

USS HADDO NEWSLETTER

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2003 HADDO REUNION

If you didn't make the reunion, I feel sorry for you because you missed a good one! Dick Hillman and his crew did an outstanding job.

Lodging: The Groton Inn & Suites was very pleasant and well suited for our reunion. Our room was warm and inviting and the bed was atypically comfortable (at least for the short amount of time I used it).

Hospitality Suite: Our first mission, after checking in, was to find the Hospitality Suite. Fortunately, it was not a difficult task. Dick's two sons, Rich and Bill, were manning the bar and their girlfriends were taking care of registering all the reunion attendees. Rich asked me what I wanted to drink and I told him I would do it myself because my favorite buddies, 'Old Grand-Dad', and my 25-oz. Haddo mug were still up in the room. He said that he would go get them for me - and he did! So I showed both of them how I like my toddy (shaken, not stirred - actually I didn't really care as long as they didn't spill any of it - it's so embarrassing being caught licking the floor). Anyway, I didn't have to make another drink the whole weekend.

Their girlfriends, Rebecca and Cindy, are very good looking, gregarious young ladies. I kept going back to make sure I was completely checked in, until my wife assured me that I didn't need to check any more.

I spent most of the reunion in the Hospitality Suite. That's where all the action was (unless midnight poker was your thing). Everybody attending the reunion had to pass through the Hospitality Suite. So, I figured that if I just stayed there I would get to see everybody. There were lots of old shipmates that came through the Hospitality Suite that I got to meet at the 2000 reunion, and it was really great seeing them again. Guys like Pat McGovern, Ken Pitman, Paul Callahan, Tony DeNicola, Jocko Adams, Ralph Stroede, Bob Fehre, Don Hale, Fernly Wagner, Ed Neasham, John Tittman, Paul Shockly, Dick Noble, Wayne Johnston, and on and on and on. And then there were a bunch of first timers that I was sincerely excited to see. Guys I haven't seen since 1967 or longer, and a bunch I didn't even know before. My old boss, Jim Jamison was there with his enchanting baritone voice smothered in pure southern drawl. My old boss's old boss, Dave Hinkle was also there, sporting his trademark smile and the perpetual twinkle in his eye. Other new guys included Mike Fridley, Joe O'Hara, Lou Storm, Larry Page, Jim Hay, Ken Brenner, Chris Seebald, and again, on and on and on.

YOU SHOULD HAVE BEEN THERE!!!!

Tours and things: The Nautilus was very interesting and quite enlightening. The Nautilus was commissioned when I was in High School. I had never seen the Nautilus the whole time I was in the Navy, but I had heard more of her training tapes than I care to remember; she was quite noisy. The Submarine Museum, of course, brought back floods of old memories (no, not quite back to the Holland, but some pretty old ones). I saw a plaque of my qualification boat, the USS Bugara (SS 331) and that sure put a smile on my face.

I didn't make the Russian submarine tour; I elected to take in the 'Victorian Lady' instead. It was setup just for women, so I had to dress up in some of Susie's clothes to attend. But it was worth it. This good-looking woman, with a very nice figure, dressed up in various turn-of-the-century (not the recent one) outfits. Layer after layer, with corsets and pull things and hide-me things. It was so complicated that a woman in those days couldn't dress themselves; they had to have help. Did you know that's why women's shirts have the buttons on the left and ours is on the right? Did you even know that women's shirts have the buttons on the left? Anyway, going to the mall wasn't easy then like it is today where all the gal has to do is roll on a tube top, squeeze into a pair of cut-offs, and slip on some sandals. It would take these gals hours of labor intensive preparation just to be seen in public.

Thanks Marion and John Sullivan for setting that adventure up for the gals.

Mystic was another nice adventure. We visited and enjoyed the Mystic Sea Port, but the shops and little businesses in a neighboring town seemed so much more inviting and interesting. The little town was much less commercial than the Sea Port and pulled together quite an eclectic group of sellers and buyers. They had something for everyone. In fact, we found our stuff back in the corners of a couple shops. Since we didn't make it into all of the stores, I'm sure someone is still

holding some of our stuff.

We did the little town thing instead of taking in the breakfast at the VFW. There was also a breakfast at the SubVet's hall. It rather reminded me of the boat. It was elbow to elbow eating, the air was saturated with conversation, and there was lots of good food. We made it in time for second call.

Banquet: The banquet was grand. The room accommodated us nicely, the wait at the bar was short, and the food was good and plentiful. But, what a metamorphosis of personal appearances. For two days, all you can see are jeans and pullovers, windbreakers and tennis shoes. And then in a blink of an eye, suits and ties abound. These guys looked good. And the gals, WOW! Sequined dresses, sexy high-heeled shoes, sparkling jewelry. This could have been a senior prom. Or should I have said a senior's prom? I'll bet an outsider wouldn't have suspected a sewer pipe sailor among any of them; if it hadn't been for the tap-dancing on the tables.

Guest Speakers: I really dropped the ball here. I should have taken notes! CAPT. Jim Hay USN Ret., our commissioning Engineer, was called on to say a few words before introducing RADM Dave Oliver USN Ret., one of Haddo's skippers. In his introduction Jim said some things about our new construction days that in my mind really hit the mark. Maybe by Saturday night those twenty-five ounce highballs were hitting me, because right now (Jim please forgive me) I can't remember a word he said. But I know I was impressed. Now, if you would have been there, you could have heard him yourself and I wouldn't be in this embarrassing predicament.

I do remember some of the profound insights of the Cold War days that Dave Oliver shared with us. He gave us a better appreciation for why we were tasked with the horrendous workloads and schedules that we experienced in the sixties and seventies. Did you know, for example, that our submarines were the only defense that the US had in the Cold War? The President knew that the Air Force couldn't get off the ground if we had to fight and that none of their missiles would survive. The Army had nothing to combat the Cold War threat and neither did the rest of our Navy. It was the Attack Submarine keeping the Soviet Ballistic Missile feet at threat and the Fleet Ballistic Missile submarines maintaining their invulnerability that made it possible for capitalism to win and the Soviets to give up. That was why we worked all those long hours, stood all those port and starboard watches, and spent most of our time at sea. We were it. Our President told the President of the Soviet Union that we could destroy their FBMs in 2 minutes. Damn, we were good.

Because of the Walker family, the Soviets had our crypto codes for 10 years before we knew it. In that time the Russians had given their submarines the order to kill any US submarine they could find. But, they couldn't find any. At the end of the Cold War, the Soviet General told our President that from his daily morning briefings he knew we had 56 submarines deployed in their area, but they couldn't find any of them. And then he said, "We give up". It's probably a good thing I wasn't present at that meeting because I would have had to bite my tongue to keep from telling him to just look in your baffles.

Dave Oliver's presentation was short but powerful. He certainly grabbed and held my attention. One of his closing remarks struck a chord in my heart. He said "How much more full our lives are, having worked for something larger than ourselves". I hate to sound like a broken record, but.... **you should have been there.**

General Meeting: We had a small but zealous turnout for the general meeting. Several locations were suggested for the next port of call and were almost equally supported. It took a couple rounds of votes to finally settle on Pascagoula, MS for our next reunion. Ken Brenner volunteered to man the helm and was backed up by several volunteers for help. If you have any ideas, suggestions, or if you want to get involved with the planning or implementation, contact Ken Brenner. Ken will provide progress reports in each issue of the newsletter for the next three years. So, stay tuned.

Ridding Off Into The Sunset: As Susie and I walked out of the meeting and headed for our car, that old familiar feeling of remorse began neutralizing the weekend's excitement. There weren't many good-byes; mostly we all just sort of faded into our cars and headed for the freeways. Except for an occasional mumbling about the parentage of some of those New England drivers it was quiet in our car for quite awhile.

I guess that's one of the reasons we take pictures. When we got ours back from the developer, it was like being there all over again. We laughed, told one another things that the other missed, and recounted events that we both experienced.

Reunion Personalities: I got so taken up with not having any responsibilities at the reunion this year and just enjoying the event, that I kept forgetting to use my camera. Consequently, I didn't get as many pictures as I would have liked. Fortunately, Bobby Martin sent me a CD full of some good shots. So you can thank Bobby for most of the enclosed pictures.

Some of these pictures will probably put a smile of remembrance on your face if you were there. And if you weren't there, smiles of recognition may sprout now and again. **But you know, you should have been there.**

Warning

Some of the people in the pictures look older than they really are. So when you tie the name to the picture and the recognition kicks in, don't say, "Wow, he looks old". It's just the picture.

THE COBS CORNER

1963 - 1967 QMCS (SS) Joseph O'Hara

1967 - 1969 FTC (SS) Joseph Rustin

1969 - STCS(SS) J. H. Clark

Two issues ago, we started the COB's Corner. Joe O'Hara, being the first COB, generated our first "COB" bio for that issue. Joe Rustin was the next COB and like all leaders, he jumped right in with a bio of his career. Then we got lost. Nobody seems to know who the next COB was. I received a Collateral Duties list, dated 6 October 1969, that shows J. H. Clark as the COB, but I have not been able to locate him to verify that he was the next and to get a bio from him. If you know Clark, would you please get a hold of him and have him contact me? If not, would the next COB in line please stand! In the interim, I have a very interesting letter from a very interesting Haddo Shipmate. We all know that a damn fine crew had always manned Haddo. Haddo was also blessed with an abundance of fine officers. And, Dave Hinkle was one of the finest Officers I had the opportunity to serve with.

From Dave Hinkle, June 26, 2003

Dear Ray,

Thanks to you and all those contributing to the HADDO newsletter. I am reminded of what an exceptional group of professionals served in HADDO. From top to bottom we were the cream of the crop. I think BUPERS recognized that the New York Shipbuilding Company in Camden, New Jersey needed help and sent the very best to ensure a quality product. Our skipper, Jack Williams, made four stars as did Powell Carter. Our Exec, Walt Sullivan, retired after his squadron command and rose to become president of Stone & Webster, the large international construction firm. He had a fabulous office in New York City. Jim Hay, our engineer, came from Triton after circumnavigating the globe, later commanded the Submarine Base in New London and was instrumental in getting Nautilus returned to Connecticut. Jim is now the editor of The Submarine Review published by the Naval Submarine League. Our ship's doctor not only took care of the ship but our families as well. My daughter Val quickly learned who could help and would plead - I seek, call Doctor Smeeth. Jim Trau was an outstanding engineer and manager. He became President of one of the US companies owned by Siemens International after his naval tour. Reid Smith was a brilliant mathematician and solid performer. He did me a great favor by including the Sonalysts female professionals in a short indoc cruise when he was CO of a sub transiting from New London to Newport.

Paul Callahan was assigned to me the day he reported on board to train as Sonar Officer. We didn't have time to send him to school so the sonar gang established an on-board Sonar University and we gave him an 8-month course in 8 weeks. He was smart enough to do it and never lost his smile. I also extracted a promise from Jack Williams that Paul would be solely mine and no one else, including Jack, the Exec or the Engineer, would even suggest his doing anything but sonar. I told Paul that if I ever caught him aft of frame 52 in the nuclear power plant/engineering spaces I would fry him. By the time HADDO went to sea he probably knew more about the BQQ-2 sonar system than any other officer in the fleet.

We had an exceptional group of chiefs, all experienced leaders and real professionals, as were the LPOs.

I got to the ship late because George Peabody Steele, SUBLANT Training Officer, had Shanghaied me as I left Tullibee enroute Haddo where I had served as Sonar Officer for the BQQ-2 sonar Tech Eval. SUBLANT put me in charge of a team comprised of Underwater Sound Lab and equipment builders (Raytheon, Bell Labs, EDO, etc.). We rode each new ship on sea trials. We checked out the sonar systems and helped peak and operate the sonar suite. This came about because Permit (SSN-594) had CASREPT the sonar system on initial sea trials. BUSHIPS insisted the ship didn't know how to operate the system and the ship said the system was inoperable. I was sent to check it out because I was trusted by all concerned. As usual there was some truth to both sides. Many fixes had not been installed and the crew needed some sea time with the system. I did this on several ships and then went to the sonar school in Key West to get some operating info into the training curriculum.

I was having a great time until the captain convinced BUPERS to stop delaying my transfer to HADDO. I intended to live on the barge since the ship was scheduled to be delivered in a few months and then move to Charleston. But New York Ship was proceeding at a snail's pace so we decided to move. Hinkle move normally consisted of my proceeding directly to the ship and Muriel finding us a place to live, moving in and notifying me of our new home address. But since I was in NJ, I found a place in Woodbury. It had acreage with a small barn, which was a big plus because Muriel wanted to bring her mare and foal. I asked her to come and check it out but on being told that the house was small with living room, dining room, kitchen and bath downstairs and two bedrooms upstairs, she decided, for the only and last time, to let me rent it. She drove down that weekend, toured the grounds and barn - GREAT. Then she toured the house - turned to em and said - DAVE - THERE IS NOT A SINGLE CLOSET IN THIS HOUSE! I looked around and she was correct - there was not a single closet in the house - upstairs or down. Nor any cupboards either, except for a couple of dinkies in the kitchen. Fortunately, Muriel was a good navy wife and she made do.

When I reported on board, the skipper said I would stand 1 in 3 watches in engineering with Powell Carter and Bo Jaegar. Both of whom had already put nuclear subs in commission. I was also assigned as Reactor Control Officer since I had commissioned Tullibee (SSN 597) as RC Officer and was the Asst RC Officer in the Commissioning crew of the Windor Locks SIC prototype. I was also told that everything forward of frame 52 was my responsibility. The engineers had been onsite for months but the remainder of the crew was just arriving.

The forward spaces needed the attention. I crawled into the bow dome and discovered that the ship fitters had sound shorted all 1,245 sonar transducers to the hull.

They had carefully rotated the 4 hold down bolt washers 180° so that all 4980 washers were firmly butted to the transducer faces and the hull. Passive sonar ranges would have been in yards not miles even at creep speeds and active sonar would

have been inoperable. The only good thing about this was that I think the skipper enjoyed telling the Pollock (the lead sub at NYSHIP, who had been holding themselves out as the sonar experts), that all their sound transducers were sound shorted.

NYSHIP in Camden was a difficult builder with whom to work. First they resented having us on board. They had built surface ships and were used to turning over a completed ship to the Navy and even had their own trial crews for sea trials. Second, they had deliberately underbid the job to get the 3 sub contracts and expected to get well on change orders. There was a constant battle between the shipbuilder and BUSHIPS with the crew caught in the middle. That HADDO was delivered in good condition is a tribute to the crew - who made sure it was done right. It was not easy and everyone worked long hard hours.

I never went to sea in HADDO. In May 1964, I received message orders, with no warning, to proceed directly to Pearl Harbor and report to the USS PLUNGER (SSN 595) within 4 days. The PLUNGER, who was to be the OPEVAL ship for the SUBROC missile system, had embarrassed COMSUBPAC by not being able to detect a snorkeling submarine at even 1/2 SUBROC range in a demonstration for the Dept of Defense head of R&D. He told COMSUBPAC that when he got his sonar system to work to give him a call and he would come verify its capability - and if it didn't the navy could kiss the 593 program good-bye. My old team was reactivated within 24 hours and 4 days later scientists and engineers from all over the country were meeting in my apartment at the Niihau in Honolulu.

I served 2 years in PLUNGER. After the SUBROC Tech/Op EVAL, we made two North Pacific runs and a 7-month WESTPAC deployment. Someone asked me later how I liked Hawaii, I said O.K. Muriel interrupted with - How would you know - you were never there. That was true. For those 2 years we had more time at sea than both crews of any FBM in the Pacific. Those were hard years.

From PLUNGER, I went to COMSUBDEVGROUPTWO as R&D Officer and then to PARGO (SSN 650) as C.O. for four years.

I retired in 1973, went to law school, and Muriel started Sonalysts, Inc., a hi-tech service business. It has prospered.

I never worked harder or had more fun than I did on HADDO. I give our skipper, Jack Williams, full credit. He was a remarkable person - hard working, fun loving and interested solely in fixing the problem. He never shot the messenger or even executed the guilty. He took care of everyone. I remember him giving the Exec, Walt Sullivan, and me tickets to a Philadelphia Eagles football game and telling us to get off the barge. He gave super parties. He always knew when we needed a break. I remember him and Dorothy and all the HADDO families with great fondness. I'm glad that Ken Pitman organized a special exhibition for him in the Virginia War Museum.

The Navy was certainly an adventure. Several years ago a friend of mine, who was a coin dealer, told me that he had met a man who said he knew me, a chief named Jamison. He had asked him what he thought of me. There had been a long pause - then Chief Jamison had said - "Well, I will have to say this, he was always fair". That is my epitaph for my time in HADDO. I'll take it.

THANKS!

I can't say thanks to anyone if I don't say thanks again to Dick, Liz, Rich, and Bill Hillman. They put together the opportunity for an awful lot of us to have a great weekend. And I have to thank all the people who helped them. Rebecca and Cindy, Don and Martha Hale, Mike and Carol Brennan, Ken Brenner, and Sharon and John Sullivan.

I would also like to thank Dick Noble for all his help in expanding our Haddo Family. Dick spent quite a bit of computer time gathering new Haddo names. As you can see from all the red in the Roster, we are growing.

And then there are all of our shipmates that help me personally with this newsletter. Some help me by providing content for the newsletter. Others, O.L. Smith, Ray Coons, Don Hale, Dave Hinkle, Lou Storm, Walter Grant, Bob Fehre and Pat McGovern helped me with the finances of getting this newsletter out to all of you. And those who send words of praise and encouragement probably don't know just how much help you are.

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

ROSTER UPDATE

Taps: The hardest part of doing this newsletter is reporting the loss of some very fine shipmates. When we lose a part of our extended family, it's very sad. But, to that shipmate's personal family, the loss is a tragedy. So, please, take a moment in your prayers, your meditations, or just in the quiet of your mind, and remember those who suffer the loss so close to their hearts.

Lois Coons passed away in December 2002.

Floyd Day Jr. passed away on 22 April 2003.

Wiley Allen passed away on 11 **New Contacts:** We have too many new people on our roster to list here. But, you can scope them out in the roster; they're the names in red. To all our new guys, I offer a sincere

W e l c o m e a b o a r d t h e H a d d o N e w s l e t t e r .
(And don't forget to send me some stories)

Lost Contacts: My guess is that these guys moved and didn't think to send me their new address. I just know it has to be a memory problem because it just couldn't be due to lack of interest. These guys are blue on the roster. I have also listed our recently departed shipmates in blue in case you want to send condolences.

MISCELLANEOUS

In case we find ourselves starting to believe all the anti-American sentiment and negativity about our government and its policies, we should remember Tony Blair's words to his own people.

During a recent interview Prime Minister Tony Blair of Great Britain was quoted giving the following answer to one of his parliament members as to why he believes so much in America and its President. And does he think they're on the right track?

Blair's reply -- "A simple way to take measure of a country is to look at how many want in and how many want to get out."

MAIL SACK

Dan Anderson

Hi Ray, Good to hear from you, yes I was on board Haddo from 12/78-2/83. Was RC div LPO and Engr Dept Chief. I don't believe I'll be able to make the Reunion but would like to receive the newsletter. I recently went to the Sub Vets convention in Reno and had a ball (more submariners in one place than I'd ever seen before!!). Thanks for contacting me. Andy

Les Allen

Scott Bailey

I would like to get the newsletter. I was decom crew (also my first qual boat). Scott

Ronald Brown

Ray I would very much like to be added to the newsletter list. I served aboard Haddo from 1978-1981 and just like you I was an STS. Thank you for letting me know about both newsletter and reunion. I will not make the reunion (this time). I look forward to the newsletter. Sincerely, Ron Brown

Ray Coons

Brian Dawson

Ray...I was on Haddo from 83-86 as an MSSR-MS3. I was there when we were in Mare Island and when we transferred down to San Diego. We made 2 Westpacs while I was there but the best port we ever hit was Nanaimo, BC!

Anyway, I just retired this year as a CWO3. I was the Foods Service Officer on the John F. Kennedy and at Great Lakes Naval Training Center. Thanks for the info...too late for me to book anything for the reunion. Regards, Brian

Mrs. Floyd Day Jr.

Chris Longe

Hi Ray, Thanks for the info. Unfortunately I won't be able to attend the reunion. Haddo was my first boat. I was a nuke IC onboard from July 78 until December 81. Between Auckland, Perth and PI there are lots of fond memories...and many days I don't much remember at all!!! That was just the fun. Of that 3 and a half year period, we were in home port only 11 months. We were busy.

I retired as an EMC in December 1999 after 23 and a half years. My best to all. Chris

Bruce Loughridge

I was on Haddo from July 1984 to December 84 when I went into the hospital. Only way I could get off the boat. The CO, R.D. Raaz was the biggest idiot I ever served under. All he did was scream and throw things. Had the crew and wardroom terrified. Finally got relieved early. Bruce

Jerry Lundquist

Hi Ray- I was on Haddo from 1986 to decom in 1991. I was the A gang chief, and the last A-ganger on board. Was hard to see it get cut up. I left the Haddo as MMCS. Please add me to the email newsletter list. I can't make it for the reunion. Wish I could. I had a lot of good memories there. No stories now, but will think of some and forward them to you. Take care, and thanks for the info.

Your shipmate----->Jerry

Daniel Lynch

I was on board 1972 - 1973 for a long Med Cruise chasing a Russian Sub. Thanks, Dan

John McMichael

Hi Ray, Thanks for the e-mail, and I was on your mailing list but I think that after a change of address the mail got lost. John

Larry Miers

Hi, Thanks for the info. I was on Haddo from 1981 to 1985, took the boat through the shipyard at Mare Island and made one Westpac. Lots of good people and good friends, good times and bad. Reported aboard in Nov 1981 as an ET3 and left in Aug 1985 as an ET1/SS. Larry Miers - Chelsea, Ok.

Norman Mimms

Ray - We won't make the reunion as we have other commitments in Georgia. I was CO Haddo from '78-'80 and took

her on a WestPac run including a visit to New Zealand. I would like to receive the newsletter electronically.

Norman Mims Captain, USN (RET)

Norman, Thanks for the info. I will get an electronic copy of the newsletter out to you. When Haddo went to the Med in 1965, just about every port that we had scheduled canceled when they found out what the N was for in SSN. Consequently we only got to pull into a couple ports and nothing as great as New Zealand. Ray

Ray - After Haddo went into New Zealand I think they quit allowing nucs in there. Don't know if it was because of our behavior (exemplary, of course!) or our reactor. After barging through the protest flotilla, we had a blast! After a boomer command, that was the icing on the cake! Norman Mims

George Rodgers

Hello Ray, I appreciate the email about the Haddo. I served on the Haddo for six months before I left the service. I was a cook and came aboard in Charleston to go on the shakedown cruise. We went to Port Everglades, then down to San Juan, over to several stops before coming back to Charleston. I don't remember any names but have vivid memories and can still picture some faces in my mind. Would love to hear from some of the shipmates and hear more about the Haddo and where she sailed after I left.

Happy Sailing, George

Kenneth Sanderlin

I prefer to not have any news concerning 604. I despised that boat with a passion and left the Navy ahead of schedule because of it. Please delete my name from any lists concerning 604.

K.W. Sanderlin RMC (SS) ret

I am not publishing Kenneth's e-mail address per his wishes. But I wanted to forward his message just to show that, beyond belief, there is someone who didn't like the Haddo. If you know Kenneth personally and would like to get a hold of him, let me know and I'll send you his e-mail address. Ray

Sharon Seebald,

Hi there Ray: I am keeping you posted on Chris's surgery which took place on Thursday. He came through it great. He had world-renowned surgeons Dr. Jernome Richie and Dr. Mallanpati. He has been walking 2 or 3 times a day starting on Friday. He is still on a clear liquid diet. He is just about back emotionally but has along way to go physically. We will be here in Boston at the Brigham Women's center until Monday. Boy am I glad there is a Nor'easter blowing outside. It's suppose to drop 24 inches of snow. Take care, hope to hear from you soon, Sharon

O. L. Smith

Ray: Thought that since I am fully retired now, it would be best if I went ahead and made changes to my email and

snail mail addresses. I also would like to enclose a check to help defray some of the expenses for the Newsletter which is so greatly appreciated around here.

I had a stroke about 2-1/2 years ago and my health has gone downhill since. The company that I worked for put me on a years leave then told me that I would have to go ahead and retire. I had planned on making the reunion this year but my doctor tells me that it is out of the question. I still can manage on my own but have to have a house cleaner come in once a week to take care of the major stuff.

I really enjoyed reading the article on Joe O'Hara. You know, he and I served on the Entemedor prior to my reporting to the pre-com crew on the Haddo. Also enjoyed the article on Joe Rustin. I spent a short time with him in Portsmouth on the Skipjack. Smitty

Phillip Steege

Hi Ray, I was an FT on board Haddo from 1967 - 1970. Too short notice for me to make the reunion. I'll bet it will be a good time. I would like to get the newsletter.

I remember STC Foncre (I think that was how it was spelled). He was a big-time 'steamer' on Reynolds Ave. I spent way too much time out there myself. I was single the whole time I was on Haddo. As you probably remember, Reynolds Ave was like what Dodge City must have been like in the old West....HA! Most of my experiences are public record in the Charleston Police records....LOL. I think my LPO was a FT1 named Murphy ?? I used to run around with Tim Kashuba (an A-ganger). Is he on your list? I think he was from Lake Tahoe. Well, good to hear from you and I will plan to make the next reunion. Regards, Phil

Mike Wampler

Ray, Please add me to the Haddo newsletter. I was a Forward Auxiliaryman (A Ganger) from October 1978 to November 1981 and left Haddo as a MM2SS.

The most memorable time was when I was on my first Haddo WestPac and we went to New Zealand. I have relatives that lived there and had not seen them in a few years. One of the things that I remember was that the drain pump would break on a yearly basis. I would guess that the A gangers of your time went through this also.

I have a couple of questions for you: You served from 1963 to 1967. Was SubSafe in place when you served? What was it like to be on board a boat in the same class as Thresher in 1963?

Anyway, I had some great times on board and saw some great countries courtesy of Uncle Sam. Thanks for the email and I look forward to the newsletter. Mike

George H. Warner

Ray: Please add me to your mailing list for the Haddo news letter. I will not be able to attend this re-union due to previous scheduling. I was on board with the pre-commissioning crew. Buck Warner

Wilson Weaver

Haddo was my first Sub. I came on board in or around October of 1968. I was a designated IC striker, fireman apprentice. I qualified Subs on the Haddo. I was transferred to the Seahorse in 1970 or early 71.

Ron Wells

Hi Ray, I had the privilege to serve as COB on Haddo from October 1981 to May 1983. I was a MMCM(SS), A-ganger. I would like very much to attend the reunion but not sure at this time, kinda of short notice. Please add me to your newsletter.

Thanks for the quick response, I am still trying to figure out a way to make the reunion. I relieved Tiny Bryson, MMCM (SS) October 1981. I can't remember who relieved my in May 1983, I guess I am just getting old. I will put together my bio, it is kind of boring. If you go to submarinesailor.com and look under Haddo my bio is there. Ron

USS Haddo (SSN 604) Roster

(Blue indicates Lost Contact and will be deleted from next roster)

(Red indicates new to the roster)

(Highlighted means I am waiting for more information)

Robert Aboud	Fred Carter	Ken Dundon	Mark E. Hickman
Jim Adams	Powell Carter	Ellis Dusenbury	James Higgins
Wiley K. Allen	Daniel Cartwright	Ron Eaton	William Hildebrandt
John Almon	Robert W Chewning	Calvin Elam	Dick Hillman
Dan (Andy) Anderson	Bernie Clark	Terry Elkins	Dave Hinkle
Ed Arnold	Harold Clark	James A. England	William Hofert
Scott Atwater	A. Clary	Joseph Farrell	Fred Holmes
William Austin	William J. Collins	John Farro	David Hottenstein
John Bailey	Ralph Comp	Bob Fehre	Robert Jaeger
Scott Bailey	William Cook	Jamie Feitler	Ron James
David Ball	Ray Coons	Don Feldman	Jim Jamison
John Balogh	Daniel Cooper	Pat Finnegan	Gerald Joachim
Stephen Banks	Gerald Corcoran	E. F. (Skip) Fish	Dana D. Johnson
Jack Bentley	David Crannell	Douglas Foncree	Douglas Johnson
John Boehme	Donald Cronin	Larry Fraley	Jerry Johnson
Edward Bowe	Larry Crook	Timothy France	Norm Johnson
Michael Brennan	Gene E. Crowl	Bill Frantz	Wayne L. Johnson
Ken Brenner	CAPT Rick Current	Charles T. Free	Jack Johnston
John Briquetelet	Bill D'Amato	Mike Fridley	Jim Johnston
David Bronson	Ronald Darnell	Barry Friedel	Jerry Jolly
Darrell Brown	James Davis	John Frye	Will Jordan
Ron Brown	Kirk Davis	Weaver Galvan	Larry C. Kelley
Steve Buescher	Brian Dawson	William Galvin	Dave Kittelson
Ray Butters	Floyd Day	Michael Gann	Arthur Kneuer
Dick Byrnes	Dale DeCoursey	Jack Garrison	Don Koeppen
Bill Byrum	Anthony DeNicola	Mike Gary	Larry Krause
Paul Callahan		Tom Gualt	Leroy Kreider
William Candy	Rick DiSalvo	Steven Genstil	Ron Larsen
Merv Canham	Ken Ditto	Gerry Gibeault	Dean Larson
Dwayne Capps	George Dreyer	Eugene Gilbert	Brian C. Levgard
		Richard Gill	Dale Liggett
		Robert Gould	Mike Lintner
		Paul Graessle	Joe Long
		Aaron P. Graff	Chris Longe
		Walt Grant	Scott Lowrimore
		Skip Greiner	Bruce Loughridge
		Dave Gronbeck	Jerry Lundquist
		Carl Haines	Daniel J. Lynch
		Donald Hale	William (or Bill) Mack Sr.
		James Hay	Juice Madai
		William Hayes	James Mangold
		William Heffelmire	Bobby Martin
		Clifford Herbst	Andrew Massimino
		Bill Heuer	Harry Mathis
			Michael McGahan
			Patrick J. McGovern
			John McMicheal
			Dale McQuinn
			C. Mendenhall
			Laurence Miers
			Tom Miletich
			Leroy Miller
			Norman Mims
			Marc Mitchell
			Jimmy Moore
			Lyle Moore
			Ray Moore
			Ed Mox
			William Murphy
			Bob Nash

Ed Neasham
Bill Neff
Jim Niemann
Jack A Nobbs
Dick Noble
Robert Noonan
Dean Nyffeler
Patrick O'Brien
Bill O'Connor
Joseph F. (Red) O'Hara
David Oliver
Larry G. Page
Denis Panek
Jim Parker
Eugene Perry
J. Steven Perry
Fred Pester
Kenneth T. Pitman
Charles Pittman
Ed Polz
Neil Poole
Allan Precht
Frank Prochazka
Randy Quint
Roger M. Rackley
Phil Rainha
Bill Reed
Alan Rodgers
George Rodgers
Dempsey Rouse
Larry Rudisill
Tom Rush
Joseph Rustin
Levi Salazar
Ronald L Sandefur
Stephen Sass
Richard Scales
Fred Schiemann, Jr.

Christopher S. Seebald
Gary Semler
Paul Shockley
Louis Slaughter
Nan Sluski
Don Smith
Otha L. Smith
Robert Smith
Reid Smith
Denny Snider
Kevin Speer
Jon Spencer
Ray Sphar
Phil Steege
Doyle Stevenson
Dick Stever
Stephen Stockinger
John Stoffel
Louis O. Storm
Barbara Stratton
Ralph Stroede

Steve Suden
John Sullivan
Jeff Summy
Chester Tallant
Rod Taft
Buck Taylor
John Tittman
Ladd Tomlin
Bob Townsend
Gary True
Ray 'Tim' Turner
Tom Upshaw
Kipp Van Aken
Steve Van Osdol
James Van Wyk
A. Viebranz
John Viney
Dave Waddell
Fernley Wagner, Jr.

Larry Walkup
Mike Wampler
Al Ward
Dale Ward
George H. Warner
Tom Warner, Sr.
Geoff Warnock
Denny Weaver
Wilson W. Weaver
Ron Wells
L Wess
Payson Whitney
Len Wiens
Mrs. Dorothy Williams
Edward K.(Ken) Wilshire
Paul Wiltberger
Michael P. Wimmer
Frank Wise
Mike Zielinski
Keith Zimmer

To ensure the privacy of our shipmates, I have intentionally omitted any contact information in this roster. If you know someone on this list and would like to contact them, please contact Ray Butters at RayDBF@aol.com

All my Haddo hats, coffee mugs, and most of the 25-ounce mugs that I had left over from the first reunion, sold out at this reunion. I had looked for my plaques all through our storage units for a couple weeks before we left for the reunion and couldn't find them. Then, within a couple days after returning, I found them by accident. So, I have about a dozen plaques left and a few mugs. The plaques are \$45 and the mugs are \$12. If you're interested, contact me at RayDBF@aol.com.