



USS HADDO

Newsletter

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FROM THE EDITOR

The Good Old Days

I'm not really sure why they call them the good old days, unless it's because we tend to remember all the good times we had and forget the bad. I can readily recall some of the liberties that I pulled (some are better left forgotten), the camaraderie between shipmates (on the boat and on the beach), and the pride of a successful mission. But there usually needs to be a catalyst for me to recall the life-threatening casualties that kept us at high anxiety levels for hours, the week of all-hands cleaning details in preparation for a four-letter acronym inspection upon entering port, or the constant changing op scheds that either tore us away from our families unexpectedly or delayed our returns. And then, when we do recall those hard times, it's usually the funny antidotes that we remember. When we got extended on our spec-op over Christmas and New Years in 1966/67, the thing I remember best (besides the fact that we were doing something operationally that nobody had done before) was the Christmas tree that the Torpedomen made. It was coat hangers tied to a piece of white-line strung from the torpedo room overhead to the deck. Everyone got to write their "bitch" on a piece of paper and attach it to the coat hanger branches. It was a full tree in no time. It sucked, not being home for the holidays, but that fond memory overpowers any of the bad ones.

One of the memories of the 'good old days' is the Can-Do attitude of submariners. There just didn't seem to be anything that a submariner couldn't do, or any problem they couldn't overcome. Like the time the Auxiliaries did a shipyard repair on the periscope **at sea** to stop it from fogging up. And the time we left the Med and the Nucs completed a makeshift repair to the boot so that we could make the trip home. Or the time the Sonarmen performed an overnight hydrophone installation so that we could get underway the

following Monday with a brand new Signal to Noise Ratio computer. I know, it's a stretch of the imagination to see a Sonarman wielding a welding rod like a light saber. But we used that SNR computer on the spec-op for which the boat was awarded the Navy Unit Commendation.

The Here And Now

To me, those were part of the good old days. So why am I bringing this up now, you ask? Well, it's the part about the Can-Do attitude. I have taken that personal growth experience, which I could only have gotten from the honor of having served in Submarines, and spread it over almost everything I have done in my life. When I retired from the Navy I made a radical career change; because I knew I could. In September of last year I took over the construction of our house; because I knew I could. When I relieved Mike Gann at the helm of this newsletter, I knew I could do the job.

But, now, something is happening. I'm starting to have doubts. For the first time since I can remember, I think I may have bitten off more than I can chew. This is a new feeling for me and it is pushing in a direction that I am not used to. It's pushing me into those unfamiliar waters of 'asking for help'.

I know that you can't come and help me with the house (it's about a 10-12 hour a day job for me right now and I haven't worked this hard since I was 20), but a lot of you could help me with this newsletter. If all that any of you were interested in was the progress of our house building extravaganzas, I could easily keep you entertained for hours with each issue. But the intent that Mike Gann had, and the way I believe, the newsletter is about our common experiences on the good ship Haddo. Unfortunately I feel like I'm standing Port and Starboard watches, my focus has narrowed to only those things that have to do with the house, and I have lost touch with the submarine world. Consequently, if it weren't for Al Viebranz, and my few e-mail contacts, I wouldn't have any

material of interest for this newsletter. And that's where you can help.

In the next four or five months, sit down with your scrapbook, transport yourself back to the good old days, and commit some of those fun memories to pen and paper (that sounds so much more poetic than keyboard and screen). Send me an e-mail or drop me a line and help me put some pizzazz back into this newsletter. For about the next two issues, I just can't put the time and energy into the newsletter that you deserve. So I need your help. Thanks!

Oh, by the way. All of you that have me on your e-mail joke list, please take me off until further notice. Going to the library to get to my e-mail tears at least a half a day out of my work schedule, so I only go about once or twice a week. In-between visits, my list of unread messages can easily jump 150 in number and that just adds to the length of time I am away from all the work I need to get done. We really want to be able to move into the house before winter.

2003 HADDO REUNION

Location: At the 2000 reunion, we had decided that the 2003 reunion would be in New London, CT. Dick Hillman volunteered to take the watch and has been busily ordering charts, plotting courses, and arranging for provisions. Here's the latest skinny and you don't even have to crowd around the scuttlebutt to get it. The reunion will be held at the Groton Motor Inn. They are noted for the best prime rib in the area and they have all the accommodations that we need for a great get together. The rooms will be about \$70 per night which includes breakfast. It's a little too early to be making reservations, but by the time the next newsletter makes it to your mailbox every thing should pretty well be in place.

Date: Several dates had been kicked around but the impact of tourism discouraged any of the summer months. Consequently, November wins again. So, put three big red X's on your 2003 calendar for the 7th, 8th, and 9th of November. If you don't have a 2003 calendar yet, write the date in ink on the palm of your hand. And, no mater what the sign in the bathroom says, don't wash your hand until you get a 2003 calendar. If you just have to wash your hand, rest assured that I will remind you at least a couple more times before the reunion. Just don't schedule something else on those dates between now and the next newsletter.

Saturday Night Banquet: It goes without saying that we will have a Saturday night banquet and Dick has contacted one of Haddo's previous XO's (73 - 76) to be our guest speaker. He is David R. Oliver, Jr., Rear Admiral USN Ret, Who's last job was Principal Deputy Under Secretary of Defense for Acquisition, Technology and Logistics. He has had an interesting career and, and is sure to entertain you for the evening. Dick may also have a DJ lined up for dancing afterwards. I will provide more details in the next newsletter.

Hospitality Room: We may also have a hospitality room that will be open 24 hours a day. There will be free beer and

munchies, but if you want something harder you'll need to BYOB.

Pre-registration: Pre-registration will begin this fall. When Dick gets the registration form out to you it is very important to register early so that adequate arrangements can be made and nobody misses out. Negotiations are still in progress, but the registration fee will probably be under \$40 per person. This will cover the banquet, DJ, gifts and gratuities, and the Hospitality room.

Activities: There are so many things to see and do in the area, and Dick is working on scheduling the events that you just won't want to pass up. He is trying to set up a tour of the Sub Base that may include a boat visit. Of course, there is the Submarine Museum which is part of the National Park Services. For you guys, a tour through the museum will probably raise goose bumps on your arms and conjure up some deep-rooted memories. I know that steely-eyed killers of the deep don't show emotions, but you're still going to get that BTDT feeling down deep inside. The gals will probably spend the whole tour in a state of awe. Don't laugh at their questions; they weren't there. Dick is working on getting us a special tour.

And then there is the Foxwood Casino. Being the largest casino in the world, it could just overwhelm you. I know the slots will keep me in a state of awe; more like ah shit!

If you've never been to the area you will want to visit the Mystic Sea Port and Museum and the Mystic Aquarium. Did you know that Bob Ballard (the "Raise the Titanic" guy) is on the aquarium board of directors.

Dick is also having Dick Noble set up a golf tournament for you guys and gals who like to mix exercise with your frustrations.

Memories: Of course, the most important reason for the reunion is the rekindling of old friendships. My life's path has crossed the paths of so many others. Some of the memories stuck and some didn't. But, for some reason, I have more memories of my Haddo family than from anywhere else. I am looking forward to seeing you all there. At our 2000 reunion I was so pleased to see so many of the guys that served aboard Haddo during the same time I served. Now I am getting greedy and want to see the likes of Jim Jamison, Ron Graff, Mike Fridley, Dave Hinkle, Jerry Jolly, Joe O'Hara, O. L. Smith, and ---- well,, why don't you all just show up?

Memorabilia: And talking about memories. I still have some memorabilia left from the reunion. I still have hats (although the color selection is dwindling), coffee cups, mugs, plaques, patches, and decals. If you're interested in any of these things, give me a call, send me a letter, or drop me an e-mail.

That opening sentence 'talking about memories' wasn't directed at the emotional feelings you get when you hold these things in your hands. I was talking about my own memory. Lately, I have been living a lot in the hereafter; I walk into a room and say, "what am I here after"? I have had

some requests for items of memorabilia and forgot who ordered them. I print the e-mail out at the library, get it back to the motor home, and the next thing I know it turns into a white hat and disappears. You wouldn't think anything could get lost in such a small place. I think the sonar shack on the Haddo was bigger than this motor home. I know I owe Steve Banks a mug (and I will get that out to you Steve) and someone besides Steve Van Osdol has recently ordered a blue ball cap. If I have missed you, please try me again. Please.

THANKS!

I know I spent the first page of this newsletter building up to asking for help, but I want you to know that I haven't forgotten you that have already helped. I have gotten many e-mail messages that provide moral support and newsletter content. The Mail Sack identifies each one of you. I have also gotten financial support for the costs of getting this newsletter to you. I've listed those names below.

Steve Banks, Leroy Kreider, Brian Levgard, James Niemann, Tom Rush, and Dorothy Williams

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

ROSTER UPDATE

This is NOT a Drill: Remember, in the last newsletter I suggested that you keep the roster because I had intended to only provide updates in this newsletter? Well, I wasn't kidding. This newsletter only has changes to the last newsletter. If you need another copy of the roster, contact me and I will send one out to you. To all you new guys, your copy of the newsletter has a complete roster; but make sure you keep it.

New Contacts: Thanks again to Ralph Stroede's ongoing efforts on the Web site! Through the web, we have touched several more ex-Haddo sailors and our roster now goes out to about 235 shipmates. To all our new guys I offer a sincere

Welcome aboard the Haddo Newsletter.

As before, all the new names on the roster show up in **red**.

Bearing Change: In keeping with our ever changing world, some of our guys have made residential changes. As usual, they (along with the new contacts) are in **red**.

Lost Contact: Does anyone know where Jim Eppstein has moved to? If you have plans to move, put me on your change of address list so I can keep you on the roster. Assuming, of course, that you want to stay on the roster. Maybe it's like when Susie and I moved to Colorado and we didn't give our kids our new address. That was just a joke.

FEATURE ARTICLE

Al Viebranz sent me a pamphlet summarizing the short life of the original USS Haddo. I thought it was interesting and wanted to pass it on. Thanks Al. By the way. It is probably something lodged in a forgotten corner of my memory bank, but what's the I stand for?

USS HADDO I (SS-255)

Specs: The USS Haddo (SS-255) was a Gato Class Boat
Displacement: 1870 tons Surfaced, 2424 tons Submerged
Draft: 15 Ft. - **Speed:** 20.25 knots Surfaced, 8.75 Submerged
Test Depth: 412 Ft. - **Armament:** One 3" 50 Cal on the forward deck and one 88 mm gun on the after deck. Six 21" torpedo tubes forward and four aft.

Complement: Eight officers and 72 enlisted men.

Electric Boat Company, Groton, CT, laid the keel on 1 October 1941. *Haddo* was launched on 21 June 1942 and sponsored by Mrs. Charles F. Russell. *Haddo* was commissioned on 9 October 1942 with LCDR Willis A. Lent in command. She was Decommissioned on 16 February 1946, Stricken on 15 December 1958, and sold for scrapping on 4 May 1959.

History: After conducting her shakedown off New England, USS HADDO I (SS-255) departed New London 9 April 1943 to patrol the shipping lanes to Rosneath, Scotland. She arrived 30 April and joined Submarine Squadron 50, which was assigned to patrol off Norway and Iceland and stand ready in case of a breakthrough of the German fleet from Norway. When it became clear after three patrols that targets were scarce in this region, *Haddo* and her sister submarines were sent back to the United States.

Haddo returned to New London 29 July 1943 and steamed via the Panama Canal to Mare Island, CA. Assigned to the Pacific Fleet, she reached Pearl Harbor 2 November and put to sea 14 December on her fourth war patrol, in Philippine waters. The submarine made few contacts and terminated the patrol at Fremantle, Australia, 4 February 1944.

Sailing from Fremantle 29 February, *Haddo* embarked on her fifth war patrol in waters off Borneo, Java, and Indochina. After a disappointing attack 8 March in which two torpedoes exploded prematurely, she made an attack on a tanker and escort 14 March which produced unconfirmed results. Moving to the Indochina coast she sank a small craft with gunfire the night of 23 March and damaged freighter *Nichian Maru* 29 March before returning to Fremantle 22 April 1944.

Haddo departed Fremantle 18 May 1944 to conduct her sixth war patrol in the East Indies. After undergoing air attack off Morotai 30 May, she sighted heavy smoke and proceeded to investigate. The smoke was a lure that concealed a Japanese patrol boat. After evading this one, *Haddo* encountered six more of the smoking lures. *Haddo* sank two small craft 11 June and scouted the Tawi Tawi anchorage on the 14th of June. Shortly thereafter she was detected by patrol airplane

and pursued for almost 10 days. Her sixth war patrol was terminated 16 July at Fremantle.

For her seventh war patrol *Haddo* joined a coordinated attack group with five other submarines to cruise Philippine waters. Japanese convoys ventured into the Palawan area with strong air cover during the day, but usually anchored with escort protection for the night.

Learning from USS HARDER I (SS-257) that a convoy had been attacked by USS RAY I (SS-271) 4 days before and trailed to Paluan Bay, the submarines closed for the attack. As the convoy headed out to sea before daylight 21 August, *Ray* sank one transport while the escort vessels pursued *Harder*. At this point *Haddo* entered the fray, launched six torpedoes at three targets, and dived to avoid air attack. Over one hundred depth charges churned the sea. But *Haddo* had already sunk cargo ships *Kinrui Maru* and *Norfolk Maru*.

Next day *Haddo* followed *Harder* in for an attack on a small convoy with escorts, and *Haddo* succeeded in sending escort ship *Sado* to the bottom. Following a lone destroyer and awaiting her opportunity, *Haddo* was suddenly turned upon by the Japanese ship. She launched a four-torpedo spread "down the throat" of the destroyer which veered off and headed for Manila. Cruising off Cape Bolinao 23 August, the submarine was about to torpedo a tanker close to shore when she detected a pursuing destroyer. With four torpedoes she ripped off the ship's bow. *Haddo* then maneuvered to finish off her antagonist, but her last torpedo missed. Despite the efforts of two Japanese trawlers and another destroyer, *Akakaze* soon sank, giving *Haddo* another kill.

Diverting to New Guinea to refuel and rearm, *Haddo* continued her seventh war patrol. She sank a sampan 8 September and 21 September found a convoy and maneuvered into position ahead of it. While turning to avoid a destroyer *Haddo* lost depth control, and was not able to regain it in time to effectively attack the cargo ships. She subsequently headed for Subic Bay, and lifeguard duty, but on the way she detected a hospital ship and survey ship in company. Disregarding the former, she sent the survey ship *Katsuriki*, to the bottom.

After serving on lifeguard station and rescuing a Navy pilot from the sea 22 September, *Haddo* returned to Fremantle 3 October 1944. For this outstanding patrol the submarine received the Navy Unit Commendation.

Haddo returned to the waters off Manila for her eighth war patrol. Departing Fremantle 20 October she sank oiler *Hishi Maru #2* on 9 November. Serving as lifeguard boat for aircraft, she sank a small ship 6 December 1944 before terminating her eighth war patrol at Pearl Harbor 27 December. From there she was sent to Mare Island shipyard for much needed repairs, arriving 5 January 1945.

Haddo departed on her ninth war patrol 16 May 1945. Cruising the East China and Yellow Seas, she attacked a convoy emerging from the fog 1 July and quickly sank a small coastal defense vessel and cargo ship *Taiun Maru #1*. Clearing the area, she heard automatic gunfire, and soon saw a frigate bearing down hard upon her. *Haddo's* skipper decided not to dive and instead turned on a parallel but opposite course, and the frigate shot by with her guns blazing. *Haddo* suffered little damage, and was able to avoid a companion escort and finally reach deep water. That evening she sank two sailing junks and then set course for a new station off Port Arthur. She sank a trawler 3 July, survived a furious depth charge attack by patrol vessels, and proceeded to Guam arriving 16 July 1945.

Haddo departed on her tenth and last war patrol 10 August 1945 but it was soon terminated by the surrender of Japan. She then headed for Tokyo Bay, where she witnessed the signing of the surrender on board USS MISSOURI and departed for home. Touching at Hawaii, *Haddo* arrived at Panama 28 September and New London 6 October 1945. Decommissioning 16 February 1946, *Haddo* was kept in reserve until her name was stricken from the Navy List 1 August 1958. She was sold for scrap 3 May 1959 to Luria Brothers & Co., Philadelphia, PA.

In addition to the Navy Unit Commendation, *Haddo* received six battle stars for her World War II service. Her fifth, seventh, eighth, and ninth war patrols were designated successful.

Miscellaneous

How many of you have read Bill Reed's *I Crazy Ivan?* I'm envious. I have tried to buy the book and can't find any bookstores that carry it and the last time I tried I was told that it was no longer available. Bill, how about sending me an e-mail letting me know how to get the book and I will pass that info along in the next newsletter. I'm sure I'm not the only one who has tried to get it and has had no luck.

MAIL SACK

Times Roman = Letters
Courier = E-Mail

Steve Banks - Hello Ray,

Thanks for the quick reply Ray. I hope things are progressing well with your new house. Sorry I've not been so quick in getting back to you. I'm still very interested in the *Haddo* memorabilia. So to make it easy for us, I would be interested in obtaining one of each item that you still have. That is the following: 1 hat (the order of color preference: black, blue, gray, khaki, red), 1 coffee cup, 1 plaque, 1 mug, Submarine Service window decal, and 1 *Haddo* window decal. Please call me at your earliest convenience. Again Ray, thank you very much for your time and effort. I look forward to hearing from you.

I apologize for taking so long to get the money to you for the USS HADDO memorabilia. I could make a dozen excuses, but simply put it seems like time is escaping me even faster as priorities are re-arranged. Thank you very much for taking time to get the things together and to ship them down here. I will enjoy the reminders of my boat experience and they will serve as conversation starters with friends/family. As you may recall from our December phone call, I am attempting to collect military items from my various family member's experiences so that the "heritage" may be defined and passed along. I do have two HADDO pictures. One is simply the color photo that was handed out with various citations; the other is a B&W photo that I am not sure where it came from. Anyway, if you're interested in these, I can scan these into the computer and e-mail them to you. Just let me know. I have a color laser printer so I thought I could print you some labels and the patch would come out clearer than inkjet but they aren't too clear. Decided to send the sheet anyway. Thanks again for your patience. Perhaps I'll see you at the next HADDO reunion. That would be great. I've enclosed a little extra so that you can "have a drink on me". Take care, Steve Banks

Ken Brenner - Hi Ray,

I received my first Haddo newsletter a few weeks ago. You did a really good job! I have a few questions: 1. Did you mail a newsletter to each person on the crew list? 2. How much did it cost to produce and mail the newsletter? 3. From where did the funds come to pay for this?

Let me know when you're ready for a new edition of Reflections. I plan to contact some folks to help with some names.

I have an idea. Even though everyone on the crew list did not have an e-mail address listed, I bet most everyone does actually have an e-mail address, either at work or home. It would be easy to produce an electronic version of the newsletter and send to an e-mail distribution list. If we did this, a lot of folks could help, it would be practically cost-free, and we could send out a newsletter more often.

Concerning your building a house: I'm sorry you've had so much trouble getting this done. While I was in college, I worked for my father-in-law, who was a building contractor. We did almost everything involved with building a house. So, I can't begin to understand why your builder is taking so long?!?! I hope this situation improves for you real soon.

God Bless! Ken

Daniel Cartwright - Ray,

Thanks once again for another great edition of the newsletter. Your "outing" in Colorado wilderness sounds like memories are being made, and here's wishing you the best on your house building project. Looking forward to look back (?), those memories will be humorous I'm sure once you get moved in and settled. Best of Good Luck to you and yours on that.

On the 604 Roster I noticed you had me listed as "C.D. Cartwright Jr." and while it's correct no one knew me by that during my days on the Haddo (70 thru 72) and wouldn't recognize the name. Many wouldn't even acknowledge it if they did, I'm sure. Ha. Indeed the "rebel". It's correct enough on the website but could you please change it to just Daniel Cartwright for those who care to remember. Too, my email address should be dancar@netex.quik.com for direct contact at homeport in N.E. Texas.

For some insight to the "notorious" crew of the seventies I offer this reflection: "Kiss the Rastuss" a friendly wrestling competition some of the crew began after our extended Med run and Christmas in Naples, Italy (until the natives got extremely restless and we were re-ported to LaSpazia, Italy a great little port-of-call at the bottom of the Alps.) But, back to the "Rastuss"... as the fervor of wrestling set in I recall one match between Dave G. (hope you don't mind Dave) and a radioman Rob S. (he and I joked and kidded each other with barbs such as me calling him 'white-trash' and he calling me 'nigg...' NO OFFENSE intended nor taken.. that was our communication and others seemingly couldn't go there). But the wrestling match was a thing of grace and beauty to the victor demanding the other "Kiss the Rastuss". Now the "Rastuss" was a statue of the ancient epic between two of the Greek mythical gods with the one god holding the other elevated from the ground "Mother Earth" by the ... er... Family jewels - let's say. Thus "Kissing the Rastuss" was not to be taken lightly and subsequent efforts to make the loser comply were grueling. Typically it involved applying such pressure to pressure sensitive areas of the anatomy, similar to the statue. As to the match referred to earlier, both wrestled valiantly and afterwards came the retaliations. The subsequent attacks can only be described as the unsolicited exchange of "wet-ones" to the mouth by both participants to the utter amazement and disgust of both but to the crazed applause of the crew members who were present during the contest and delirious with laughter. It was a terrific episode and I laugh even today as the memories and my surroundings are kind enough to permit it. There are many other insights into this "notorious" crew, such as the "booze cruise" to the Virgin Islands and some which should and probably will remain unprinted until we are all permanently debriefed. However, as life permits

we may share another at some time. I know others have similar accounts and encourage them to publish their memories as well.

In search of other shipmates; anyone know whatever became of the "Ridge Runnin' Stump Jumper", Willie P. Murr. (Come on Bill D'A. Get with it here.). Until next liberty. Best Regards to all the Haddo Crews, D. Cartwright.

Eugene Gilbert - Hi Ray:

Well I received your newsletter and roster. I did not find my name among the crew, perhaps at a latter date, thanks very much. Mountains of Colorado, that conjures up some images in the mind. Sounds great and I wish you well in construction. Happy Trails SK3, Nov-71 - Jun-74

Donald Feldman - Thanks for sending me the 604 newsletter. When I looked at the list of names I saw many I served with on my brief stint. I particularly like Laddo of the Haddo's letter. I remember him as a "senior" JO when I came on board and remember the "Laddo no Haddo" nom de plume he took when he got short. As an interesting note please include the following in your next edition if you could.

Although we all swore off nuclear power by getting off the HADDO at the first opportunity, it is interesting to note that three of us who served together: Steve Ellis, Greg Sparks and myself, Don Feldman, are all currently Operations Managers at commercial nuclear power plants. Steve runs Commanche Peak, Greg runs Grand Gulf and I run Columbia Generating Station. Now there may be those who read this and will want to move down wind from my plant but as they say practice makes perfect and hopefully after 28 years I've got it down. Hey, to all those ex - Haddo sailors I served with.

Ray - If there are dues or whatever associated with the newsletter let me know. Thanks for the opportunity. Don Feldman

PS: I have a 2" square cube of the Haddo hull on my desk as a retirement gift out of the reserves courtesy of a fellow reservist who worked at Bremerton in the decommissioning/dismemberment department.

Jack Garrison - Ray, I was recently working a contract near Green Bay, Wisconsin and ran into a lost shipmate, Fred Schiemann, Jr. He was working at the Keewaunee Nuclear Power Plant near Keewaunee, Wisconsin as a contracted Training Instructor. He hasn't changed one bit, I recognized him immediately. I'm sure that guys like Harold Clark, Jim Van Wyk, Chief Capps and others will remember Fred, especially his times in Rota, Spain. Fred had not forgotten his experiences with the Guardia troops. We had supper together and swapped sea stories. He had not heard about the Haddo Newsletter. He definitely wants to get on the mailing list.

Next month I will be sending you an address change as I am moving from PA to West Virginia. Keep up the good work!! Jack Garrison

Dick Hillman (to Ralph Stoede) - Ralph, You have set up a great home site. Well done! My name is Dick Hillman and have volunteered to organize the next reunion. I served aboard Haddo 1970 to 1977. Don Hale suggested contacting you so we could incorporate information about the next reunion into the Haddo home page. Here is what we have so far: (see 2003 Reunion on page 2)

Please let me know when you receive this and let me know what your intentions will be. Here's looking forward to working with you. When did you serve on Haddo?
Dick Hillman RMCS(SS) USN (Ret)

Ralph Stroede (to Dick Hillman) - Hey Chief, I got your e-mail but haven't had time to screw with it yet, I have been in South Korea on business. I'll probably work something out this weekend. I was thinking that I will get a separate page for the reunion, with all the information and have your e-mail address hyper linked so that all the requests and reservations will go through you, sound good? If you need anything additional, just ask.

I served on the Haddo, as a plank owner, from 1964 through 1968. I was a MM1(SS) nuke and, in my humble opinion, was the best looking MWS that ever graced her engineering spaces! Most people don't remember me because I was the shy and retiring type but I did have my days. Ralph

George Hofert - Dear Ray,

My name is George William Hofert. They called me Bill and George in the shipyard and other names I do not mention. I was associated with Haddo from when the keel was laid through delivery - Dec 1964. I was ship superintendent - drove a little gray M.G.T.D. which is still running great.

My wife and I attended the Decommissioning of Haddo on 18 May 1990. I turned 81 this year. My wife Ester passed away on 13 July 1997. We were married 46 years.

My thoughts of why HADDO was such a fine family was a fine crew and the Captain was the greatest - Commander J. G. Williams, actually CDR who retired as 4 star Admiral J. G. Williams Jr. If you want to read more let me know. My writing is bad, so I would like to put on a tape and send to you. Do you have dues and let me know how much. Bill Hofert

Fred Holms - Dear Ray:

Sorry to hear about your dream home problems. Had figured all was not well. Had news from Don Hale with pic's of the reunion. Sorry I couldn't attend because of wife's Gall Bladder emergency surgery three days before. We are looking forward to the next one in NLon.

I really enjoy your newsletter and all the time you put into it. It's almost like a fulltime effort. It's really interesting!. Glad to see Wiley Allen joined the list.

The old Haddo was Launched 21 June 1942, Commissioned 9 October 1942 and decommissioned 16 February 1946. Built at Mare Island Naval Shipyard. Authorized 1940.

Well, wish I could help out a little, still nursing two youngsters at home, one college, one High Schooler. We thought these mountains would be a cheaper hideout - no way. Very expensive. Thanks again for all your hard work. Fred

Jim Johnson - Ray,

Sorry- I didn't know you were in the middle of building a new house. I certainly have a sense for what it entails.

I came to Haddo in August of 67 following four patrols on Lafayette SSBN 616. My rate was QM3 until Feb 68. I left Haddo as a QM2 in Sept 68 to start college.

We were on patrol in the Med when the Scorpion was "showing the flag". She had not been sub-safed. We were both at Gibraltar waiting on a Russian to enter. The Russian went on by and the Scorpion was sent to follow and then head home. Of course she never made it.

Wayne Johnston returned my e-mail and raved about the Charleston reunion. He met several shipmates. I'm sorry I missed it but am sure glad I stumbled onto Ralph's name on "classmates". He still doesn't remember me. Oh well !

Thanks for following Up. I look forward to the newsletter. If you need anything in the interim let me know.

Regards, Jim Johnson

P.S. I'm trying to locate Phil Steege. His e-mail comes back. Do you know where he last resided? Maybe I can find him in the phone book.

Brian Levgard - (Ahoy Ray, Sea Bag didn't move but I did. My young bride and I sold the old greystone in Oak Park over the holidays and moved in January. We were very thankful for the mild weather that facilitated our nomadic activity.

My health remains on the up side. My oncologist told me that any treatment that could be experimented with would diminish the quality of life that I presently enjoy. I told the oncologist that if the doctors had diagnosed me properly when I first displayed the symptoms back in '85 I would probably be dead and buried by now. A December cat scan revealed that the tumor didn't increase in size and my blood work looked good. The doc said to come back in April for another look-see and left me to my own devices. I'm only taking two prescriptions, digestive enzymes and Viagra, a terrific combination. I have a big bag of vitamins, minerals, and aminos that I use to adjust my body chemistry as necessary. When my fags taste like crap, I know that it's time to reach into the bag and make an educated guess. Physician heal thine self.

We still have a Chicago address, but my favorite hideout is in Gary. That is the address we'll use for the newsletter. // Down scope, Matey...

Dale Liggett - Ray, I hope all is well now and all the trials and tribulations with your house and the move are over. I sent an e-mail to Brian Levgard inquiring about his medical condition and never got a reply. I sent one also to Pat McGovern who is his brother-in-law and no reply. Do you know anything? I was going to see if anything was in the Haddo web site but couldn't find

the web address again. If you have heard anything about Matey I sure would like to know. Sure getting tired of the cold and snow up here in Maine and looking forward to an early spring. Take care and down scope.

Ray, I found the web address for the Haddo and I was going over some of the past news items that I was not aware of. One mentioned Doc Moriarty and something about being sorry to hear about him. What happened to Doc?

When I saw reference to Mr. Hinkle it reminded me of how good his sense of hearing was. If we were watching a movie and he had the duty it was almost like watching a silent film as he would always tell us to keep turning the sound down more and more. Another thing was when I went into his room to wind his clock I would find a paper clip hanging on the second hand which would keep it from ticking when he was trying to sleep. Another story was the night Baker our first class cook and I were walking up to the shipyard gate one evening and I thought I had walked into some water. I walked a few yards and my ankles started to itch and when we go to a lighted area I looked down and my socks had been eaten off my feet by acid that had run out of a building and into the road. The next morning my shoes lay next to my bunk on the barge and they were in however many pieces it takes to make a shoe. The acid had eaten all the thread from them. The shipyard paid me for a complete set of dress blues. Baker's pants were full of pinholes from the acid also. As soon as I realized what it was I walked thru I washed my legs with hot soapy water and came out of the ordeal with just one scar on my leg.

James Lyons (Non-Haddo Person) - I would like to purchase a sticker or two for a good friend of mine that served on the USS Haddo. I will probably be picking up a few other odds and ends too at a later date. His name is Michael Gann and he served some time during the Vietnam era.

Mike is thinking of retiring from our agency (New York State Department of Environmental Conservation) and I thought that some momento from his submarine days would go well with the other gifts he'll be getting. We've all heard some amazing and colorful stories from his 6-year stint in the Navy. His service is still a big part of his life and personality. The sticker will be a good start. James Lyons

Ed Neasham - Hey, Ray, Doing some cleaning the other day and I ran across a Haddo scrapbook that we made. Lot of memories. Lot of pictures that I will bring to the next reunion. One thing in there was a Doll List that I had written up and posted back aft. Still thought it was pretty funny, so decided I should take it to the next reunion also.

You know, some of those names (Prennenger, Higgins, etc.) I don't even remember. Old age again.

Found another Haddo sailor (after our time). He works here an the big nuclear plant and is the Operations Manager. I told him about the reunion and the newsletter and he said he was interested. I believe he was a Lt on board in the mid to late 70's, maybe early 80's. Here is his information: Don Feldman, 1601 S Dawes St, Kennewick, WA

Send the newsletter to: Don Feldman, Energy Northwest, Mail Drop 9270, P. O. Box 968, Richland, WA 99352. email dsfeldman@energy-northwest.com

Looking forward to the reunion in 03. Will be there, albiet with a new wife. RaNae left me last month, after 39 years six months, for all things an old boomer sailor. No accounting for tastes is there? Keep up the good work and if the newsletter fund is getting low, let me know and I'll kick in some more 'cause I really appreciate it.

Want to order a couple more hats from you. Let me know how. Ed

Dennis Osborn - Hi Ray,

Just a note from a former Haddo guy. She was my first boat out of Charleston - Oct or Nov 68 till sometime in 71. Was planning on coming to the reunion but Hawaii is in the plans. My son "Army" is at Helemano near Schofield Barracks, so I'll be there for a couple of weeks. Free flight on space-a.

I need to look in that old picture book on who was the captain at that time. If I remember right the COB was a QM Osterman or close there of. Sure can honestly say I'll never forget my training I came away with. I realize DBF's may have been the Life but some of us had to start somewhere. Lots of great times and hard work. My mess cooking days are still with me, wife loves it. I was a TM with Thomas, Fling, Young, Warden and Andy, later Chief Roy Miller.

Keep it short for now in touch again. TMC/SS USNR RET Dennis G .Osborn, WA

P.S. Broken service, back active last four as active reserve. Smart move as now civil service heading towards second retirement with four to go.

Tom Rush - Ray,

I have enclosed a disk with pictures of the Haddo I did not see on the web site. They are for you to use as you like since I realize you are still camping and have limited PC access. I have also enclosed a \$25 check to cover the additional cost of a large Haddo mug, shipping, and the rest for newsletter cost. My request for Haddo items should be 2 decals, one blue cap, and a mug.

I noticed from a newsletter you recently lived in Tucson not far from where I lived for 18 years (1980-1998). I had a home at Wildwood, a development located southwest of Orange Grove and Shannon. We most likely crossed paths at a store. I worked at the IBM development lab located at I-10 and Rita Road.

Thanks for your work on the newsletter and shipping the Haddo memories. I believe I still have all the other Haddo items from launch (was not there then) and commissioning. I was there during the sea trials and commissioning, but my name was left out of the booklet.

Ray, Yes, I plan to be at the next reunion. I can be there early if any assistance is needed. I have family in Philadelphia, and friends in New York north of the city. Just finished reading Crazy Ivan. I really enjoyed it and it triggered a lot of memories. Thanks, Tom

Levi Salazar - I am back in Colorado to stay now. I am fully retired now. Please change my address in the roster. Levi

Al Viebranz - Dear Ray,

Enjoyed receiving your recent newsletter, although I fear for you and your wife and family if you don't shoot that bear. From my experience in the Adirondack Mountains of New York, whenever a bear gets that brazen about a camp, food and people, it is a hazard to human life. You were probably in much greater danger than when you were on HADDO.

I am an old geezer from the crew of the WWII 255 boat. In your newsletter you asked if anybody knew the commissioning and decommissioning dates for the original HADDO. I have enclosed some information sheets that give a large amount of information on the boat. The dates you wanted are in the first paragraph of the text.

I made the final six patrol runs (out of 10 total), went into Tokyo Bay for the surrender ceremonies and then we took her back to New London, CT where I also participated in the job of decommissioning her. It was a sad day when we hauled down the colors, for she was like a part of the family. She had forgiven our mistakes and covered our backsides on many occasions. It is safe to say that without the integrity of that boat I would not be 81 years old today.

I hope that this helps you out. If you need more information, I either have it in my files or know where to get it. Any submariner can have my hat and wallet at any time. In the meantime, shoot the damn bear.

Best regards, Al

Geoff Warnock - Hello Ray

Got the latest newsletter and I want to tell you that I thought retirement was supposed to be quiet and easygoing. Man, just reading about your experiences made me start to get in better shape for the apparent future of retirement. I want to update you with my email address - it is now gwarnock@webbox.com.

Not bad, only change I have had in 7 years and I thought I had informed everyone last month. It wouldn't have done any good anyway by the sound of things. Good job on getting another newsletter out. I really enjoy reading them and looking at the names and thinking back to what I can NOW call 'The good old days' since I don't have to do all the hard things to pay for the good times.

Take care, Geoff Warnock