



USS HADDO NEWSLETTER



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From the Editor:

The following link is an All Hands article from 1968, "The Men Who Wear The Dolphins"

<http://www.hullnumber.com/ALL-HANDS/the-men-who-wear-the-dolphins>

To view All posted All Hands articles by category, click on <http://www.hullnumber.com/all-hands-index.php>

50 YEARS AGO - The Big Build Up in Vietnam

Thru the Spring and Summer of 1965 US troops in Vietnam rose from approx. 25,000 to 183,000. The US Navy began stationing two carriers at Yankee Station and one at Dixie Station. Interdiction of coastal shipping started along with construction of Naval Facilities by the SeaBees.

ALL HANDS Magazine - Vietnam: On Scene Reports - MAR 1966 :

<http://www.hullnumber.com/ALL-HANDS/vietnam-on-the-scene-reports>

Never forget our fellow Veterans sacrifices.

With the youngest Vietnam Veterans now turning 60, I thank them all for their service to our country and for their contributions since.

If you know a Vietnam Vet let them know they are appreciated

Health Alert

Gene E. Kellar

Subject: *Very Important Information for All Nukes

Members;

This is just for your information and not meant to be absolute.

Jim Myers

*FORWARDED FLASH TRAFFIC (Originally forwarded in May 2015, sent again

after discussion at our Tarheel Base Meeting)*

I just received this from Steve Stone, this information may be

helpful for us in our battle with the VA (I am very aware of the battle we all have with the VA.

I don't know if your group has a forum for disability discussion but I did want you to know that I am currently pushing on the VA about the number of nuclear submarine sailors that are dying from illness related to the DBNP additive to 2190TEP oil.

I currently have information on 6 friends that have died of colon cancer/gall bladder-kidney/liver have died of colon cancer/gall bladder-kidney/liver ulcers/diabetes/pneumonia and other cancers related to this additive (all died before the age of 53). This additive was more of a problem for nuclear submariners because they spent so much time breathing the same air with this crap in it. It turned our skin yellow. It could not be removed by the precipitators onboard.

Note, I currently have liver damage discovered in 1991 (I am a non-drinker) and diabetes. I also developed Barrettes Esophagus which is a pre-cancer growth in the esophagus.

I have included some information on the additive below and attached a .pdf document of a US Navy study done.

1. *Absorption, Distribution, and Clearance of 2,6-Di-tert-Butyl-4-nitrophenol (DBNP)*; Still, Jederberg, Briggs, Jung, Prus, Ritchie, Godfrey, Naval Health Research Center Detachment (Toxicology) online <http://www.dtic.mil/cgi-bin/GetTRDoc?AD=ADA411200>

a) "In 1992, the Navy Environmental Health Center in Norfolk, VA was informed of about the discoloration or yellowing of the interiors in the US submarine fleet and possible exposure of Navy personnel to this unknown substance."

b) "The submarine surface yellowing was reported to General Dynamics Electric Boat Division (EBD), who determined that the phenomenon was related to presence of the nitrophenol, 2,6-Di-tert-butyl-4-Nitrophenol (DBNP, CAS #728-40). DBNP is an intensely yellow crystalline material (melting point = 157°C) resulting from the nitration of 2,6-di-tertbutylphenol (DBP)."

c) "While provisions have been made to remove DBP from the manufacturing specifications of 2190 oils, the stockpile of DBP-containing 2190 lube oil is large enough that the potential for Navy personnel to be exposed to DBNP will exist for several more years."

d) "The solubility of nitrophenols in lipid carriers provides a mechanism by which DBNP deposited on foods, food-processing equipment, eating utensils or in drinking water might ultimately be delivered to humans, particularly during ingestion of foods {i.e., salad oils, etc.} high in lipid content.

e) "Accumulation of DBNP in the fat would further explain the toxic consequences of repeated exposure to relatively low concentrations of DBNP"

f) "Most of the DBNP concentrates in the fat, kidney, lung, and liver within 24 hours after dosing. By the third day, the majority of the dose remains in the fat, kidney, or liver.

g) "Further, it would appear that the persisting presence of DBNP in various tissues for as long as 5-6 days provides a mechanism by which accumulation with repeated exposure could occur. These considerations are important for at least military risk assessment issues. For example, submarine personnel can orally ingest crystalline DBNP (or the precursor DBP) mixed with food high in lipid content on a daily basis during continuous assignments lasting up to 6 months."

h) "The identification of DBNP in the liver, kidneys, heart, lungs, striated muscle and spleen is consistent with previous reports of DBNP-induced histopathology in at least those organs"

i) "Congestion in the liver, with fatty accumulation in hepatocytes; increased liver weight and liver: body weight ratio"

j) "To date, no military person exposed repeatedly to DBP or DBNP aboard a submarine has reported illness that has been associated with such an exposure. However, it also must be considered that submariners represent the extreme of a "healthy worker" population, and that some subtle health effects possibly induced by repeated DBNP exposure may not be readily detected for many months or years of exposure."

Thanks,
Steve Stone

BOB HURLEY YNCS(SS) USN(Ret)
SUBVET Holland Club & Life Member
SUBVET WWII Associate Member
SUBVET WWII GA VICE CDR
SECNAV Retiree Council Alumni
<http://ussvi.org/>
Better Known as "MADY'S HUSBAND"

Gene E. Kellar

News paper article

Cleveland Daily Banner

USS Haddo Nuclear submarine returns

By Larry C. Bowers Banner Staff Writer

The USS Haddo, a nuclear submarine with many valiant years serving the U.S. Navy's Sixth Fleet, has reappeared in Cleveland!

The streamlined vessel was decommissioned and stricken from the U.S. Naval Vessel Register on June 12, 1991, and on June 20, 1992, ceased to exist.

But a scaled replica of the deep-ocean craft has been created for former crew members of USS Haddo Base, or chapter, in Cleveland. Some of the submariners in the local group served aboard the Haddo through the 1960s and 70s, prior to their retirement from the U.S. Navy

There is a purpose for their reproduction of the award-winning vessel.

This new USS Haddo has been placed on a large trailer and will participate, along with base members, at regional parades and other patriotic and celebratory events.

The original submarine was transferred to the Navy's Nuclear Powered Ship and Submarine Recycling Program in Bremerton, Wash, in 1992, prior to being stricken from the records.

The submariners apparently did not want to accept the demise of their beloved submarine. Asked recently, while working on the float, as to where the original craft was located, they responded, "At the bottom of the ocean."

The Cleveland USS Haddo base has more than 100 members, and is the largest base in Tennessee. There 160 such units for veteran submariner in the U.S. Most local members did not serve on the Haddo, but on other submarines.

Local base members meet the second Saturday of every month at Cleveland's Golden Corral Restaurant.

Former submariner Richard Noble, who was working on the replica last week with George Sims and Larry Bell, said it is coincidental that five crew members of the old Haddo retired to the Cleveland area when they left the service. The four,

along with Noble, were Tony DeConole, Larry Page, John Vinney and Tom Rush.

USS Haddo Base was founded in 2006, and has grown steadily. Officers include Noble, chief of Base; Bell Base Commander; Vice Commander Pete Haskin, Sims the Treasurer; and Secretary Dean Heltz.

The submariners came up with the float idea last year, then established a design committee for the replica. It was constructed by Eddie Styles at his Electrical and Mechanical Technologies company.

The creation has reached fruition thanks to base contributors, corporate sponsors and donations. Base members expressed their appreciation for all the assistance.

The original USS Haddo (SSN-604), a Thresher/Permit-class submarine, was the second ship of the U.S. Navy to be named for the haddo, a pink salmon fish prevalent on the Pacific coast of the United States and Canada.

The contract to build her was awarded to New York Shipbuilding Corporation in Camden N.J., in 1959. Her keel was laid down in September 1960, and she was launched on Aug. 18, 1962.

Her first home port was Charleston, S.C. She operated off the Atlantic coast and in the Caribbean Sea until departing Charleston for the Mediterranean. She participated in numerous exercises with ships of the Sixth Fleet and NATO countries before returning home. She continued this pattern in the Atlantic with the Sixth Fleet through 1967.

The USS Haddo was awarded the Navy Unit Commendation and was awarded the Meritorious Unit Commendation for operations in 1967. She was also awarded the Battler Efficiency "E" for excellence.

Haddo's home port was later changed to New London, Conn.. Where she became a member of Submarine Squadron 10. Haddo completed the first six month Mediterranean deployment for that kind of sub in the fall of 1972.

Her home port later shifted to San Diego, where she joined the Pacific Fleet as a member of Submarine Squadron 3. This transit required the Haddo to pass through the Panama Canal.

The Haddo was deployed to the Western Pacific, and visited New Zealand. She then returned to San Diego. She was then deployed to the Indian Ocean, and visited Australia. The Haddo also traveled to Japan and Hong Kong.

During her final months, she completed the longest continuously submerged period in her 25 year history, and in the fall and winter of 1989 and 1990, the Haddo participated in the largest Pacific Fleet naval exercise since 1945.

It was then that she was decommissioned, and as her former crew members say, "went to the of the ocean."

Now, she's back! At least a replica of her will preside at local celebrations.

Former crew members said it will be a fitting tribute to a gallant vessel.

Haddo 604 Memories

This is to anybody who made 1972 med run.

I can remember this much of the song we were singing around the time the 22 Russian Boats came down transiting to their new home port of Alexandria.

Sittin on the deck of the Haddo wishing I was someplace else....

Cruising in the straits of Gibraltar looking/waiting for the Charlie Victor

oh, the message sched say we gotta stay for one more doggone day

Oh man, you know it ain't easy you know how hard it can beeee

The way things are goin they gonna extend me
Dean Nyffleler ETR2 NEC 3353

Great memory but a decade before my time
Jeff Drope

Dean, I was on the Med Run w/ you... but don't remember the song. Tune is ?????

Lou Storm

I wasn't there but I was a Beatles fan so I recognize the tune. Here you go.

The Beatles, Ballad of John and Yoko Ono
Jeff Drope

What was the Med run before the overhaul?
Michael Hebert

Yes. We went to Pascagoula for Refueling Overhaul in JUL 2003. We did two Med Runs right before; MAY or JUN until

12/23/1972 for six months; later in 1973 a 2nd for 3 months (don't remember for sure length & dates, tho' it was shorter I'm pretty sure). Somewhere in between or after 2nd Med Run was a Gitmo/Caribbean run. Maybe 6 weeks? 8 weeks?

Lou Storm

It was the Med run after the subsafe overhaul in Charleston came aboard in late 70 and rode her out of the subsafe overhaul, I made both the six month med run where Franco declared us an offensive weapon and un welcome in Rota and the second short med run where we visited the Tender at the rock off the rock off Corsica. I rode her into Pascagoula qualified SS and RO but I refused to spend any more time in any shipyard or to ride another submarine out of any shipyard. The fact that Pascagoula was going to refuel us made me more determined to transfer. Detailer in New London got me onto the Sperry coming out of Bremerton. Rode Sperry to San Diego where I tried but was unable to get a set of whites long enough for me in the time available.. That meant when we went through the Canal Zone I couldnt be topside. We then stopped at Gitmo and gave them all the freshwater we had made.

It took Panama Canal cruise in November of 2014 on Norwegian Star and crossed off seeing the Panama Canal from my bucket list. I highly recommend the cruise on Norwegian but I will do it east coast to west coast next time after they add at least a day in Havana. I want to see the old casinos where many of the people who made Vegas what it is today learned the gambling business. Since I don't spend my time in Henderson gambling even I can't explain that little desire. I also want to see the new locks in operation and will wait for them to all be installed before booking.

Dean Nyffeler

Haddo Base

USS HADDO BASE DEBUT of their Parade Float

In April 2014, a Base member Fred Pester donated his financial portion of a Float originally made in Wisconsin to the USS Haddo Base. The base voted to accept the donation and establish a parade float project.

Shortly there-after a design committee was formed to decide how the Base may improve the float. After detailed discussion it was decided that the model did not represent the Thresher/Permit Class submarine and if it could be restructured to resemble this Class we should try to make the changes to it.

The committee decided that we would take our suggestions to various fabricators to see if they had an interest in reshaping the model to a 1/12 scale Thresher/Permit Class

submarine. A Contractor, EMT (Electrical Mechanical Technologies) from Cleveland Tennessee provided engineering suggestions and a proposed budget to reshape the model. The design team accepted their bid and sent the model for reconstruction. The project design team decided that three things had to happen in consort with the reconstruction of the model. This approach required us to secure funding for the project, purchase and modify a trailer for the model design and procure detail banners for the finished float. Upon acceptance from the fabricator the model would be painted and detailed by Base members.

The multiple approach to the project resulted in very positive results. The Base Commander wrote to the Base members requesting financial support to fund the project and it was well received.

Base member George Sims found a used tandem trailer, led the team to design a handling system, modify and overhaul the trailer for transport and display of the model. Base member Greg Rowell designed the banners attached to the float. The design team painted the model and added the detail to finish to be parade ready.

May 1, 2015 the USS HADDO Base first introduced the float in the Armed Forces Day Parade in Chattanooga, Tennessee. Following the parade the Base Float was transported 90 miles to participate in the annual Dollywood Parade in Pigeon Forge, Tennessee where it was viewed and well received by an estimated 50,000 spectators. May 23, 2015 the USS HADDO Base participated in the Ringgold 1890's Day Festival Parade, in Ringgold Georgia with a well received audience of several thousand spectators.

Humor

Next time

Other Emails

From: danyffeler@aol.com [<mailto:danyffeler@aol.com>]

Sent: Monday, April 27, 2015 10:33 AM

To: Trudy Stroede

Subject: Re: April edition of the USS Haddo newsletter

Thank you Trudy. I am seeing the newsletter in time for me to take it to the Darter Base meeting in Salt Lake City. Only found Subvets thanks to newsletter and reunion. I am still in American Legion in Price but am driving to SLC almost every first Friday of the month. Sometimes don't want to brave the snow over Soldiers Summit. It does remind one that we actually live in the foothills of the Rockies. The counties highest peak on its west side is over 11,000.

Anybody in Utah on vacation Darter Base meets at Golden Corral at 8660 South Redwood Road at 2pm the first Friday

of every month. The original Haddo left Freemantle with the Darter. The Darter went down with all hands in the same operations area as Haddo 156 depth charges recorded at Darters last position. Puts the prosecution we endured from the Moskova in perspective.

Our project of the moment is to get the sail from the SLC moved to Salt Lake. Wouldn't mind hearing from anyone who has been through the process and overcome an anti anything military letter campaign.

Sent from Windows Mail

Eternal Patrol

Hey Ken,

I was just informed that Elton Porter, a 255 Haddo sailor, just died. I don't know his rate or rating. He was adopted by the Haddo base when they found him. He was top side on the cigarette deck when Haddo had to crash dive leaving him floating in the ocean for 3 hours before Haddo could come back and rescue him. Richard Noble is going to write up an article for the next Newsletter.

Ralph

GMG3(SS) ELTON S. PORTER JR

GMG3(SS) ELTON S. PORTER JR, WAS BORN JULY 6TH 1926 IN HOUSTON TEXAS. He joined the Navy in late 1943. Went to Boot camp in San Diego, California. Volunteered for Submarine duty, while in Boot camp. He was sent to Sonar School and Gunnery School, then on to New London, Connecticut for Submarine School. Upon completion of Subschool he was transferred to Vallejo California. While there, he went down to the USS Haddo SS255 and requested to come aboard for duty. He Was sent to the Admin Office on the base, with a request from the Haddo to cut orders for transfer to Haddo. They needed a Messcook.

Upon completion of UPKEEP the Haddo sailed to Pearl Harbor and then on to its 9th war patrol. On July 5th 1945 while on patrol in the Yellow Sea the boat submerged and left him topside. He was the Aft Lookout, the dive was logged at 1332. At 1410 it was discovered that he was missing when he failed to show up on the planes watch. Haddo returned to the dive point and began a two engine speed search, in state 3 seas, visibility was not more than 300 yds, at 1648 Gunner Wolbner (JOOD) sighted Porter in the water. On the port beam approx 1000 yds... ship closed in

and LT Nanson dived over the side and assisted him aboard.

It was noted that Porter had used good judgment by blowing up trousers as taught in boot camp, which kept him afloat. He was surprisingly in good condition despite the injecting temp of 65 degrees, and in the water for 3 hours and 16 mins. He said the most important elements while in the water was his faith that his shipmates would not desert him, and his will to live. He was 17 years old and the youngest man on board for his first patrol.

August 10th 1945 Haddo departed Guam on her 10th war patrol, soon terminated by the surrender of Japan. Haddo headed for Tokyo Bay where she witnessed the signing of the surrender onboard the Battleship Missouri, then departed for home. Porter continued to serve aboard till decommissioning Feb 16th 1946.

Porter served his two years active duty and stayed in the reserves while attending college on the GI bill. He was recalled for active duty for the Korean Conflict. Since he had served on a Submarine during WWII a fellow submariner gave him orders to the USS Pittsburgh. Pittsburgh was sent to the Med where she was the Flagship. He was transferred from ships company, to Admirals Staff by the Submarine Admiral who had known him during the war.

After the Korean war Porter returned to civilian life and took over the Elton Porter Insurance Co., which was started by his father. After his wife Lavonnie of 60 years passed away, he moved to Kerrville Texas to retire, where he now resides with this Daughter Melissa Sue Concidine, and near his Son Elton Porter III who is a Master Tow and Harbor Pilot.

Haddo Base Float Pictures



USS HADDO Base
Parade Float

GMG3(SS) ELTON S. PORTER JR,



Hull of Confederate sub H.L. Hunley _ first to sink enemy warship _ cleaned and revealed



A conservator sprays water on the Confederate submarine H.L. Hunley, the first submarine in history to sink an enemy warship, in a conservation tank at a lab in North Charleston, S.C. on Thursday, Sept. 17, 2015. Scientists have just completed a year of painstaking work to remove the encrusted sediment and rust from the outer hull of the submarine. But they say cleaning the hull provided no smoking gun as to why the hand-cranked submarine sank in February of 1864 after sinking a Union blockade ship off Charleston, S.C. They say the mystery may not be solved until the sediment visible inside the sub is removed. (AP Photo/Bruce Smith) (The Associated Press)

NORTH CHARLESTON, S.C. — The hull of the first submarine in history to sink an enemy warship has been cleaned and revealed for the first time in 150 years.

After a year of painstaking work, scientists using small chisels and hand tools have removed encrusted sand, sediment and rust from the outside of the hand-cranked Confederate submarine H.L. Hunley.

Now, the outside appears much as it did when the Hunley and its eight-man crew rammed a spar with a powder charge into the USS Housatonic and sank the Union blockade ship off South Carolina in 1864.

But scientists said Thursday that cleaning the hull didn't solve the mystery of why the Hunley itself sank with its crew before returning from its mission.

NO SMOKING GUN...

Cleaning the hull showed some dents on both sides of the submarine. But scientists say it's not clear when the dents occurred. The Hunley sank twice before it went on its 1864 mission, though it also could have been dented at the time of the Housatonic attack or later when the sub sat for decades on the ocean floor off Charleston. "If there was a smoking gun, we would have seen it a long time ago," said Johanna Rivera-Diaz, a conservator with the Hunley project.

...BUT MORE CLUES

The most significant find from cleaning the hull is an indication that a wooden boom at the front of the Hunley that supported the spar with the powder charge was damaged in the attack. It appeared as if the boom had been pushed back into the sub. That would be consistent with the boom striking a vessel, said Michael Scafuri, an archaeologist with the project.

A LOT OF WORK

The conservation team has laboriously removed about 1,200 pounds of sediment and other gunk from the outside hull of the Hunley, which was built in an attempt to break the Union blockade that was strangling Charleston. That's roughly the same weight as a grand piano.

THE NEXT STEP

The next step in conserving the submarine, which was discovered in 1995 and brought to a conservation lab in North Charleston 15 years ago, is to remove encrusted sediment from the inside. That process will take another year, said Kellen Correia, president and executive director of Friends of the Hunley. The work will take time because conservators will work in the cramped 4-foot diameter interior of the sub.

INSIDE CLUES?

Scafuri said that cleaning the inside of the Hunley is vital to understanding how it worked and perhaps why it sank. "We have to learn how it functioned and how it was intended to function and then we can take the next step and see if anything went wrong," he said. "We're basically looking at the cabin. This is where the guys were and where they were operating."

Reunion Planning Committee

A lot goes into the planning and preparations for the USS Haddo Reunions which are held every couple of years – from picking a location, negotiating with hotels, transportation and tours/event planners, soliciting vendors for donations for hospitality room refreshments and soliciting business such as restaurants, home centers, and whatever else we can dream up for prizes for the raffles at the banquet.

We are asking if anyone would like to volunteer to become part of this effort. If interested, please contact Ralph Stroede via email or phone to discuss how you would like to participate in the effort. Email: rstroede@hughes.net or Phone: 330-532-4238.

2016 USS Haddo Reunion News

It's that time again to begin making our plans for our next get together. We have chosen Thursday, September 22, 2016 through Sunday, September 25, 2016 as the dates for this event.

We have decided to return to St. Louis, MO again for the 2016 Reunion. The Crowne Plaza at the St. Louis airport will again be our choice of accommodations. I have been in touch with the hotel and have negotiated a room rate of \$109.00 per night (from standard pricing of \$169.00) with 2 complimentary breakfast buffet tickets per room. The Crowne Plaza has undergone a complete makeover since the last time we were there. Here is a photo of the newly renovated rooms.



For those of you who attended the St. Louis reunion in 2011, you may remember that there was a TGIF restaurant attached. That restaurant is now owned by the Crowne Plaza and as an added convenience, dining in the restaurant can now be charged directly to your room as well as being able to get room service.

You can begin making your reservations now by calling reservations at 866-282-4643 between 7:30AM and 7:30PM Central Time Monday through Friday. To insure you get our group rate, please mention our group name **USS Haddo SSN604 Submarine Reunion** when making your reservation. As in the past, this rate will be honored for 3 days before and 3 days after the reunion days for extended stays.

While details of events are still being worked on, one event has been scheduled already and that is the evening paddle wheel dinner cruise on the Mississippi River. We have requested the larger paddlewheel boat Tom Sawyer this year, pictured below. Dinner will be buffet style featuring

Carved Prime Rib of Beef

- Breast of Chicken with Seasonal Sauce
- Baked Cod (Friday Dinner Cruises Only)
- Green Beans Almondine
- Vegetable Medley
- Roasted Baby Potatoes
- Mixed Green Salad
- Pasta Romano
- Fruit Salad
- Chef's Dessert



We wanted to give you all a “heads up” in advance so you can **mark your calendars now for next September**. All details and events will be finalized in the next couple of months and we will broadcast a full schedule complete with registration form and pricing for all events at that time. But to give you a heads up at what is being planned, following are some highlights:

Friday – along with the evening paddle wheel cruise, we are currently in the planning stage of a couple of tours meshed together which will include the Shaw Nature Reserve on their Wilderness Wagon Tour with a return trip to the Missouri Botanical Gardens but taking the tram tour instead of having to walk the entire gardens. As mentioned, full details have yet to be arranged for this event but will be included in the next newsletter with full details and pricing. Below is a picture of the Wilderness Wagon courtesy of Missouri Botanical Gardens association.

Saturday – Along with the evening group pictures and banquet, we are currently in the planning stage for a trolley tour of historic St. Louis and a short stint at the Lumiere Place Casino. Participants will have a choice in touring, gambling, or venturing out on their own as the Lumiere is close to other shops and restaurants. We are planning on having the trolley pick us up at the hotel and deliver us back when we are through with the days activities. As mentioned above, final details have not been negotiated and full pricing and itinerary will be forthcoming in the next newsletter.

For those not wanting to participate in the pre-planned activities, there is a host of other things to do and see in St. Louis. To mention just a few:

Anheuser-Busch Brewery Tour & Gift Shop

Historic Daniel Boone Home & Heritage Center

Ride the Gateway Arch & Tour

Scott Joplin House/Tour



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