



USS HADDO NEWSLETTER



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From the Editor:

Hi Shipmates,

From Rmartin222@aol
Rant!

Are you kidding me? Next up, fire chief, chief of police,
Kansas City Chiefs etc
More extreme left political correctness run amok - it will
never end.

Gotta love "unnamed DOD official". I love it when these
people release information and do not have the moxie to
identify themselves.

The following is from a newspaper article.

Navy Enlisted Rate "Chief"

Chief Petty Officer is the seventh enlisted rate (E7) in the United States Navy and the United States Coast Guard. The rating name has now come under fire by Native American groups, who insist it is past time for government entities such as the Military to dismiss these racial stereotypes, including not only the Navy Enlisted Rate, but also the way some military aircraft are named, such as Apache, Tomahawk and the like. A department of defense official who asked not to be named, says DOD is looking closely at this particular rating in both services that use it and are considering several alternatives including Navy Sergeant First, believing they may incorporate the E-8 and E-9 Rankings as Navy Sergeant second and Navy Sergeant Elitist or some derivative that is amenable to the services involved. He stated that no matter what is ultimately decided, "Chief" "Senior Chief" and "Master Chief", simply can no longer be tolerated as they are racially offensive, or at least racially insensitive.

My response

I find it offensive that no one in our government has the backbone to say enough is enough.

Although the word "chief" in American English has become widely associated with indigenous Americans, the word is actually much older than the white people's arrival in America. It is derived from the Latin word "kaput," which meant "head." (the Scottish and Irish used the term).

Therefore the word chief is not owned by the American Indian community and its use commands a high level of respect for those who have earned the right of its Title. How can a title of such High level be derogatory, insensitive or offensive to anyone.

COINS LEFT ON TOMBSTONES

While visiting some cemeteries you may notice that headstones marking certain graves have coins on them, left by previous visitors to the grave.

These coins have distinct meanings when left on the headstones of those who gave their life while serving in America's military, and these meanings vary depending on the denomination of coin.

A coin left on a headstone or at the grave site is meant as a message to the deceased soldier's family that someone else has visited the grave to pay respect. Leaving a penny at the grave means simply that you visited.

A nickel indicates that you and the deceased trained at boot camp together, while a dime means you served with him in some capacity. By leaving a quarter at the grave, you are telling the family that you were with the soldier when he was killed.

According to tradition, the money left at graves in national cemeteries and state veterans cemeteries is eventually collected, and the funds are put toward maintaining the cemetery or paying burial costs for indigent veterans. In the US, this practice became common during the Vietnam war, due to the political divide in the country over the war; leaving a coin was seen as a more practical way to communicate that you had visited the grave than contacting the soldier's family, which could devolve into an uncomfortable argument over politics relating to the war. Some Vietnam veterans would leave coins as a "down payment" to buy their fallen comrades a beer or play a hand of cards when they would finally be reunited.

The tradition of leaving coins on the headstones of military men and women can be traced to as far back as the Roman Empire.

Submitted by Ralph Stroede.

Books

James Schenk

NOW AVAILABLE in Kindle or Paperback editions:

Hey there, sailor –

I am a Life Member of USSVI and belong to Groton Base, Carolina Piedmont Base and am commissioning Chaplain of Nathanael Greene Base. I have published my book entitled, "COVERT SAILORS – Submariner Sea Stories" by Jim Schenk, for sale from amazon.com. As promised, a portion of the royalties will be donated to USSVI. If you answered my email in the past from xboatsailor@yahoo.com then you should be ready to order and enjoy it now, because you are in there. Well, some gave, and some did not. Anyone desiring to be included in Volume Two may send their submissions to the above email and be sure to include SUBMARINE BOOK in the Subject Line as insurance that it does not go to AutoDump.

Download the Kindle-version for use with:

FREE Kindle Applications for your PC,
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and Mac,
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and Windows phones and tablets.

This endeavor, more or less, reads like an underwater version of McHale's Navy; not recommended for Skimmers or Civilians unless they use the Glossary in the Appendix. As you are reading this book, your wife will say to you, "What's so funny?" and you can choose to tell her,or not, but please, do pass the word. The 5"x8"paperback issue is now available at 672 pages in easy-to-read larger print. It can be purchased at createspace.com for \$23.35 or at amazon.com for \$18.60. I had no say in the cost of the paperback, but the Kindle book is now at \$5.00 upon my insistence. Enjoy the read...I await your critique.

God bless you and your family,Jim

Haddo 604 Memories

All Haddo crew members, this area needs your full attention. Topics of interest are your experiences, deeds, misdeeds, heroic acts, misfortunes, frustrations, accomplishments, endeavors, ordeals etc. Please also share your stories from other boats and duty stations.

Humor

Subject: navy Wisdom

ROUTE TO BECOMING AN ADMIRAL

Three men are sitting stiffly side by side on a long commercial flight. After they're airborne and the plane has leveled off, the man in the window seat abruptly says, distinctly and confidently, in a low voice, "Admiral, United States Navy, retired. Married, two sons, both surgeons."

After a few minutes the man in the aisle seat states through a tight-lipped smile, "Admiral, United States Navy, retired. Married, two sons, both judges."

After some thought, the fellow in the center seat decides to introduce himself. With a twinkle in his eye he proclaims: "Master Chief Petty Officer, United States Navy, retired. Never married, two sons, both Admirals."

SEAMANSHIP TEST

One time during the underway watch the OOD decided to test a Chief Petty Officer's seamanship.

"Chief, what would you do if the forward watch fell off the side of the ship?" "Easy, sir, I'd call 'Man Overboard' and follow the Man Overboard procedures."

"What would you do if an officer fell overboard?" "Hmmm," The Chief said, "Which one, sir?"

OLD SALT

A crusty old battleship admiral died and found himself standing before Saint Peter at the pearly gates. Peter welcomed him warmly, "Come right in, Admiral! You've served your country well and you may enter Heaven!"

The admiral looked thru the gates and stepped up to Saint Peter, "Just one thing, sonny. I hope there's no Chiefs here. They are the rudest, most obnoxious variety of human ever, and if there are any of them here, I'm not going in; I'd rather go to the other place."

"Don't worry, admiral," said Saint Peter. "No Chief has ever made it into Heaven - you'll find none of 'em here."

So, the admiral goes on into Heaven. Moments later, he comes upon an amazing sight. It is a swaggering figure in khakis, garrison cap cocked slightly on his head, a mostly empty bottle of Jack Daniels in one hand, and a beautiful woman on either arm.

Incensed, the admiral rushes back to Saint Peter and gets in his face. "Hey! You said there were no Chiefs here! So what the hell is THAT?!?"

"Don't worry, admiral," says Saint Peter gently. "That's God. He just THINKS he's a Chief."

A WISE OLD MASTER CHIEF ONCE SAID

A young Ensign approaches the crusty old Master Chief and asked about the origin of the commissioned officer insignias.

"Well," replied the Master Chief, " the insignias for the Navy are steeped in history and tradition.

First, we give you a gold bar representing that you are very valuable but also malleable.

The silver bar also represents significant value, but is less malleable.

Now, when you make Lieutenant, your value doubles, hence the two silver bars.

As a Captain, you soar over the military masses, hence the eagle.
Does that answer your question?"

"Yes Master Chief" replied the young Ensign. "But what about Lieutenant Commander and Commander?"

"That, sir, goes waaaay back in history - back to the Garden of Eden. You see we've always covered our pricks with leaves."

As an Admiral, you are, obviously, a star.

THE CHIEF AND THE GUNNY

An old Chief and an old Gunny were sitting at the VFW arguing about who'd had the tougher career. "I did 30 years in the Corps," the Gunny declared proudly, "and fought in three of my country's wars. Fresh out of boot camp I hit the beach at Okinawa, clawed my way up the blood soaked sand, and eventually took out an entire enemy machine gun nest with a single grenade. "As a sergeant, I fought in Korea alongside General Mac Arthur. We pushed back the enemy inch by bloody inch all the way up to the Chinese border, always under a barrage of artillery and small arms fire. "Finally, as a gunny sergeant, I did three consecutive combat tours in Vietnam. We humped through the mud and razor grass for 14 hours a day, plagued by rain and mosquitoes, ducking under sniper fire all day and

mortar fire all night. In a fire fight, we'd fire until our arms ached and our guns were empty, then we'd charge the enemy with bayonets!"

"Ah," said the Chief with a dismissive wave of his hand, "all shore duty, huh."

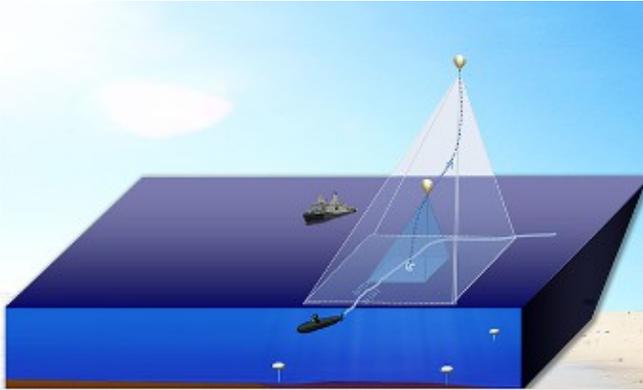
Other Tales and news from the Deep

The Rattle

Everyone knows how important it is to have a quiet submarine. The slightest unnatural noise can result in detection by the enemy. It so happened during a spec op at the top of the world on the USS Gato that a distinctive metallic rattle appeared external to the hull. The decision was to move off station out of the patrol area and try to eliminate the rattle. This would be accomplished by surfacing in the middle of the night and send personnel topside to inspect the decking and hatch combings, also divers were going to attempt to tighten ballast tank gratings. It was decided that we would exit the boat through the midships hatch rather than the bridge. The seas were quite rough and waves were washing over the hull. I don't think at the time anyone realized the danger of water rushing in through the hatch while it was open. To catch the water a huge heavy gauge bag was placed under the hatch with the upper part of the bag supported by half a dozen crew. A hose was fitted to the bag to drain the water down to the bilge area. The midships ladder was removed and installed inside the bag area. When the hatch was opened water rushed in as waves broke over the hull forcing over the hatch resulting in a broken arm for one of the crew trying to get through. The bag was filling with water faster than the hose could drain it off. The sailors holding the bag were bracing their knees against the bag to support the sides to keep it from bursting. It wasn't long before the inevitable happened and the bag burst and the three foot depth of water rushed down the stairway to second deck then forward through the passageway towards the twenty one man birthing area. During this time the battery hatch was open and the water nearly entered the battery well but was prevented by the quick action of crew damming it off and getting the hatch closed in time. Of course the operation was aborted and we were lucky we didn't end up worse off than we were.

New Technology

DARPA producing sea-floor pods that can release attack drones on command



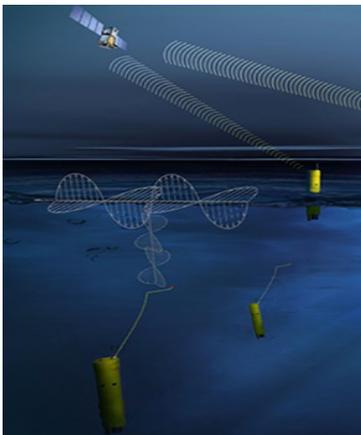
Drones, Military, Navy, USA

The Pentagon's research arm, DARPA, is developing robot pods that can sit at the bottom of the ocean for long stretches of time, waiting to release airborne and water-based drones to the surface upon an attack command.

The Defense Advanced Research Projects Agency (DARPA) recently called for bids to complete the final two phases of its Upward Falling Payloads (UFP) program. The UFP operation is an effort to position unmanned systems around far-flung regions of the sea floor. The housing pods would be left in place for years in anticipation of the US Navy's need for non-lethal assistance.

The UFPs would come equipped with electronic and low-power laser attack capabilities, surveillance sensors, and airborne and aquatic drones that would have the ability to act as decoys or offer intelligence and targeting data, Ars Technical [reported](#).

DARPA recently solicited proposals for the UFP. It wrote, *"To succeed, the UFP program must be able to demonstrate a system that can: (angel) survive for years under extreme pressure, (beer) reliably be triggered from standoff commands, and (coffee) rapidly rise through the water column and deploy a non-lethal payload."*



Autonomous, non-lethal systems are the priority for DARPA, given the remoteness of the UFPs' stationing on the ocean floor. Recovery in the deep ocean would be difficult, and the pods with weaponry or hazardous materials could cause harm to ships upon expiration. The UFP program's first phase, launched in 2013, focused on designs for the robot pods and the capsules that will live inside, as well as communication logistics for UFPs to communicate with other modules. The next phase aims to develop prototype testing and demonstrations at sea in the next couple of years. The third and final stage will include *"full depth"* testing of various scattered modules working as one system by spring 2017.

Much of the UFP testing will likely occur in the Western Pacific, given the United States' ongoing *"pivot"* to the region – not coincidentally near China's realm. Other tests will occur near US shores to reduce costs.

DARPA is seeking a 59 percent increase for the Upward Falling Payloads budget, from \$11.9 million to \$19 million, it was reported in March.

In addition, DARPA has [asked](#) for a boost to its budget for underwater drone fleets. The agency has asked for its current spending to double, from \$14.9 million to \$29.9 million, for its Hydra program. Hydra was conceived to be a large, mothership-like craft capable of moving through the water and deploying a number of smaller surveillance drones.

The research agency also [announced](#) recently that it is launching a program to unite existing and future drones into hives, where individual autonomous aircraft will share data and operate together against targets on a battlefield under the oversight of human operators.

Other Emails

From: dcartwright@cdcartwright.us
[<mailto:dcartwright@cdcartwright.us>]

Sent: Thursday, June 12, 2014 3:01 PM

To: Trudy Stroede

Subject: Re: Haddo Reunion Reminder

Ralph:

Being one of the "undecided" at this time, in case I don't make the next reunion, I would like to submit the following tribute poem I wrote to be shared either via the newsletter or at the reunion, if you would.

Enjoy. DC

"The Thousand Foot Club"

by C. Daniel Cartwright Jr.

I am a member of The Thousand Foot Club.

I've been in deep waters in a nuclear sub.

Beyond the realms of where men normally go.

It is an experience that only few sailors know.

With pressures exceeding what the body can stand.

It takes boats made of iron and steel fortified men.

Nerves that are steady and fears that are calm.
A focus on duty no matter what the alarm.
We were never to tell where,
how fast nor how deep;
but we've been in excess
of one thousand feet.
We've cruised the world's oceans and sailed over her seas.
Skimmed on the surface,
and we've challenged the deep.
We've been in deep waters in a nuclear sub.
We are the members of The Thousand Foot Club.
cdcartwright, jr -

Hi Rick,
I have added your name to the Crew List on the Haddo web site. Please check it and make sure I did it correctly. You will now be added to the Newsletter email list. It comes out twice a year, April and Oct. Please send me your physical address and phone number so that we can add you to the Master Mailing List. Please send a sea story from your time on the Haddo to Ed Hergert, his email is above or on the Crew List. Also, all the Newsletters that have ever been printed are on the web site, enjoy.
Welcome Aboard and Welcome Home!

Ralph Stroede

MM1(SS)N

1964-1968

Plank Owner

----- Original Message -----

Subject:

From: Rick Carlson <deadmanwalkin49@gmail.com>

Date: Wed, May 14, 2014 12:39 pm

To: rstroede@usshaddo.com

From: Michael Kubiniec

[<mailto:michael.kubiniec@gmail.com>]

Sent: Sunday, April 6, 2014 9:51 AM

To: Michael Kubiniec

Subject: Re: USS Haddo newsletter

For what it's worth...

I do every much enjoy the "salty language" contained in the Haddo newsletters (recent issue; pages 1-3). It brings back some fond memories of the Westpac "experience." It is refreshing to see someone with the moral courage to actually tell it like it is (or was) in today's hyper-sensitive, emasculated and wussified, politically correct world that some elements have been forcing upon American society for quite some time. Thank you for taking a stand. For those that are overly offended, there is nothing anyone can do to help you!

Also, the "Chiefs vs. Officers" jokes are hilarious. Again, thanks. See y'all in September!

Mike Kubiniec

Haddo JO '85-88

Capt, USN (Ret)

I much appreciate the positive feedback for my efforts on the newsletter, thank you – Ed Hergert MMCS Ret.

Robert T. "Tim" France

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Ralph

Enclosed is the USS Haddo narrative history that I told you about in the email. As I told you, I don't remember the origin of this document, but I think you will find it of interest and it is accurate as far as I can remember from 45 or so years ago.

Again, I regret not being able to attend the reunion in Charleston, but it just does not fit our schedule for now. I have corresponded with Haddo shipmate Fred Heyse, who lives here in the Cincinnati area and will be attending the reunion, and he has promised me a "full report" when I get back from my trip in October. Please relay my greetings to the other Haddo shipmates, I was hoping to see Bill Neff, since he did not show up at the USS Memphis reunion in Memphis in July, but I think he will be at this one in Charleston. I would be interested in seeing , a list of attendees if available, to see who else I am missing seeing! Hope it goes well!

Regards to Trudy. Too bad we are so far across the state of Ohio from each other so a visit in person is so difficult. Perhaps before I move south I can make it over on the east side of the state and pay a call.

I was on Haddo from February 1968 to June 1972, four years and almost five months. That's a long tour for an O-ganger! It was my qual boat and I have many good memories of my time on board. I arrived as a non-qual puke JG and left as a dolphin wearing Lieutenant. It was quite a ride.

All for now

Tim France.



In this Jan. 13, 2014 photo, the Los Angeles-class attack submarine USS Scranton returns to Naval Station Norfolk, Va., from a regularly scheduled deployment.

Research by a Navy laboratory in Groton is now leading to changes for the undersea fleet. Military scientists concluded submarine sailors, who traditionally begin a new workday every 18 hours, show less fatigue on a 24-hour schedule, and the Navy has endorsed the findings for any skippers who want to make the switch.

The first submarine to try the new schedule on a full deployment was the USS Scranton, led by Cmdr. Seth Burton, a cancer survivor. He said the illness he experienced as a junior officer helped convince him of the health benefits of keeping a sleep pattern in line with the body's natural rhythm.

"I know that there's lots of medical side effects to just not having a good, regular sleep pattern," said Burton, 41, of Huntsville, Ala.

A submarine sailor's day is generally divided equally into three periods: Time on watch, off time that is devoted partly to training and drills, and sleep. Under the new schedule, those time blocks are stretched from six to eight hours.

Submarine crews are not big enough to support more than three watch rotations and, beginning in the 1960s, the Navy capped shifts at six hours in part to limit fatigue as sailors manned the vessels' nuclear reactors. But the study by the Naval Submarine Medical Research Laboratory, at the submarine base in Groton, documented weariness that can set in every third cycle as sailors are working when their bodies are accustomed to sleeping.

Navy Capt. Steven Wechsler, the laboratory's commanding officer, said the study found the fatigue that came from working on the reactors an additional two hours can be balanced out by the longer, more consistent sleep period on the 24-hour schedule.

Since 2005, the laboratory has done experiments on submariners' sleep patterns, testing melatonin levels in sailors' saliva, surveying crews and fitting sailors with devices to measure activity levels and sleep quality. Last May, the Navy authorized submarine commanders to use the 24-hour schedule. Wechsler said he expects submarines will use it "when appropriate," noting it may depend on the mission type.

The circadian rhythm, a master biological clock that regulates when we become sleepy and when we're alert, has been the subject of many studies by industry and academia. The Navy's surface fleet is also trying schedules that align more with the natural body clock: A strike group deployed with the aircraft carrier George H.W. Bush is trying a schedule of three hours on, nine hours off.

The Groton lab focused specifically on applications for submariners, one of the only groups outside a laboratory to operate without any external time cues.

While the medical benefits may be clear, the transition to a 24-hour schedule poses logistical challenges on cramped submarines.

On the attack submarine Scranton, which returned in January to Norfolk, Va., from a seven-month deployment, Burton said the new schedule initially led to backlogs of laundry and frustrations over access to laptops and exercise equipment. The enlisted sailors on Burton's crew kept a straight, eight-hour rotation, but he structured shifts for officers in a way that allowed all of them to be awake and work together for part of each day.

He said sailors always managed to adapt to the old schedule, but after working out the wrinkles, the new hours were well received.

"The crew loved it," he said. "I saw a great response."

As you all know the Haddo Reunion commemorating the 50th anniversary since her commissioning was held in Charleston, S.C. last month. Following are group pictures taken the night of the banquet. We are still gathering additional photos taken during the events of the reunion and will have some for you in the next newsletter.



80's/90's Crew from left to right – Back Row Rear Admiral Bill Merz, Kevin Clinch, Michael Kubiniec, Scott Bailey, Christopher Seebald. Seated left to right – Dale Winstead, Gregg Larson, Rick Current, Kenneth Kolonkowski,



Commissioning Crew – Standing from left to right - Lance Andretta, Ray Butters, Tom Warner, Richard Noble, Fernley Wagner, Dave Montgomery, Edward Jones, Fred Pester, Fred Santillanes, Bob Fehre, Gerry Roch, Nolan Romero, William Hayes. Sitting from left to right – Pat McGovern, Lyle Moore, Jack Taylor, Ralph Stroede, Don Harvey, Joseph O'Hara (COB), Kenneth Pittman.



60s Crew - **Back row standing from left to right** – Ray Butters, Claude Shelton, Richard Noble (hidden), Rick Kepner, William Hayes, Thomas Amrhein, Gerry Roch, Tom Warner, Bob Fehre, Fred Pester, Dave Montgomery (also hiding), Nolan Romero, Don Ransel **Middle row standing from left to right** – Don Harvey, Lance Andretta, Lyle Moore, Pat McGovern, Doyle Stevenson, Don Derfler, James England, Ed Jones, Wayne Johnston, Fernley Wagner, Fred Santillanes. **Seated left to right** – Joseph O’Hara, Warren Chard, Jack Taylor, Ralph Stroede, Admiral Dick Chewning, Roger Ferguson, Ken Pittman.



70s Crew **Standing left to right** – Jim Adams, Dean Nyffler, Dana Johnson, Ken Brenner, Mark Schriber, Calvin Elam. **Seated left to right** – Dick Hillman, Terry Elkins, Don Derfler, Doyle Stevenson, Bill Neff.

Please send submissions for the News letter To: Edwin Hergert – ehergert@cox.net
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