



USS HADDO NEWSLETTER



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From the Editor:

Are we becoming a dying breed. Will the submarine force become obsolete. The British Royal Navy is the latest to admit that it is unable to recruit and retain a sufficient number of qualified sailors to man its submarines. Some smaller nations, like Australia and South Africa have one or more subs idle because there are literally no qualified sailors available to operate them. Canada no longer maintains an active submarine force. Even the United States, currently the nation with the largest submarine fleet, all of them nuclear, has been battling the manning problem for decades. The shortages keep getting worse. also there are accusations of cheating on the many qualification exams members of submarine crews must regularly take and being tolerated to avoid losing personnel. As I remember there has always been shortage of submarine volunteers with some ratings more critical than others. When I joined the navy I was never asked if I would be interested in joining the submarine force, it kind of happened by accident. Some of my fellow recruits were leaving the barracks and said they were going to get submarine physicals, so I went with them. I went through a battery of medical and written tests. After graduation I received orders to sub school in New London and went through more medical tests. What I didn't know at the time was that I failed a test that would normally keep a person from being qualified for submarines. During sub school I struggled with the curriculum, as I had trouble learning about a fleet ballistic missile submarines without being able see or touch the submarine as I was more of a hands on type of learner. When we took the final test I observed that the instructor was going to make sure that no one failed the test as he was providing answers to the effect. About a year and a half later I was a submarine qualified E5 in "A" division and I was due for a radiation

Physical. Going through my records they found that I had failed my color vision tests in boot camp and at the submarine school. With this there were rumors that I would face disqualification not only from submarines but also as a Navy diver. There was another crewman on the sub that was in the same fix I was. We were both sent to a specialist where we were subjected to more tests, some of which were different from before. I was able to pass enough to get a waver to stay in the submarine force and maintain my diver qualification. The other crewman was disqualified and sent to the sub tender. He was a quartermaster first class and a very good one, he should have been allowed to stay. I could see colors as well as anybody, I had trouble with certain shades of color. I could identify any color code on the boat. A doctor once told me that the basic color test that the Navy gives is not a valid assessment of color vision.

Sometimes when you need to accomplish a mission or goal it may be necessary to ease or ignore the rules or obstacles that prevent it.

USSVI Haddo Base

The Haddo Base located in Cleavland TN, Traveled to Murphysboro, TN. To the Alvin C. York Veterans Home and hospital to provide the home patients with an ice cream social. The base partnered with Mayfield Dairy who supplied the ice cream, McKee food products who supplied Little Debbie cookies and Grooms transportation which provide travel for the base members. The entire article can be found in USSVI American Submariner Publication Volume 2012 Issue 2.

Anyone who is not currently a member should look into joining. I am a member of the Arizona White Mountain Base, our submarine is the USS Thresher SSN 593. We have monthly meetings where we discuss events. We are very

visible in our community by participating in community events, supporting and sponsoring charities etc.

Every Base knows that to survive and prosper, you must constantly recruit new members. You also know that you have 'captured' only a small percentage of American Submariners in your area of operations.

While most Bases have programs in place to find and bring aboard these 'adrift' bubbleheads, are they effective?

If not, you should give serious consideration to 'trolling for Bubbleheads'.

Beyond wearing Submarine 'gear' around town and being involved in community projects and parades, you need a plan to hit up the local media, radio, newspapers, television, social media and even posters in local businesses and meeting places, and what to say about our purpose and Base to induce the 'Adrift' Bubblehead to join.

Haddo 604 Memories

Dale DeCoursey ET1(SS) (a Nuc)

I served on the Haddo from March 1971 to February 1974. I remember Petty Officer Urbanowitz very well. It was pleasure to have served with him. I believe he was on the Haddo for 10 years before he could no longer avoid a transfer.

Your story about the boat's fitness is an example that history often repeats itself. In early 1972, if memory serves, Commander R.H. Scales took command of the Haddo. We received a similar fitness report from the Squadron in New London. As the story I remember goes, the Skipper was threatened with the loss of his command if he could not get the Haddo cleaned up, etc. We had completed overhaul in Charleston the year before. He inherited the conditions.

We must have spent our quarterly operating budget (OPTAR?) on cleaning supplies. We went to sea for two weeks I think for the purpose of cleaning. Qualification ceased and we went on round the clock (shift work) cleaning. Stand watch plus clean for four hours. My cleaning space was the reactor tunnel. When I thought it was ready the skipper and chief and I do not remember who else came aft for the inspection. I do not remember his foot landing on the floor before he said, "Unsatisfactory". I was shocked. When I went back to work and looked behind the tunnel fan and the other piping I had to concede it needed more work. The next time my space passed.

I got to help clean the Main Turbine foundations after we pulled up the center line deck plates. There was just some oil and mung around the foundations. What we found when we really got to it were spare main turbine mounting nuts submerged in about 2 1/2" to 3" of mung. We found a POD from 1964 (I think) behind the starboard 300kw MG set motor starter in Upper AMS. When all was said and done we had the boat pretty near spotless. We never forgot that experience. In September 1973, we took the boat to Pascagoula, Mississippi for refueling. During that time we were attached to the squadron at Charleston. On one occasion the squadron reported only two boats in satisfactory cleanliness. One was in overhaul. That was us. I appreciate the newsletters and the effort it requires to produce it.

Thank you,

Mark Gores EM2/SS on Haddo '85-88

Found an old picture from the westpac in '85 at a restaurant in Tokyo. From left to right a nuc, 2 cooks and an "A" ganger.



Got Names anyone?

Stephen "Big Lou" Parnes
LCDR, USNR, Ret.

Edwin,

Thank you for taking the helm of the Haddo Newsletter, I believe we shared some common time on Haddo as I too remember the shift work at the pier getting the boat back up to par after the ORSE on the way back to San Diego from San Francisco. I had the honor of serving on Haddo from June '86 to Oct '89. My recollection was the ORSE was at the end of a SPECOP deployment

where we had some difficult material challenges including the HP Brine system on the evaporator. Fresh water being the necessity it was, I remember the repairs included the use of chain falls to help hold that old system together so we could continue operations and the mission. Unfortunately, if I recall, the ORSE board did not have the same view and we took a beating on our results for material conditions. There were other contributing factors as well which lead to port/stbd rotations for the crew upon reaching port to clean and paint... quite possibly the longest "field day" in Haddo lore. But I do also recall Pacers girls bringing Pizza down to the pier for the crew following some negative publicity on a local radio station. I have a few photos attached. Haddo0001: Taken in Tokyo in Oct/Nov '86.



That's me in back/center (handsome guy with mustache), others in photo include fellow JO's Ed Wasz and Tony Luna, along with some of the enlisted NUCs whose names I cannot recall. Haddo0002: Taken at the Submarine Officer sanctuary in Yokosuka in '89



I believe. CDR Larson is whipping up the "one eyed prarie fires" which was a traditional drink for those just getting their Dolphins or other significant

qualifications completed. That's Bill Merz 2nd from the front. That's Dean Spaugh in the front and I believe ENS Blazowicz (sp?) in the back. Haddo0003:



That would be Bill Merz, me and Dean Spaugh showing off the effects of being at sea for for prolonged periods.

Haddo0004:



That's me and Mike Kubiniec in Guam after doing some diving.

After Haddo I did a tour as Shift Engineer and OPs Officer at S3G prototype in Ballston Spa, NY and took the plant through end of life testing, now that was fun. When a prototype is being decommissioned, you actually run tests to really see what happens when you say, secure all RPFW to all components; exceed steam demand transient limits; etc. There were some "fun" tests including the final shutdown attended by ADM Demars. My next sea tour was on a brand new Trident, USS Maryland GOLD from '92-'96 in Kings Bay. Was the first Gold crew NAV/

OPS after commissioning. Took her through DASO and Ship's quals before her initial Missile Load out. Had some great times in Port Canaveral, which was basically our 2nd home port. Took her on her first deterrent patrol and few after that.

Spent a few months at Trident Training Facility in Kings Bay teaching command and control before separating from active duty in '96. Moved to Dallas and worked as Plant Engineer for GAF Materials Corp, then moved to Boulder City, NV in 2000 where I have been with Medco Health Solutions (now Express Scripts) in Las Vegas for 12 years. I retired from the reserves in 2006, now that's a whole different world. I think there is a notion to possibly have a future reunion in Vegas. If so, my wife Sondra and I would love to help support. Although our paths may never cross again, the memories I have from my Haddo years represent a special time in my life. The great people and friendships will always be remembered.

P>S> I have a lot more Haddo Photos to share.

From Bill Candy ETC

Good morning Ed;

It looks like you have a "hot one running true!" The ideas you expressed will work I think. I personally would like to learn of two things –

One, what life experiences happened to the crew I knew in the four years aboard Haddo after I left; I have kept up with most of my RO's, but there are many stories out there. But, also the saga of the Early Haddo SS 254 – maybe the Submarine Museum in New London could help out there? I gave the historian a ship's commissioning pennant, the escape trunk plaque, a booklet from the commissioning ceremony & either the MUC or NUC accumulated or found during the Charleston overhaul in '69. (We have a few "engineers" on our crew list from that period as they were adopted crew!)

BTW: I remember Urbanowitz: He almost shot down a helicopter at a firepower demo we participated in off the Outer Banks, with a flare from the ER signal ejector – with President Nixon aboard! Some mix up occurred in the "Make the signal ejector ready for launch" and "LAUNCH, Aye Sir!" All went well but since the Carrier we were leading had 47 – gillion phone talkers each on a circuit, and we had about two – things got a bit mixed up when commands were given to the task force. We went off for awhile by ourselves, and came back later so we wouldn't get run over by anyone- we stole the show when we launched a couple 'Rocks" though! A bit more impressive than the surface pukes "little" missiles. [At least that's

how I remember it, guilty if embellished a bit with the rust of years!]

Also the post -1971 escapades in West Pack Craig Reed wrote about in Red November?

Smooth seas my friend,

(p.s. I was editor of my yearbook so I can sympathize with your plight! I got drafted to be photographer for my 40th HS reunion & resigned my duties –finally!)

Edwin,

Thank you for taking on the job as Editor of the Haddo newsletter. I appreciate your sacrifice in time and effort to keep the newsletter going. My first boat was the USS Aspro, SSN-648, out of Pearl Harbor. After finishing three years on the Aspro from December 1972 to December 1975, I transferred to the USS Sperry, AS-12, in San Diego. As a nuke ELT, I worked in the R-5 division (RadCon) and had the opportunity to work on all of the San Diego boats doing repair and ShipAlt work, including several jobs on the Haddo. After my two years on Sperry, I was transferred to the Haddo in March 1978 and finished my active duty there. I was separated from Haddo for discharge in November 1978 and distinctly remember being the last person across the brow before it was lifted and the boat sailed for Hawaii, in transit to WestPac. I really appreciated the story from James Rieves in the April newsletter about the incident about the main steam valve that stuck open, causing the boat to ram the Snook and the pier. I was working in the drydock that day and didn't see the incident but it naturally caught everyone's attention if you were on the pier or the drydock. I distinctly remember seeing the aftermath, including the drydock repair of the Haddo's sonar dome (we had to hook up the portable effluent tank to the boat when it was dry docked) and the dockside replacement of Snook's screw. While I saw the resulting damage, I had never heard the story as to how the incident happened. Thank you, James, for the insight.

Since I only served a few months on the Haddo I had few opportunities to experience much in the way of unique experiences that might contribute to the newsletter so, up to this point, I have been a reader and not a contributor. For some strange reason, James' story about the ramming incident triggered a long buried memory about one of my memorable (forgettable?) experiences.

Transferring from the Aspro to the Haddo was relatively smooth for a nuke since the S5W propulsion plants were practically identical. So, it

took just a quick refresher to re-learn how to stand watch as underway ELT and AMR2LL. But, there were a lot small differences in the non-nuke systems between the two boats. When I first went on board, M-Division was short handed and there was some urgency to get me qualified immediately for the Shutdown Roving Watch while in port (I think it made a difference between port & starboard and 3-section in port watches for M-Div) so I was fast tracked through the SRW watch routines and put on the watch bill very soon after coming on board.

During one of my first SRW watches, I got the word that I needed to pump one of the sanitary tanks. So, I went to the Lower Level Engine Room and went through the routine for starting the drain pump. I started the purge pump, got the suction header pressure down to where it needed to be, started the drain pump and flipped the toggle switch for the hydraulics to open the overboard discharge. I thought that I had correctly positioned the discharge to the pier connection but, being a newbie on the system, opened the topside discharge, instead. I calmly stood at the drain pump control waiting for the drain pump to lose suction so that I could shut it down, when Art Raabe (spelling?), slid down the ladder from Upper Lever Engine Room, looked calmly at me and said, "Brakke, you just pumped s*** all over topsides." When I stuck my head up the after escape hatch, someone had already hosed down the top of the boat but the aromatic residual was still pretty strong!

While my faux pas at the pump station was truly an accident, I think you can appreciate that it was no accident that I lost my memory of this incident for so long.

Dan Brakke, MM1(SS)
Parkville, MO

USS Haddo SS 255

From Shirley Stough Horn Whose father served on the SS 255 Regarding fathers Journal. Anyway, I will recreate a bit of history about my dad, Elmo Lee Stough, RMC on the Haddo (#255) under Nimitz, the younger. I'll go back and pull the names, dates, etc, and send Edwin a separate email.

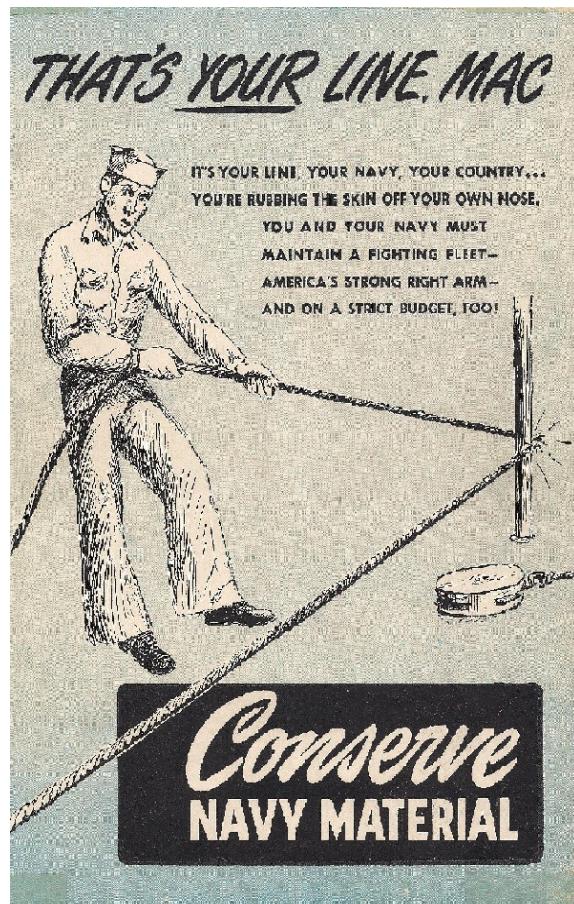
Ray, if you do not still have the CD I sent, let me know and I'll burn another one and send it to Edwin.

I'm attaching one images to this email and sending another separately: Both are scanned copies of a U S Navy magazine page (we don't know the magazine or the date of the issue). The photo

(coming separately...I scanned it in too high resolution to email and need to scan again) shows my dad "Dancing with the One-Eyed Lady" on the Haddo; the flip side of this page (scanned image attached) contained a very cool (what would now be called "retro") wartime military advertisement to the troops. Thought you might enjoy using one or both in the next issue. My brother (a former U.S. Marine, Vietnam vet) sent the original to me with the following note:

"Picture of Seaman Elmo L. Stough USNR 6260107 looking through the periscope of USS Haddo #255 Diesel-power 'pig boat'. Commander Nimitz set the scent on the Haddo at 'Old Spice'. We actually went on the Haddo as kids." Funny about the Old Spice. My 21-year-old daughter's boyfriend returning from his tour of duty in the Navy last year, and HE wears Old Spice. A familiar scent, for sure. Every time he kisses me, I think of my dad.
All the best,
Shirley Stough Horn

The following photo is the magazine flip side. I do not have the other photo mentioned.



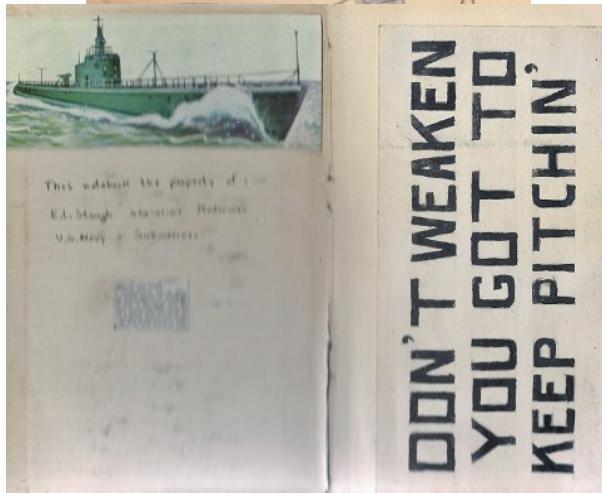
We are fortunate to have his journal that he kept during his tour on the SS 255

The following are from the journal



"DRUNKS"
Presson and I. Taken in Dopey
Norman's Saloon in Vallejo Calif. We
both had a mouth full of beer.
Immediately after picture was taken,
the camera got a shower of beer and
we were thrown out the back door.

The journal is full of exceptional drawings and I for one can appreciate good artistic talent.



This journal is the property of Elmo Lee Stough
Radioman

Quotes:

The man who once wisely said,
"Be sure you're right, then go ahead",
Might well have added this to wit
"be sure you're wrong before yo quit".

"Work consists of whatever a body is obliged to do,
and play consists of whatever a body is not obliged
to do".

An interesting illustration of Hitler getting what he deserved.



There are other illustrations in the Journal which I will share in the next issue.

From: Tony Owens
tonyandjamie@msn.com
Subject: Newsletter Request
Date: April 23, 2012 5:10:38 PM MDT
To: rstroede@usshaddo.com
Hello . . .

My name is Tony Owens and my father, Cliff Owens, served aboard the USS Haddo for much of WWII. I was hoping you may put me on your list for receiving the newsletters. I have a number of mementos that Dad left after the war, including the flag that flew over the Haddo when Japan surrendered at Tokyo Bay. It would mean a great deal to me if you would be able to find a moment to write back and let me know if there is any way I could find out if any of the survivors knew Dad. I would also, if it would be permissible, like to come to the next reunion just to

hear some of the things the survivors may be able to tell me about their time on the Haddo.

Looking forward to hearing from you.

Highest Regards,

Tony Owens

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World War II submarine veterans forced to disband national group

Published September 23, 2012

Associated Press

NEW LONDON, Conn. – The submarine veterans of World War II have seen this coming for a long time.

At their national convention this month, 62 veterans attended where thousands used to go.

The U.S. Submarine Veterans of World War II disbanded at the end of its convention Sept. 7 in Norfolk, Va. Local chapters now must decide whether to continue operating under another name or to dissolve as well.

A 594 Story- Rogue Wave

USS Gato SSN 615 during a transit north from spring board ops in the virgin islands. The year is 1969, a time when communications were not the best especially in rough weather. The choice was made to ride the surface in order get a better signal however the decision to man the bridge in such weather may not have been the best idea. Any submariner would typically jump at the chance to go up on the bridge, but the sub is taking 30 degree rolls and and its not easy to anticipate which way the ship will go. The sub was ventilating and you could hear the head valve slamming open and close. The word was given to man the bridge. The standby helmsman planesman suited up in rain gear as well as a safety harness to man the bridge as lookout, carrying with him two sets of binoculars. With hatches open up to the bridge water was gushing down into the pipe locker like a flood. There was so much water coming down it was necessary to keep the upper bridge hatch closed. Up on the bridge the sky was heavily overcast. Occasionally the entire hull would be under water as huge waves washed over the sail. The swells were quite high as you had to look upward to see the top and by estimate at least twice the height of the sail. The bow would rise with the swell and then the top would crash down on the bridge nearly washing the OOD and the

lookout over the side. The continuous onslaught of water made it difficult to use the binoculars or even be able to look out for other contacts as if anyone else would be out there in this weather. Through mutual agreement it was decided that they would clear the bridge and go below. The closing of the clamshell afforded some protection from the waves as we opened the hatch to go below. Just seconds after the upper hatch was closed there was a huge surge and sub took an unscheduled dive down to 150 feet. It took more than five minutes to regain control and return to the surface. We wondered would have happened if the bridge was manned or the hatches open when the boat went under. At the time we didn't consider that it might be a rogue wave or if that term was even in use at that time, I have been in all kinds of weather and can't recall ever getting sucked down so far before. Every one was relieved when we finally dove down to a reasonable depth well beneath the waves.

Eternal Patrol

Thomas Bryson went on Eternal Patrol February 17, 2012. He was MMCM (SS)

REUNION NEWS FOR 50th ANNIVERSARY OF HADDO

We are in the initial planning phase for the reunion of the 50th Anniversary of the USS Haddo. We have chosen Charleston, S.C. as the site for this reunion as that was the first home port for the Haddo. This reunion for the 50th anniversary is planned for September, 2014.

The first order was to secure our hotel. After much research, we have secured the Radisson Hotel at the Airport in Charleston and have negotiated what we feel is a great price. This hotel is currently undergoing a \$10 million dollar renovation. We were told that the price per room would be around \$149.00 per night but because we have negotiated now for 2014, we have secured the price per room at **\$85.00 per night** and with tax will come to **\$97.47 per night**. If you would like, you can secure your reservation now by calling 1-843-744-2501 and speaking with In-House reservations. **It is important you ask for the In-House reservations as the national number for Radisson's in general will not have this price available.** The dates for the reunion are September 18, 2014 to September 21, 2014.

We have also been talking with tour providers, transportation providers and more. There are tons of things to do in Charleston so we are in the process of deciding which ones to offer. Many of the tour and transportation providers have pricing based on the number of participants.

We know this is a long way off, but we would like to get a "feel" for the number of people that are planning on attending this reunion so we have a better way to negotiate with the tour and transportation providers and will be able to properly estimate the costs for the various events we might be offering.

We won't hold anyone's feet to the fire, but would like to ask that you drop a quick note to Ralph Stroede via email at rstroede@hughes.net if you are planning to attend and how many will be in your party. That way we will have a starting point for choosing our planned events and what other accommodations we will need.

Please send submissions for the News letter

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