year or so for all this time. I will be contacting them to ensure our collective participation in the reunion! Thanks for a great newsletter and please keep it up!

Ron Graff

After a whole year in this new house, we re moving again. Aaron and Sharon have moved to Sierra Vista, AZ and we made the mistake of going there to visit. We really liked it and found a house being built in a retirement community (gated even) and have put a "down" on it. It should be finished near the end of August and we should move in shortly there after. We close on this house August 5th and should be on the road by noon to Sierra Vista. Our computer will be off line Monday the 1st, our phones on the 3rd of August. Our cell phones here will go away the 5th and our new cells are active already. Any mail coming to the old address will be forwarded to Aaron's house so that is OK. Hope this is clear

to all. Our e-mail will be the same and we can check it at Aaron's on occasion. We should be back on DSL in August and all will be as though we never changed any thing. (that is what the ads say, if you can believe that). Hope to keep in touch with all of you. Ron

Cheryl Heuer

Hi Ray, your USS Haddo Newsletter came today, so I am writing to let you know that Bill Heuer passed away on April 17th 2004. He had a 16 month fight with Pancreatic Cancer. Most people only last 3 to 4 months with Pancreatic Cancer. He was bound and determined he was going to win the battle. However, after he got pneumonia in Dec of 2003, he went downhill. He wanted so badly to go to the reunion in 2003 but was too ill to go. He was a great Man with a terrific sense of Humor and is sorely missed. We were only married for 11 short years, but he filled my life with much happiness. Regards, His Wife, Cheryl

Leroy Kreider

Ray, Fantastic job on the newsletter. Really first rate. Please add my nickname and my email address to my contact information. I think the yeoman is the only one who knew me as Leroy. Leroy "Rocky" Kreider

Mike Lintner

Dear Ray, Enclosed is a check for the plaque and a check for the newsletter costs. I'm not sure about the 2006 Reunion. November is a busy month. This year I am the Grand Master of Masons in Nevada, and our Grand Lodge is always the 2nd Monday in November, so I may not be able to be there. By the way, I see notes about the "1st Med Cruise" in 1971. What about the time Haddo creamed the 6th Fleet so bad, they cancelled our 1st Med Cruise?

Dave Montgomery

Ray, the last time I saw you we were at Mare Island in 67. I hope you are all well, we are fine. I was wondering if you had recent address for Tim and Brian. If you do thanks if not thanks anyway. I don't remember the night you spoke of, or many other nights, but they were all wonderful. Dave Montgomery

Patrick O'Brien

Ray, received and just read the latest newsletter. Awesome as usual. I was an A-Ganger on the 604 Maru from 9/74 - 6/76. Finished (sic) the Pascagoula overhaul and made the trip through the canal to San Diego. How fitting it was that our first dive in the Pacific was Diver #604! Just a quick note to say what an outstanding job your doing with the newsletter. Thanks for all you hard work. Sincerely, Patrick O'Brien

Jim Parker

Ray Just got the newsletter and it was fantastic as usual. I can tell from the newsletter that I might expect to see some shipmates that I did not see at the last reunion. Bill Byrum who was at the first reunion was in the area in January and Bonnie and I were able to spend two quality evenings with Bill and Diane. I came on the boat around June or July of 1973 just before it went to Pascagoula for overhaul and Bill came onboard while in Pascagoula, we have been friends ever since. We had a great time visiting and exaggerating on the truth. Our wives could not believe how well we remembered events from so lonngggg ago - I am not sure we remembered the stories all that well but they sure sounded good. I look forward to seeing you and all the others at the Pascagoula reunion. Bonnie and I have many memories of our time there - we had only been married a few months and as luck would have it the Haddo had an extended overhaul. Our first son Dan was born at Keesler AFB just before leaving Pascagoula. He is now 29 years old and recently married. I echo your thoughts in the newsletter about time not flowing linearly. I will try to dig up some good stories for the next newsletter. It seems that several of the really good ones have already been told in previous newsletters including this one which included a story from Geoff Warnock about Haddo ramming Snook. I was on watch during that fiasco and can tell you that it was no fun. The clincher to the story was that we went into the floating dry-dock that we had damaged with our broken cleat during the Snook ramming and the day before we were supposed to get out of the dry-dock, it was damaged

by another sub's sail planes hitting the dry-dock gate. So we had to wait for the dry-dock to be repaired before we could get out. Hope all is well with you and yours Best Regards, Jim Parker

Joe Rustin

Ray, Joe and I both enjoyed the current newsletter. Thanks much for all your dedication. I intend to see that Joe gets to the next reunion. It should not be too hard because, like Sandra Brenner, Joe has many kinfolk in Laurel. Some are living on the coast and some are still working at the Pascagoula Shipyard. He gets there frequently. Joe asked me to give you our e-mail address to add to your list. Take care, Jan & Joe Rustin

Jon Spencer

Morning Ray. Thanks for returning my e-mail. I would like a bumper sticker and yes I am on the newsletter roster. I just got your latest newsletter; it's a fine piece of work, you and your wife are doing a great job with it. I used to write the boat's newspaper underway on Haddo back in 76-77 with Griffin YN1 (SS), I was his 2nd YNSN (SS) Spencer. I'm also going to start sending you some pictures I took on Haddo for you to publish on the net or in the paper if you want. I know some people would like to see them and probably have never seen them. I don't remember some of their names, but maybe they could write me back with those answers and send in some of their pictures. I don't have many pictures with me in them since I was taking the pictures. Ray, keep up the Great work, stay the course brother and talk to you later...Thanks YN2(SS) Jon Spencer.

Dick Scales

Ray, Another terrific issue of the 604 newsletter. Some of the tales of that long Med trip sure brought back memories! Best regards, Dick

Jim Van Wyk

Ray, Marla and I hope you and your wife are both doing well and have a good year. We have finally moved into our new home and are working to finish up all the loose ends. We love the newsletter and look forward to the next reunion in Mississippi. We will get with Ken and start work on the arrangements. Best Regards, Jim Van Wyk

Once again, **THANKS** for all the input. Not only does it make doing the newsletter a lot more fun, it's also a lot easier. On the Boat, it didn't seem like things got any easier when I made Chief. But in retirement it's supposed to. So, PLEASE, keep sending the stories; especially you new guys. Don't just read this newsletter and laugh, ponder, or cry; share some of your experiences with the rest of us. The best time to convert your memories into words is right now, while those warm fuzzies still have a smile on your face and an urge in your heart.



That's me, the one on the left

I hate to have one blank page. So, I thought some of the first Med Run guys might remember our fashion show and get a kick out of these pictures.

I don't know how Claude and I got such good seats, but we saw them coming and going. Of course Mann and Pope didn't do to badly either.

Dick. Remember the Coke machine just behind Claude? I thought you would.



That's Claude Shelton on the right, and Elmer Mann way in the back, I think



We all had to hide the fact that our tongues were hanging out

Last Thought

Rod Taft is the only one who has volunteered to download the newsletter off the Haddo Web Site.

Thanks Rod!



Chief Pope is getting the rear view (take that anyway you want)



The fabric that these items were crafted from was superlative, the craftsmanship was impeccable, and the designs were the wave of the next trend. So I was helpless and had to buy one of each. But then, I canceled my order when I found out that the models didn't come with the garments.