



USS HADDO NEWSLETTER



Editor – Edwin Hergert **Volume 3** **Issue 44** **April 2012** Phone: (480)814-7339

From the Editor:

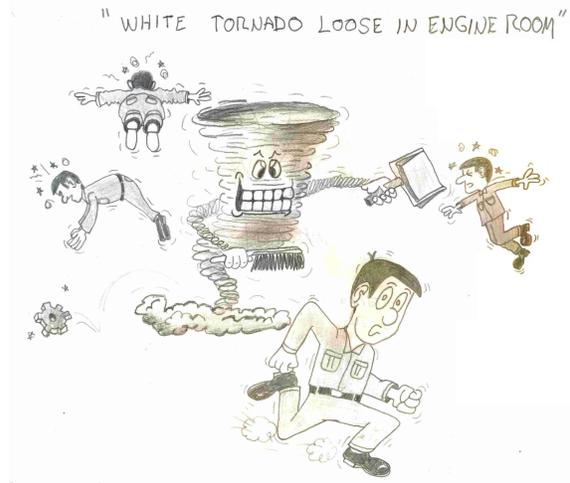
When I placed my name in the hat to volunteer as Editor of the news letter I didn't expect such a quick response. I indicated that I would do it if no one else came forward, however as soon as I hit the send button on my e-mail I get a phone call from Ralph Stroede "Hi Ed looks like you get the job". Another shipmate Ernest Loomis who served during my tour on Haddo had also indicated that He would like the job. I have offered Ernest Loomis a position as Associate Editor which would better enable the newsletter to continue if things change and I can no longer do it.

My time on Haddo

I came to Haddo from Fleet Training Center San Diego where I was a course curriculum developer and computer network administrator. I applied for an extension there but my Detailer said, "No Way your going to the USS Haddo". My Detailer (Don Thompson) also sent him self to the Haddo as the new COB. It turned out that Haddo was overloaded with chiefs and they didn't need an Auxiliary division Chief so that is why I was made 3M coordinator. Actually I liked the job since I did not have the responsibility of running a division. I had started out serving on the 594 (Permit) class boats and now I was going to finish my career on one.

During my first year aboard, the Haddo was put through an inquisition by Squadron five as to the material condition of the boat, some good sailors careers were unfairly ruined by them. I was able to survive the onslaught due to the COB throwing himself under the wheels of the train. I found myself in charge of several groups of crew members assigned to do the cleaning and painting necessary to correct material deficiencies and bring the ship into ready status. During this time there was very little liberty or free time. Most just

stayed aboard and continued working. I drew a few cartoons about the experience to boost morale. I posted the following cartoon in the engine room for the benefit of the nukes.



"A white tornado loose in the engine room" Master Chief Waddell took it off the wall and drew another cartoon on the back and re-posted it, all in fun of course. It showed that as a crew we were determined not to lose our sense of humor, maintain our dignity and be better for it. Here is the flip side cartoon.



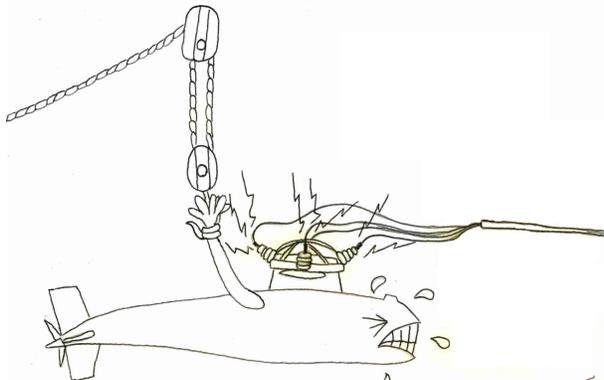
It says "White tornado loose in ER". Dave may be surprised that I kept these cartoons. The next cartoon depicts the decision making process we used to accomplish the organization of the cleaning crews.



"Explain Again How this Shift thing is supposed to work."

"Explain again how this shift thing is supposed to work". We worked in shifts around the clock, cleaning and painting everywhere we could. The work was hard yet tedious and the crew couldn't wait to get back to normal again, which to them meant going back out to sea. I think it was during this time that we had a change of command and Cmdr. Gregg Larson took over as CO. I discovered later that we were born on the same day and same year only hours apart May 21 1949,

I drew the following cartoon near the end of the upkeep and getting the boat ready for sea.



"THAT WORKED A LITTLE, LET'S UP THE VOLTAGE AND HOLD IT FOR ANOTHER FOUR DAYS"

Usually certain events will drive my thoughts on the content of the cartoon but I can't recall the circumstances on that one. Eventually we finished the work and got a clean bill of health to return to service. I was looking forward to getting out to sea for a change. The remainder of my tour

on Haddo was pretty good and I made some good friends. I palled around with Roger Rackley a lot and wish I had maintained contact with him after retirement. I wasn't really prepared to enter civilian life again and wished I had stayed for the full thirty. At least I could have reduced the amount of debt I had before leaving.

I started to do a caricature of all of the chiefs in the goat locker but only got this far.

On the right is Roger Rackley and on left is???? I can't remember his name but Roger was happy that someone on board is shorter than he is. I think we had an EAB extension tube made for him to be able to reach the upper manifolds. I think he will be identified once the newsletter gets distributed.



Retirement

At some point I tried to reverse my request to transfer to the fleet reserve. I found that once the transfer was approved it couldn't be reversed unless I submitted papers indicating that it would be at hardship case. I wasn't going to go through all that to stay in so I just let it go. You always look forward to the day but when it comes you have second thoughts and wish you could stay. Even today I would go back in if I could get on one of the new Virginia class boats.

The following pictures are from my retirement ceremony.



Myself with CO Gregg Larson in Background.



Myself, COB John McMichael, XO, CO



At the end of the retirement ceremony I was honored to have LTJG Blazowitz receive his dolphins. I am not sure if I spelled his last name correctly and couldn't find his name in the crew list.

I extracted these pictures from a video tape my uncle made of the ceremony, He was a retired chief radioman who served during WWII in the Pacific.

Entering the Rat Race

After leaving the Navy and returning home to Arizona I now had to look for a job. It would have been easier if the navy just gave me assignment orders to a new civilian job. It took a whole month but I started work with a commercial refrigeration company from Jan 90 to Aug 98. Early on I got a phone call from TMC Steven Homic, He wanted to know where all the 3M stuff was as he took over the job of 3M coordinator. I think he just wanted to see if he could find me. In 98 I went almost completely blind (80%) due to cataracts and had to quit refrigeration. I then went to work for Raytheon as a programmer and network support engineer working on the Air Force F15E weapons flight simulators until 2003 when the contract was up. During that time I had my eyes repaired and now have 20/20 vision and I don't need glasses. Since 2003 I have been an Associate degree instructor in Mechanical Maintenance Engineering at A trade school.

News Letter Content:

Since taking over as Editor I have not received much input for inclusion in the letter. I hope that will change by the November issue. I would like to receive some of the following items:

- Stories from Haddo
- Other 594 stories
- Other submarines served on
- Reviews on port visits
- Interesting web sites
- Cartoons/drawings
- Photographs

I will add other categories in time.

A note from Ray And Susie Butters

Thanks for the memories!

At my Navy Retirement Ceremony, I started my farewell speech with "I approach this occasion with mixed emotions; Happiness and Joy". A tour of shore duty at ASW School will do that to a person. That is not how I would describe my feelings at

leaving the Haddo Newsletter after a 12 year tour, however. At this time of the year I am usually scrambling to get the Newsletter done and in the mail. So for that, I feel relief. But, the rest of my feelings are not as uplifting.

I really thought I would do my 20 before turning over the reins, but I started feeling ineffective. The newsletter needed some spark; it needed something that would get more of our Haddo crew involved. I didn't know what that was. Input from the crew had fallen off completely and I could see the newsletter simply fading into obscurity.

I had voiced some of my concerns to Ralph Stroede and he finally just came out and asked me if I wanted him to try to find someone else to take over the newsletter. With a terrible feeling of loss, I said yes. I was happy though, when Ralph said he had a volunteer. So, in true Haddo tradition, Edwin Hergert has stepped up to take the watch. For me, the Haddo Newsletter has been a labor of love, of which I'm sure it was for Mike Gann, and as it will be for Ed.

There are so many of you that helped keep the Haddo crew together that if I were to thank you individually I would simply have to type in the whole roster. But, I can express thanks to specific groups of you.

Susie and I talked up the first reunion in 2000 and worked real hard organizing it, even though we weren't really sure how many would travel to Charleston, SC to attend. I can't tell you how relieved we were when so many of you showed up. Thanks to all of you that attended and got the reunion events going. And we have to give thanks to Dick and Liz Hillman for not making Susie and me do it again for the next one.

I received a lot of stories over the last dozen years that really made the newsletter special. Many of them put smiles on my face, tickled a few memories of my own, and kindled warm fuzzies to think back on those days. I would hear chuckles from Susie as she proofed each issue and I would ask her what she was laughing at. She would relay the story she'd just read and we'd both have another laugh. Thanks guys for sharing all those stories with the rest of us.

Within the first half dozen years, the newsletter roster almost doubled and we were printing 14 and 16 page editions. Production and mailing expenses grew. It was not unusual for one edition to cost over \$400. But a lot of you sent us contributions that significantly reduced that cost to us. I know I thanked you in each newsletter, but I want to reiterate that appreciation now. Thanks for all the contributions. I've got to admit, though, that

some of those contributions put a bottle or two of Maker's Mark in my liquor cabinet.

Hal and Liz Clark get a great big thanks too. I know there are only two of them, but I'm counting them as a group. I was pretty locked into the Pony Express when Liz said she could send the newsletter to everyone that had an e-mail address. They kept nudging me for about a year before I accepted the excursion into the Twenty First Century. That effort of theirs cut our expenses and our work load about in half.

And then along came the reunion committee. Ralph and Trudy bumped our newsletter roster up to about 500 (most with e-mail addresses) and the committee volunteered to take over the production and distribution of the newsletter. All I had to do now was write it, Susie would correct all my grammatical mistakes, and I would send off a CD to Ralph. It sounds so simple you're probably wondering why I quit. The answer is just as simple; I wasn't getting anymore of your stories and those stories are what gave value to the newsletter.

I know I fudged a little by calling two people a group, but there is no way I can sneak by, calling a single person a group. So, I will break stride and offer up a monster THANK YOU to Edwin for volunteering to keep the newsletter alive. I hope all of you give him the support he deserves and send him some content.

Through the years, I had gotten e-mails with various messages in them, but they almost always started out with a word of praise for the newsletter. Those simple words of gratitude made the effort meaningful. Then when Ralph sent out the e-mail that Ed was taking on the newsletter, I got a basket full of e-mails expressing their appreciation and praise for what Susie and I have contributed to that effort. That was very touching and definitely heart felt.

So, thanks to you all, and **Thanks For The Memories.**

Ray and Susie Butters

For those who knew him

Jimmy "Godfather" Looby's, Horse and Cow founder passing.

(Tacoma National Cemetery) James "Jimmy" Looby, 79 of Bremerton, passed away on Monday, January 30, 2012. As a veteran of the United States Army, he proudly served during the Korean War. Starting out as a night club manager in San Francisco, with his passion of entertaining his

patrons; he created his own bar the "Horse and Cow" in 1953. Dedicating this establishment to serving submarine Sailors, he created an atmosphere that the submarine sailors can call home. He continued to run the "Cow" until 1997 when he retired to provide care for his wife Jeanette Looby. He maintained a close relationship with the submarine community and became known as the "The Godfather". The traditions and legacy's he established are being carried on by his family today and you can still get an Upside Down Margarita in Guam.

A sailor wrote this about Jimmy.

I'd never seen him before and loaned me \$100, that I repaid the next wk. He said you're wearing dolphins, you're good for it.

Another wrote.

I remember Jimmy well from the "whinny & moo" on Ellis st. in 'Frisco.

Many of you have been to the Horse and Cow or have heard the sailors who have, talk about it. As for me I have never been there, I had to answer to a higher authority, a Navy wife.

A Haddo Story by James Rieves

And Now Something Different

I served on the Haddo from Feb '73 to June '77, or thereabouts. Close enough for guvment work. If memory serves me I served more time on Haddo except for 3 others than anyone else. Does anyone remember Urbanowitz? The events of this story take place in San Diego. Sometime in '76 I believe. The crew had the ship ready for a cruise. Provisions were loaded, Maneuvering Watch set. Steam was up in the engine room. Routine messages were being communicated over the sound powered phone system. Routine watch procedures were in effect. I was at my station in AMS Lower Level, between the Reactor Feed Pumps. In the engine room steam was applied periodically to rotate the propulsion shaft with the steam turbines to prevent the bowing of the shaft. This was routine, until the unexpected happened. A small inexpensive check valve failed allowing the main steam valves to go to the full open position!

That check valve failed (**BTW - it was only during the post accident investigation that this valve was identified as the cause**) just as the clutch

was engaged to roll the shaft. The reactor sensed a demand for full steam so went to 100% power to supply the new steam demand. Haddo shot forward like a fuel dragster. Problem was she was still tied to the pier! The bow cleat was yanked out and flung across the pier and hit the floating Dry-dock punching a hole in the side. Haddo slammed into the Snook, destroying the Haddo's bow and the Snook's dunce cap. At the same time Haddo slid under the pier taking out 18 or more pilings!

The reactor was scrammed in less time than it takes for you to see a problem while driving and applying the brakes. However, the damage had been done.

Thank God no one was hurt, though the topside watch on the Snook could not be found for 3 days! And it was a few more months before we got to sea.

TOUR OF USS PAMPANITO (SS-383)

For those of you who miss the old Diesel subs and those who never had the chance to see one this is the site for you. Go to

<http://www.maritime.org/tour/index.php>

This is a virtual visual tour of the sub using your mouse to navigate throughout. This is a Balao class sub similar to the Gato class yet more advanced. Submariners on these old diesels really had to know their stuff. While modern subs used electrohydraulics for valve operation, most valves on these boats were hand operated. The following picture is a screen shot of valve manifold. I think these valves are for the air system.



You can actually move around the rooms and get 360 degree views just like you were there. To take a screen shot like this hold the alt key and then hit the print screen key then open MS paint and paste, then save the picture.

Mail Sack

The following are e-mails I have received since becoming editor. Plus e-mails sent to Ralph Stroede. I appreciate the letters thanking me for stepping **up**, though I keep looking at the bottom of my shoes to see exactly what I stepped **in**.

From: Jimmy Culbertson

Subject: [USS Haddo SSN 604] Well hello Haddo!! I served on Haddo from...

Well hello Haddo!! I served on Haddo from 1986-1990, kind of quiet and shy person, so you might not remember me....Hope everyone is doing great, man!! how time flies by. The funny thing is, I dont think I have cooked since I left? lol, Well keep in touch, I will be posting some pics on my page in the next week. Jimmy culbertson MS-2/SS

From Ray Butters

Rays email is rather long so I didn't include the text. He offered to help me any way he could with the news letter including all of his files and images. I sent him a reply but he can only check e-mail about once a month. I hope I can live up to how well he did the newsletter for so long. The farewell letter you read earlier in the newsletter was attached with this e-mail. I hope farewell did not mean he would stop submitting to the newsletter when he can with no pressure to meet a deadline.

From Ernest Loomis to Ralph

Dear Ralph;

I am interested in being the editor for the USS Haddo Newsletter. I need to know how much time I need to commit, how often is the newsletter sent out.

A little back ground of myself. I was aboard the USS Haddo from 1987 to 1989, and decommissioned her at Mare Island Shipyard. I did a West Pac with her and also got the tail end a shift work at the pier for a failed ORSE inspection. I was in M-Div and qualified all my watch stations plus ERS. I was ready for early advancement to 1st Class when we decommed her. On one spec op we found an Akula submarine in a location that I am still not allowed to disclose. At the time we were only the third US navy sub to get sound cuts on one. We were the only 594 class sub to do it.

I spent 8 years in the Navy and left ready to be promoted to Chief. I ended up on special projects because of my experience on board her I was able to dazzle the people interviewing me for the USS Richard B. Russell. SSN 687.

I really have great memories of my time in the Navy from being on the Haddo. Sincerely
Ernest Loomis

From: Joseph Mathis [mailto:usnjrm@yahoo.com]

To: Trudy Stroede

Subject: Re: Newsletter editor

Trudy,

Ask and you shall receive.

I reported aboard the Happy Haddo in August of 1984. This was my first submarine, so I was a bit intimidated by everything. And, being a lowly 3rd class Radioman, non-qual, didn't help matters much. I had a good Chief, RMC(SS) Gauthier and a good 1st Class, RM1(SS) Todd. There was a 2nd class, RM2(SS) Nositra, but he left after about 6 months. I did 2 Westpac on the Haddo. I really liked our port visits to the Philippines! I made 2nd after about a year on board and qualified shortly after that. I wasn't a hot runner, but I wasn't dink either. After 4 glorious years, I transferred in September of 1988. The Haddo left a lasting impression on me, being my first experience in submarine duty. It was such a good impression, I stayed for 22 years.

Joseph Mathis RMC/ETC(SS) USN, Retired
USS Haddo, 1984 - 1988, RM2

From: schwinger@comcast.net [mailto:schwinger@comcast.net]
To: Trudy Stroede
Subject: Re: USS Haddo Newsletter

I know how much work you put into this newsletter. I understand it also must end, I did enjoy the letter but remain saddened about all those who have passed. The old Bettis crew is definitely dwindling. Wishing you and your family the best of health and happiness. Mark Schwinger

From: mfl4759925@aol.com [mailto:mfl4759925@aol.com]
To: tstroede@hughes.net
Subject: Re: Haddo Newsletter

Trudy: Many thanks, Mike Lintner

From: Martin, David [mailto:MartinD@email.laccd.edu]
To: Trudy Stroede
Subject: RE: USS Haddo Newsletter

Great job, Trudy!
Happy New Year and Many thanks for your efforts.
-Dave.

From: Mark Bowers [mailto:mbowers52@cox.net]
To: Trudy Stroede; rstroede@hughes.net
Subject: Re: Haddo Newsletter

Hi--

I just wanted to say thanks to everyone, especially Ray and Susie, for the latest and greatest newsletter. It's sad to see it go, but perfectly understandable and I look forward to staying connected via the website. I particularly enjoyed seeing the pictures, particularly of my decom shipmates including the boss, CAPT Larson.

Cheers, and hopefully I'll get to (re)connect in person in 2014!

Mark Bowers (LCDR, ret'd...decom Eng)

Mark Bowers

mbowers52@cox.net

<http://www.linkedin.com/in/mbowers52>

571-331-8609

From: Janice Bailey [mailto:jbailey41@cox.net]
To: Trudy Stroede
Subject: Re: Haddo Newsletter

Thanks for the news of the latest reunion. I know John would have loved seeing his Haddo brothers. I hope there is some place in heaven for submariners besides underwater, because John loved to play golf. Janice Bailey

From: Drope, Jeff [mailto:Jeff.Drope@KochGlitsch.com]
To: 'Trudy Stroede'
Subject: RE: Haddo Newsletter

Trudy,

Thanks for all your hard work putting these newsletters together. They mean a lot to me, and others I'm sure, that otherwise have not been able to stay in touch. I only recognized one name in attendance this year, Dave Waddell, but would still have enjoyed all the stories along with catching up with him. The Haddo was my first boat and I met up with her in the Mare Island ship yard. Dave was the bull nuke, a senior chief, at the time and I'm sure he had his share of fun managing that event with a few inexperienced newbie's like myself.

Keep up the good work and I'll do my best to attend the next reunion.

Thanks,
Jeff Drope

From: Corwin G. Mendenhall, III [mailto:cgm_iii_66@yahoo.com]
To: raydbf@aol.com
Subject: MANY THANKS

Ray - Thank you for all your diligent, & I know time consuming, efforts on our behalf - collecting & maintaining HADD0 shipmate info for all these years.
Best wishes for GOOD HEALTH, fair winds & following seas.
(:-) Guy Mendenhall ('68-'69)

From: Jeffrey Summy [mailto:jssummy@yahoo.com]
To: rstroede@hughes.net
Subject: Fw: February 2012 Scuttlebutt

Ralph and Trudy,

Thanks for your support of the newsletter. I thought I'd forward you a local Subvet newsletter I started receiving. I recently relocated to San Luis Obispo, Ca to work as the Director of Engineering Services at Diablo Canyon and literally ran into this group. Here in San Luis Obispo (SLO) they close down the main street every Thursday night and have a Farmer's Market (pretty famous for the area). Anyhow it was Veterans Day and so they had a bunch of Veteran Organizations with booths at the farmers market with the Sub Vets being one of them. I stopped and talked and got on the mailing list. I have not made a meeting yet since I'm pretty busy with my new job but seems like a great bunch of folks. I thought you might find some useful stuff in their newsletter that you might use. I sure hope someone steps up to keep the newsletter going. I'm sure it's lots of work and since I can't write worth a darn I know I couldn't do it.

I did write a Thank You to Ray and suggested he might still supply articles as a "contributing editor". Maybe something like that might make it easier if we could get regular contributing editors to lend a hand. Just trying to suggest some ideas to keep it going.

From: greggd.larson@exeloncorp.com [mailto:greggd.larson@exeloncorp.com]
Subject: THANKS FOR YOUR YEARS OF EFFORT REGARDING THE HADD0 NEWSLETTER

Ray:

Enjoyed our conversations at the reunion, and I look forward to catching up during the next one. Again; appreciate all your work on the Newsletter.

Gregg

From: RLSphar@aol.com [mailto:RLSphar@aol.com]
Subject: appreciation

Ray~ I want to express my appreciation for your efforts as editor of the HADD0 newsletter. I was the ship's medical officer in new construction in Camden and was detached after sea trials and shakedown in 1965. Having the newsletter in the years since has provided me with a meaningful window on the activities of the ship and shipmates. Thank you.

Ray Sphar

CAPT (MC) USN (ret)

Please send submissions for the News letter

To: Edwin Hergert – ehergert@cox.net

or 1440 W. Gail Dr., Chandler, AZ 85224

(480)814-7339