



# USS HADDO NEWSLETTER



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## From the Editor:

Still need more input from the Haddo community. Apparently the USSVI publication "American Submariner" has the same problem receiving input from the submarine community.

The following is supplied by Terry Elkins  
Good information about the Sub Base in New London Connecticut.

<http://www.hullnumber.com/ALL-HANDS/something-to-celebrate-a-hundred-years-at-new-london>

## Emails

Just trying to let people know that my Brother Ed Geiger, plank owner, passed away on the 16TH of August 2018 here in Oregon. He never forgot his time aboard the Haddo. He gave me a tour of the boat when it was moored in New Jersey in December 1964. I found it was amazing!

Robert H Geiger  
Banks Oregon

Hey Ed,

We just had our 2018 USS Haddo reunion in San Antonio, Tx. Geoff served on the Haddo in the late 70's. In his speech he talked about how all of us coming from different backgrounds and becoming an effective fighting machine and family. Ray Butters has for the last several reunions made a handmade replica of the Haddo for the speakers gift. It just so happens that Ray is thinking the same thoughts that Geoff reiterated in his speech! The speech was very moving. This was posted to the Facebook page of "USS Haddo 604". See attached. Can you put this in next month's Newsletter? Thank you.

Ralph

**Haddo 255**

## Maury Emerson Wortham

### Biography

Maury Enerson Wortham was born on November 4, 1915 in Atoka, Tennessee. He graduated from Brighton High School in Brighton Tennessee in 1934 and then entered Erskin College locate due west in South Carolina graduating with a Bachelor of arts degree in Pharmacy in 1940. For a short time Maury worked as a Pharmacist at the Army's Fort Bragg instillation and then tried to join the U.S.Navy but was unable to enter the navy as an officer so they enlisted Maury as a Pharmacist Mate Second Class due to his background and experience.

Because of his experience Maury did not attend boot camp and instead was sent to the Naval Hospital in Brooklyn, New York for a period of three weeks. Maury was then transferred to the Naval Hospital in Portsmouth, Virginia where he found himself typing up X-ray reports off of Dictaphone rolls. Eight months later Maury was transferred to the Naval Hospital at Newport Rhode Island. While serving there he was promoted to Pharmacist Mate First Class. During hisd tour at Newport, an Officer from the Submarine School in New London visited Newport with the idea of soliciting volunteers for submarine duty. Maury and 74 other Pharmacist Mates volunteered but after the initial physical and medical tests there was only 8 that were accepted. Once the eight were sent to Submarine School Maury was the only one who passed the training at the school.

After Submarine School, Maury was sent to Mare Island where he boarded an old Italian Liner bound for New Guinea. At New Guinea he went aboard a refrigerated stores ship which took him to the Submarine Base in Fremantle, Australia. Docked in Fremantle was the USS Griffin AS 13 where Maury was assigned to the relief crews until his final assignment to the USS Haddo SS 255 where Maury would make three war patrols aboard her until the war with Japan was over. Haddo was one of the twelve submarines which were ordered to Tokyo Bay to take part in the surrender ceremony. As such the Haddo tied up to the Proteus AS 19 with the other eleven boats and from a distance were witness to the signing of the peace documents.

Maury was discharged from the Navy on June 16, 1946 as a Chief Pharmacist Mate, but he decided to stay in the Naval Reserves where he attended monthly meeting and

also served aboard the USS English DD 696 for a two week period of active duty.

Maury returned to Tennessee and enrolled in the University of Tennessee's School of Dentistry where he earned a degree in Dentistry, graduating in June 1949. After graduation he stayed at the University for a Short time and then in May 1951 Maury received a commission as a Lieutenant Junior Grade in the Dental Corps and he returned to active duty in the U.S. Navy.

For the next twenty six years Maury would serve the U.S Navy at several locations including the Naval Hospitals located at Bethesda, Maryland and Oakland California, Treasure Island, California, the Pearl Harbor Dental Clinic, Hawaii and at Moffett Field, California. Maury also had sea duty aboard the USS Midway CV 41 and the USS Simon Lake AS 33, which he also commissioned. His shore duty also included a tour at the Officer Candidate School, Newport, Rhode Island and his last tour of duty was at the Naval Post Graduate School located in Monterey, California.

Maury retired from the navy in December 1977 as a Captain in the Dental Corps fro his last assignment at the Post Graduate School and remained in the area buying a house in Pebble Beach, California where he has resided ever since.



Picture Taken after his return from Tokyo Bay, 1945. Maury was photographed in his bought blues, this was his first Chief Uniform after he got promotion while serving on the USS Haddo.

Items that did not make the last issue:

From Ralph Stroede

I can remember doing this back in 1962 on my first boat, the USS Barbaro SSG-317.

**From:** budcunnally@verizon.net

**Subject:** Royal Navy, forced by budget restraints to cannibalize their operating ships



**Brothers and Sisters,**

This article caught my eye as I remember the days that we would go over to the ghost subs moored at the Sub Base in Groton. We would cannibalize those decommissioned boats to keep our diesel subs running. One incident comes to mind was; we took a heavy sea on the USS Crevalle (AGSS 291) in 1962. This flooding decimated the maneuvering room and pitted the starboard main motor. Carl Webber, the COB put together a crew of pirates, and we went over to those old boats and stripped off what we could. I recall entering the dark spaces and seeing just how much those old boats were depleted of equipment to keep the present boats running. The good news was that those WWII subs were going to the scrap heap anyway. The Crevalle took an ammunition locker off the USS Flasher and installed it on our boat. When Crevalle decommissioned later in 1962, we removed that locker and placed it on board the USS Tigrone (SS 419) which we were re-commissioning out of Philadelphia. The moral of this story is that the Tigrone lived until the 70's with the original Flasher below the superstructure ammunition located on board. So a piece of those old boats lived on to serve the Navy for quite some time due to cannibalization of their hulls. This situation is not quite what is going on with the once proud Royal Navy.

Thanks Bud



Cannibalisation is particularly common in Type 23 frigates such as HMS Iron Duke, pictured in the foreground. - MOD

The Royal Navy is increasingly being forced to “cannibalize” its warships and submarines for spare parts as funding is cut for stores, a Government spending watchdog has said.

Instances of ships being stripped of parts so they can be fitted to other vessels more in need have risen by half in the past five years.

[The National Audit Office \(NAO\) investigation](#) published there inquiry as a former First Sea Lord said it was further evidence the Armed Forces were being hollowed out by years of cuts.

One retired officer said there was an epidemic of cannibalization, and the demands of constantly juggling parts between vessels were badly undermining morale among Naval engineers.

The NAO warns that the practice is officially considered a last resort, but has risen by 49 percent since 2012, with engineers having to strip parts from other equipment nearly 800 times last year.

There has also been a rise in cannibalization for Astute Class submarines.

Type 23 frigates and Astute Class submarines are particularly affected, alongside Merlin helicopters. Parts are increasingly being taken from Astute class submarines while they are still on the production line, causing delays in the building programme.

An internal 2012 Naval study also found that in half the cases for Type 23 frigates, the cost of cannibalization was at least, or more expensive than, the cost of a new part.

Lord West a former First Sea Lord, said the report was "extremely worrying."

He said: "It reflects my view that there is a dreadful hollowing out going on in defense."

He said cannibalization, also called 'store robbing,' undermined ships' readiness for operations.

He said: "Twenty years ago we were doing half the amount of store robbing and that was too much then."

"It impacts on the operational readiness of our ships and it also has a huge impact on morale because people are trying to do maintenance on these ships."

One former Naval officer said cannibalization had reached "epidemic" proportions in the Royal Navy.

Warships returning from operations were being stripped of parts within hours of mooring so that they could be fitted to other ships preparing to deploy. Ships on lower readiness and training tasks left without parts.

He said: "Your engineers are required to manage this, and there's no respite for them. You get alongside, and just as everyone else is standing down, they have to prepare to remove and handover equipment. It's a contributory factor to the lack of morale in the engineering section."

A Royal Navy spokesman said: "Less than half a percent of parts we use come from swapping components, and we only do this when it's necessary to get ships out of port and back onto operations more quickly."

"We continue to make improvements to how we manage this long-established practice."

John Bud Cunnally ETC (SS) Ret. USN – President

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**2018 USS Haddo Reunion  
September 10 – 13, 2018  
San Antonio, TX**

**Geoff Warnock**

**September 15 at 10:20 AM**

I was honored to be asked to be the guest speaker for the 2018 Reunion in San Antonio this last week

My speech was about the men I served with and the career/life lessons I learned that helped me. It was about the men of HADDO and their families. I addressed the facts that regardless of rank or rate, everyone mattered, and so did our families. I provided examples via 'sea stories'. In closing I pointed out that even though the physical HADDO is no longer with us, we're very much alive and remain HADDO and regardless of when we served, we are all very much a family.

Ralph Stroede presented me with a gift for speaking. It is a handmade gift that was designed and created by another of our shipmates, Ray Butters. It is made up of all types of wood, assembled from different sources, and different places that when combined into a single, cohesive unit, represents a thing of beauty.

It's exactly what we were and are today, individual pieces that were cut, formed, and then fused into a fighting machine known as the USS HADDO. We remain as family, we remain as friends, we have that one thing in common that binds us to this day.

The inscription in the plaque says "The heart of HADDO is a patchwork of the many souls that have served in her and are bound together through time by a fraternal energy that few men will ever know."

It is the perfect gift and I was humbled to be presented with it.

I've attached a few pictures for those that were not able to see it during or after the reunion dinner. The pictures do not do this fabulous piece of woodworking mastery Justice.

Thank you to Ralph for inviting me to speak. Thank you to Ray Butters for this wonderful presentation gift. Thank you to the HADDO crew members and their families that attended the dinner and listened to my words, and finally but certainly not least, THANK YOU to the men of the USS HADDO who taught me how to become a submarine sailor and became my family. Your legacy will live on through me and every person I trained, or had interactions with throughout my naval career. God Bless each and every one of you and your loved ones.

Respectfully Geoff Warnock

CWO3/USN = Retired

USS Haddo Reunion in San Antonio was another success. There were attendees from every decade of when the Haddo was in operation. Below are the pictures of the attendees.

Commissioning Crew plus a special attendee,  
Maury Wortham, from the USS Haddo 255.

The 60's crew members:



Maury Wortham, Nolan Romero, Ralph Stroede,  
Jack Taylor, Bob Fehre, Lance Andretta, Jerry Roch,  
Stroede,  
Dave Montgomery and Don Gorence.  
Ferguson,



Wayne Johnston, William Taylor,  
Jack Taylor, Dave Montgomery, Ralph  
Lance Andretta, Nolan Romero, Roger  
Bob Fehre, Doyle Stevenson,  
Don Gorence, Don Derfler and Jerry Roch

The 70's crew members:



Bill Allen, Hal Clark, Richard Hillman, Ken  
Brenner, Don Payne  
Doyle Stevenson, Don Smith, Dempsey Rouse,  
Bill Neff, Geoff Warnock,  
Jim Lane, Dave Waddell, Larry Krause, Steve  
Ellis, Jim Adams, Mark Patsko  
and Don Derfler.

The 80's = 90's crew members:



Bill Allen, Dave Waddell, Steve Ellis, Tom Williams

Visiting the Alamo



All aboard the double decker tour bus



The river cruise:



Lovers Gate: It is said that couples would come to this gate and put up a lock and throw away the key into the river so their love would be forever:



The Buckhorn Saloon and Texas Ranger Museum.



Time for some good ole Texas BBQ



Enjoying time in the hospitality room.



While in San Antonio, Ken Brenner took the time to video the entire Riverwalk, Alamo and the Tower of Americas. It is posted on his Youtube channel which is entitled Ken Brenner. Thought you might enjoy viewing the experience.

Here's a link to this video:

<https://www.youtube.com/watch?v=-SkruPuDSVk>

Watch future newsletters for the next reunion which should occur in Fall of 2020