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2d Edition

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The Raven

An official publication of the **USS Sam Houston Veterans' Assn.**

MESSAGE FROM THE ACTING CHAIRMAN

First, I apologize for the long delay in issuing this second edition of our newsletter. I simply have not had the time to allocate to this project because of the many other tasks involved in my life—both for the SHVA and my personal life. Rather than promise quarterly newsletters, I will issue them as time permits and urgency dictates. When someone volunteers to be the Newsletter Editor of the SHVA, the newsletters can be issued in a timely manner. Regardless, newsletters will be issued such that everyone will be notified of significant information in sufficient time to plan, act, or react.

Next, much has happened since the last newsletter, and the most important is that the host city for the reunion has become Norfolk, Va. The reunion will occur from a Wed.-Sun. between 01 Sep and 31 Oct 2010. Details of the reasons for this change are in a subsequent article in this newsletter. Keep in mind that attendance at each venue of the reunion will be optional as is the nights you will choose to stay at the hotel.

Of far less significance is the title of this newsletter. It is now and will most likely remain "The Raven." A member, whose name I cannot recall, suggested using "Raven On"—based on the title of a slanderous, underground publication of the Blue Crew. The word *raven*—the center of attention of the ship's crest—was likely his motivation. Having thought more about his suggestion, I decided that "The Raven" was both sufficient and appropriate. Unless someone else produces another title that is more appropriate, "The Raven" will likely stand. (An excerpt from an edition of "Raven On" appears later in the this newsletter.)

Many other important topics and items of interest are in this newsletter; please read on.

Fair winds and following seas,
Howard Dobson (ETR2; 1969-1972, gold)
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HOST CITY FOR THE REUNION CHANGED

I've changed the host city for our 2010 reunion from Jacksonville, Fla. to Norfolk, Va. Requests for Proposals (RFPs) for a host hotel and tour company/operator are in the hands of the Norfolk Convention and Visitors Bureau (CVB).

Numerous reasons were involved with the decision to change the host city, but the major one was that a tour of the Kings Bay Sub Support Base has a strict limit of 60 persons with only one tour group on any one day. Each tour lasts about 6 hours and involves visits to many of the base's facilities, lunch, and if permissible, a walk-through of an operational boat. Worse yet is that each tour group has no guarantee of touring a boat! I am expecting about 150 reunion registrants that will equate to about 200 attendees. The math indicates four tour groups over four days (e.g., Tues. through Fri.) would be required. This might not seem to be a problem, but arranging schedules for all tours for the four days would be nothing less than nightmarish because everyone would not be on the same tour at the same time. Some attendees would undoubtedly request or require schedule changes, and if enough people would cancel from a one tour group, the entire group for a particular tour might become canceled because the minimum number would not be met. Also, those who would attend the first day's tour of the base would incur the cost for 2 additional night's stay at the hotel while those who would tour on Thursday or Friday would not. I insist that everyone receive identical itineraries for identical costs. All of these factors suggest that the sub base tour be omitted, but alone, do not suggest abandonment of Jacksonville.

The motivating force behind Jacksonville was the tour of an operational boat. Without this, I decided to go with my experience associated with other military reunions that I attended. I know that Norfolk will give us the "best bang for the buck." This claim is based on having attended a military FAM in 2003, the reunion of the Destroyer Leader Assn. in 2004, and a second FAM in Apr 2008—all in Norfolk. (FAMs are 3- or 4-night events sponsored by CVBs for military reunion planners that highlight area hotels and attractions.) One requirement for a host hotel is that it provide free shuttle service from the local airport. For Jacksonville, only two suitable suburban hotels exist, but the anticipated attendance would likely exceed the banquet capacity of one and push the limit of the other. If attendance would become 250 by mid-2010, I would have to turn away the excess. Selecting another host hotel by then would be out of the question because a contract would have to be signed. Many host hotels with larger banquet capacities exist in Jacksonville, but initially having chosen one of these would have increased the cost of attending the reunion for those who would fly because the downtown hotels do not offer airport-shuttle service. These attendees would incur additional ground-transportation costs between the airport and hotel not to mention having to figure out details about using such transportation. Norfolk has a few hotels that can accommodate a banquet of 250 persons AND provide complimentary airport-shuttle service.

Another reason for switching to Norfolk is a lesser probability of a hurricane. I would have chosen the spring for the reunion period in Jacksonville, but the drawback to this period is that the lowest room rates are available in Sep-Oct.

Additionally, I have been to many attractions in Norfolk, and I am confident that our reunion attendees will enjoy those that I have proposed or those that I will approve that the tour company might suggest. My proposed selections follow:

- Historic Williamsburg, Va. (Wed. tour for early arrivals [on Tues. evening]).
- Nauticus, The National Maritime Center (highlights for our group will be the Hampton Roads Naval Museum, Aegis Command Center, and the battleship USS Wisconsin, BB-64).
- Lunch cruise aboard the Spirit of Norfolk (2-hr. ride to the naval base and return).
- Portsmouth Naval Shipyard Museum and Portsmouth Lightship Museum.
- Ride-through of Naval Station Norfolk with a likely tour of a destroyer (or a sub if one is in) and lunch at the Breezy Point Officers Club.
- MacArthur Memorial. (We might have too many attendees for this one.)

If the MacArthur Memorial will not be feasible, many alternates exist. I might try a tour of Northrup Grumman Shipbuilding in Newport News, Va. if tours are permitted. When I decide an itinerary after much discussion with the selected tour company, I will send it to those with e-mail for comment before signing a contract with the tour company.

I have visited all of these locations (except Williamsburg and Northrup Grumman Shipbuilding) and am confident that our attendees will enjoy them. You might have noticed that a shopping trip is not mentioned. If I get the host hotel that I desire, a large, popular mall is integral with that hotel. Otherwise, I will arrange for a 1½-2-hr. shopping trip at the MacArthur Center for those who wish. (The MacArthur Center is a downtown mall and is not the MacArthur Memorial).

All tours will occur Wed. through Fri. My past experience dictates that no tours are to be scheduled on Sat. because many other essential events will be occurring that day, and time will be tight. The Business Meeting must occur, the portraits of attendees must be taken before the banquet, and the banquet itself concludes the evening and reunion.

The Business Meeting on Sat. is for the veterans of the boat only. Much agenda must be addressed at that meeting—business about the SHVA. During the Business Meeting, our First Mates and other attendees may meet in the Hospitality Room should any of them wish. I can also arrange a tour for our nonveterans while the Business Meeting is being held. Possibilities include:

- Chrysler Museum of Art
- Norfolk Botanical Garden
- Pagoda Garden Tea House and Galley

I must know of a desire for such a tour before a contract is signed. Thus, I will include a survey about a “First Mates’ Tour” with the aforementioned mass e-mailing.

Most, if not all, of the attractions mentioned have web sites that you can visit now if you desire. A search of the internet will locate the sites. When I do the mass e-mail, I will provide that information.

In summary, I am confident that our reunion attendees will enjoy our first reunion in Norfolk. At this time, I prefer to go with what I know rather than with hearsay evidence or promotional information.

A “Preliminary Plan of the Day” for the reunion is the last page of this newsletter.

Howard Dobson
Acting Chairman

FORGOTTEN MODE OF TRAVEL

These days, many persons prefer not to fly for a variety of reasons, and for some, that preference often becomes the primary reason for not traveling great distances for any reason. Such conclusions have understandably been the sole reason for their not attending reunions of their military groups. A nearly forgotten, alternative mode of travel might suit these individuals.

Many people have forgotten that Amtrak exists and that it might be a feasible substitute to flying or driving. The main reason for their unawareness of travel by train might be that they have not used it for decades. As with other modes of transportation, travel by Amtrak has its drawbacks when compared to flying, but for some persons, those drawbacks might only be inconveniences at worst. The three major drawbacks might be:

- High cost
- Long-duration travel
- Not living near a station

Amtrak offers a 15% discount on base fares only for those 62 and older, members of Veterans Advantage (a paid-membership, internet club), and a 10% discount to members of AAA.

A major advantage to travel by train might be comfort. For all long-distance trains, a room in a sleeping car might be preferential. A variety of room options is available that includes accessible bedrooms. If a room would not be feasible, I recommend a seat in Business Class. This latter recommendation is based on being in a more quiet car as opposed to a coach seat.

The Acela Express is available between Boston and Washington, D.C. along the east coast only. This is an expensive, high-class train primarily for business travelers. Sleeping cars are not available, but travel time between these two cities is shorter than a “regular” train on that route.

All long-distance trains have full-service dining cars while others have food service of sandwiches and beverages. Also, the train offers a scenic view during the day.

If you do not live near a train station, a combination of driving to the station then taking the train might be feasible.

I do not recommend travel by interstate bus. The bus could be, and would most likely be, your worst travel experience. You are committed to that vehicle for the duration of your trip, and you have no means of evading screaming kids, crying babies, drunks, etc.

Incidentally, one criterion for consideration of a host city for our reunions is the proximity of an Amtrak station. A close train station is not requirement—just a careful consideration. Other factors can override access by train.


The information in the next article could save you money if you drive to the reunion—or anytime—that you would need a night's rest while traveling.

Howard Dobson
Acting Chairman

A DISCOUNT AVAILABLE AT HOTELS/MOTELS

Many people will drive to our reunions, and many of those might need a sleepover along the way. A discount, compliments of an organization called the Reunion Friendly Network, is available for stays at specific chains of hotels/motels. The discount is available to anyone at any time—and not only when traveling to and from any reunion. Refer to the following excerpt from an edition of *TRNews*.

If you plan to make an overnight stop, TRN can help you get a big break on hotel rooms. If you call any of these TOLL-FREE reservation numbers and use TRN's ID: 100 000 0102 you will get a 10% discount off the *best available rate* (the lowest rate publicly available to consumers on the Internet). This offer is subject to availability at participating locations and some blackout dates may apply.

Try it any time! You don't even have to be going to your reunion to use it. 

	800-462-8035
	800-769-0939
	800-268-2195
	877-202-8814
	800-545-5545
	800-996-2087
	800-682-1071
	800-889-9706

The above copyrighted excerpt from TRNews is reprinted by written permission from the Reunion Friendly Network.

I am a member of RFN as the reunion planner of the SHVA. (That organization recently changed its name from The Reunion Network [TRN] to Reunion Friendly Network [RFN]). RFN provides valuable information to military reunion planners who

are members, and the entire membership of RFN includes some vendors, hotels, Convention & Visitors Bureaus (CVBs), and area attractions. Nearly every aspect of the reunion in Norfolk will be based on recommendations and experiences of RFN and reunion planners that have shared their experiences—good and bad.

Howard Dobson
Acting Chairman

SHVA MEMBER & SPOUSE ESTABLISH A BUSINESS DEDICATED TO THE LIVES AND HONOR OF SUBMARINERS

Getting into the business for submariners started to “surface” when **Jim Doonan’s** (EM3; 1962-1964, blue) wife, Char, realized that a limited availability of merchandise and apparel with the signature submariner’s dolphins were available. She found the best image she could and digitally recreated it—drawing each line and adding airbrushed color. Char makes the following statement about the business:

“The business, Submariners.biz, was launched with a web site of the same name in March 2008. Our vision for the business is to bring attention to the lives of submariners and continue to be involved in organizations devoted to honoring them. We will be constantly adding new images. What’s so hard to get across on the web site is that everything can be personalized and customized. Jim is requesting that I create a painting of the Sam Houston which is just being started and hopefully will be finished this summer.”

When I requested information about how she and Jim met, she replied:

“Well, the funny thing is when Jim qualified on the Sam in 1962, I was only 7 years old! We didn’t meet until 30 years later. The romantic story starts like this: It was a ‘fate-driven evening . . . ‘ Just kidding! Without turning this into a romantic novel, I’ll just say the fate-driven day happened on Veterans Day 1992 when we met. Three and one-half years later, we were married on a sailboat by its captain off the coast of Key Largo—at sunset (now that’s romantic).”

Char provided the following comment regarding the couple’s current life:

“It was another fate-driven day when Jim learned about the USSVI and attended a Great Lakes Base meeting. He had always felt that being a submariner had a life-altering impact on him. Joining the USSVI brought a pivotal moment in our lives: that’s how Howard [Dobson] found us (hee-hee)! The wonderful camaraderie of the subvet groups helped lead us to a business relating to all of it.

“A couple of years ago, Jim started to look toward retirement. We spent countless hours trying to plan our future and combine all of our hobbies/passions. With my history in graphic design, we kept looking for ways for me to work while becoming full-time RVers—traveling around the country and meeting new and interesting people. As Jim says all the time, ‘I’m retired, my driver isn’t!’ ”

Char recalls the following event from Jim’s life aboard Sam:

“A somewhat comical event happened on a cold December morning while the sub was moored at the tender in Holy Loch. As Jim came out of the forward hatch, there was a light glaze of ice on the hull that he couldn’t see. After a few steps, he started to slide e-v-e-r s-o s-l-o-w-l-y down the side with absolutely no way to stop. Someone on the tender noticed Jim in the water, sounded the “man overboard” alarm, and threw him a line. After getting out of his cold, wet clothes, Jim went to see the corpsman. When he got there, the corpsman said, ‘because you took so long getting down here, I couldn’t wait; I drank your shot of booze!’ ”

It seems like Jim and Char have had a few “fate-driven” encounters; fortunately, most were for the better. (Jim’s literal visit to the Loch was fate-driven by definition because the worst part of that situation was that someone else drank his booze!)

Please visit Jim and Char’s web site at <www.Submariners.biz>. They are an approved vendor for the US Submarine Veterans, Inc. (USSVI).

A “then” picture of Jim and an image of Char’s signature submariner’s dolphins follows.



Jim Doonan
circa 1962



Char's digital image of the dolphins used on many of their items

The images in this article are reprinted by written permission from Submariners.biz.

Article submitted by:
Char Doonan, wife of Jim

THE US SUBMARINE VETERANS, INC.

Many members of the SHVA are not members of the US Submarine Veterans, Inc. (USSVI or SubVets). I know this because that organization was kind enough last year to send me its roster of those who served aboard Big Sam when I was seeking names for the SHVA's roster. The USSVI is a national organization of submariners with chapters called "bases" throughout the country. Paid membership is required with the option of yearly or lifetime membership. The organization is well known and is involved with countless social event/activities that includes scholarships. One of our own, **Paul Orstad** (TMC; 1967-1970, gold) has been active in the organization and serves as the National Scholarship Committee Chairman and National Awards Chairman.

The USSVI has annual conventions throughout the country and issues an excellent quarterly magazine, *American Submariner*.

Please consider joining the USSVI. For information about the USSVI or joining, please visit its web site at <www.ussvi.org> or call the National Office in Silverdale, Wash. at (360) 337-2978 or toll-free at (877) 542-DIVE.

Howard Dobson
Acting Chairman

COLD WAR SUBMARINE MEMORIAL AT PATRIOTS POINT, S.C.

In Oct of 2007 at Charleston, S.C., I attended the reunion of the Destroyer Leader Assn. of which I am member. One of the many venues that I visited was The Cold War Submarine Memorial.

The memorial has seven educational stations located at intervals along the plaza surrounding the full-size replica of a Benjamin Franklin Class FBM. The replica consists of black bricks in the shape of the freeboard with the actual sail with fairwater planes and the rudder of the USS Lewis and Clark. The ground around the hull simulates the water. I took the pictures below. If anyone has the chance to be in Charleston, consider a visit to the memorial. Incidentally, Charleston, S.C. meets my requirements of a host city for one of our reunions.



Front Quarter View



Stern View
(notice the rudder at the right)



Stern Quarter View



Thresher & Scorpion
Memorial

Article and photos by:

Howard Dobson
Acting Chairman

SHVA MEMBERSHIP REPORT

Membership of the SHVA continues to grow at a slow pace. Located members number 160+ as of issuance of this newsletter. By mid-2010, my guess is that 200+ will have been located. The slow growth is due to a few factors—the most significant being that most of the easy-to-find shipmates have been located. Additionally, I no longer seek or review any new rosters or long lists because the process is time-consuming as I must check if each individual on a new list is already listed on the roster of the SHVA. Many of our members are helpful because they continue to “pass the word” and that has been producing individual contacts which are easy to deal with. In another approach, a recent effort of contacting individuals on the web site <Classmates.com> yielded about 25 responses. I thank **Art Sullivan** (MT1; 1970-1975, gold), **Jim Royal** (EN2; 1964-1966, gold), and **Larry Check** (ETN2; 1967-1970, gold) for their help in sending 130+ mails via the Classmates web site to individuals who were registered with the Sam Houston on the web site but were either not on our roster or on the roster but not having been located. In time, I will coordinate similar efforts with other web sites.

Again, I thank **Art Sullivan** for arranging that I speak with Mrs. Marilyn White, widow of **Robert White** (YNC; 1965-1968, gold) who moved onto Eternal Patrol on 13 May 2004. Marilyn is interested in attending the reunion and has become an Associated Member of the SHVA. I somehow managed to speak with another widow, Reidith Rediger, whose husband, **Robert Rediger** (MT2; 1973-1976, gold) passed on 14 Mar 2001. She, too, is interested in attending the reunion and is also an Associate Member. Reidith will speak with another widow whom she believes might be interested in the SHVA and the reunion. I admire these former First Mates for their fortitude.

Please continue to pass the word about the SHVA.

Howard Dobson
Acting Chairman

ETERNAL PATROL

In addition to **Robert White** and **Robert Rediger** having been reported as having moved onto Eternal Patrol since the last newsletter, I also learned that **Jim Burrus** (RM2; 1968-1971, gold) took the same journey on 26 Mar 2008. **Jim** served aboard Big Sam during my stint.

On 10 Jul 2008, I received an e-mail from Penny Abraham in which she informed me that her uncle, **Capt. William P. Willis**, passed on 02 Jun 2008. **Capt. Willis** was the CO of the Blue Crew at commissioning. His counterpart, **Cdr. Jack Hawkins**, passed in Oct 2006.

Although I sincerely hope that the first day of Eternal Patrol is quite distant for the rest of us; nevertheless, we should prepare for it. I request that you include in your will or other plans the notification of the SHVA of your passing. I suggest that you include instructions to consult the SHVA's web site at <www.USSSamHouston.org> and contact any official whose name is available. That individual will contact the appropriate personnel of the SHVA.

Being informed of the passing of a shipmate is important because part of the mission of the SHVA will be to honor duly all of our shipmates who have left us for Eternal Patrol. Additionally, I ask that any of you inform myself, for now, of any shipmate whom you know has departed this life if the shipmate is not listed on our roster as being on Eternal Patrol or not listed at all.

All military veterans have placed their lives on the line for the freedoms that we all enjoy and expect in America. The least that any of us can do for those who have passed is to appreciate their service to our great country. This will be the basis of the formal Memorial Service that will be included without exception at each of our reunions.

Howard Dobson,
Acting Chairman

AN EXCERPT FROM A "REPLY"

The "Reply" was another one of the underground publications of the Gold Crew probably around 1971-?. Below is an article from an issue.

COVER STORY

AN AFTERNOON IN THE WARDROOM (The second act of a one act play)

The story that asks: Does anybody know what the hell we are all doing out here?

Scene II, Act 2 (As the action kicks off you hear HOWDY say)

HOWDY: Who stole my little duckie off my pillow?
FLOORSHINE: I don't know, ask me something I know.
HOWDY: That's practically impossible since you hardly know anything worth mentioning.

(As the fists start flying, ENTER XO)

XO: HERE, HERE! What's going on fellas.
FLOORSHINE: Uncle Norman, HOWDY's picking on me again.
HOWDY: Hey, I didn't know that you two were related.
FLOORSHINE: Actually we're not really, but it's a hell of a good brown-nosing technique I picked up on my old boat.
XO: He even calls the Captain DADDY.

(Enter MR. TOOT holding HOWDY's duckie)

TOOT: Lookie what I found in my locker, guys. Ain't it quite cute?
FLOORSHINE: I know who it belongs to COUSIN TOOT.
HOWDY: You don't ever give up, do you FORESKIN?
TOOT: FINDERS KEEPERS!
XO: That gives me an excellent idea for tomorrow's POD.

(Enter SONAR, SUPPLY, and the ENG)

MR. ROMBERG: Golly, whose cute little duckie?
FLOORSHINE: Belongs to cousin TOOTS now, Jungle Jim.
PORKCHOP: Hey, watch what you call my pal, NON-QUAL.
ENG: I thought I told you to get a haircut, PORKIE.
PORKCHOP: Well I did manage a trim, HYMIE.
XO: Now look, boys, whose little duckie is this really?
HOWDY: It's mine. My mama sent it to me in da mail only yesterday.
FLOORSHINE: That's impossible you dink-looking washout from OCS.
ENG: Keep it down, guys. There's a white rat in the pantry.
XO: Whose damn duckie is this? Will somebody tell me?
TOOT: I found it and I'm gonna keep it for the rest of patrol. I need something else to play with in the shower.
PORKCHOP: I think we better call in Captain in on this.
FLOORSHINE: Yeah. DADDY will know how to handle it.
XO: Good idea, NO-LOAD. CONN, WARDROOM, HAVE THE CO LAY DOWN TO THE WARDROOM AS SOON AS WSRT'S OVER

(As the scene closes you hear the pitter patter of tiny ripple-soled shoes flying down the OPS ladder to make another decisive decision in the never-ending struggle in Wardroom feudalism) SHEP

VOLUNTEERS NEEDED FOR THE BOARD OF ADVISORS

No one has volunteered for any of the positions of the Board of Advisors (BoA). Other non-BoA officials are needed, but they are not urgently needed. Although all BoA positions should be filled before the reunion, a Treasurer will be needed soon. The Treasurer is needed soon because dues will start for 2009 because money will be needed to seek incorporation and a tax-exempt status and to cover administrative cost that will become significant in 2009.

The BoA positions are not required to be filled by members of the SHVA. Anyone can fill the positions, but I prefer members of the SHVA or their spouses/partners. If none of these individuals volunteer, I will have no choice but to seek a CPA to act as Treasurer because, as Chairman, I should not, and more likely, cannot fulfill both positions. Moreover, executives of other businesses consider the same person holding those two positions to be a bad business practice. Besides, I will not have the time to manage the tasks required of those two positions. If I hire a CPA as our Treasurer, the salary for that individual will be paid by our dues.

The related article from the previous newsletter follows. Since that article, **David Dinwiddie** (MM2; 1985-1989, SSN) has volunteered to be our Chaplain. Also, **Kirby Schuler** (YN2; 1986-1989, SSN) has expressed interest in being the Asst. Reunion Planner. This latter non-BoA position is essential because a backup person must be able to continue reunion planning in the event that the Reunion Planner cannot. In this latter situation and without an Asst. Planner, reunion planning could revert to square one and not leave enough time to organize a planned reunion.

The article about SHVA officials from the previous newsletter follows:

In preparation for becoming incorporated, volunteers will be needed to establish a board of advisors to manage the operation of the SHVA. (BoA is a modern term for board of directors.) The primary reason for becoming incorporated is to prevent the personal assets of the members, especially those of the BoA, from being involved in the unlikely event of a legal squabble. Liability will be limited to assets owned by the corporation (SHVA) only.

Additionally, volunteers for appointed positions will be needed to assist the BoA in its management of the SHVA. At this time, I am unsure of all of the positions that will be required because I have yet to work out whether some duties/functions can be combined with certain positions. The duties of our positions will be typical of those in other prominent veterans' organizations such as the VFW, American Legion, and US Submarine Veterans, Inc. The anticipated positions for the BoA follow. These positions will have voting privileges:

- *Chairman*
- *Vice Chairman*
- *Secretary*
- *Treasurer*
- *Reunion Planner*
- *Chief of the Boat*

The ancillary, appointed positions that are not part of the BoA and will not have voting privileges are listed below. Because persons in these positions will be appointed by the Chairman, no vote of the BoA or the members will be required for approval.

- *Storekeeper*
- *Web Master*
- *Newsletter Editor (and publisher?)*
- *Reunion Committee (maybe four individuals that include the Reunion Planner)*
- *Finance Committee (one person)*
- *Nominating Committee (one person)*

*Legally, none of the positions are required to be filled by veterans of the boat although I suggest that our veterans fill them. Spouses of members are acceptable or may otherwise assist the veteran in the position. Further, some positions might be contracted—such as the Newsletter Editor and/or publisher. **Pat Pecorelli** (IC2; 1969-1972, gold) is considering becoming the Acting Storekeeper, and **Jim Hoey** (ETR2; 1971-1973, gold) is the Acting Web Master. The Chief of the Boat might function as membership administration and historian. I want to keep the number of officials in the SHVA to a minimum while ensuring that enough volunteers are available to perform the required tasks in a reasonable time and without being overloaded.*

My intent is that the BoA will meet at our biannual reunions ONLY. Most of our business throughout the period between reunions should be adequately handled via e-mail, USPS, and phone. This situation should eliminate the need to travel for meetings between reunions. The BoA will be required by law to meet, and a meeting only at the reunions will fulfill that requirement. Also, being a member of the BoA will not force that member to attend a reunion such that he/she can attend in a BoA meeting. As long as a quorum would be present, official business of the SHVA can be conducted.

An important matter related to the BoA is that I will not be able to remain both the Chairman and Reunion Planner. For business reasons, no person can hold two different positions simultaneously that have voting privileges. For practical reasons, reunion planning is a continuous task despite the two-year period between our anticipated reunions. Also, finding time to produce a quarterly newsletter is difficult for me. Therefore, I'll need relief through a Newsletter Editor. Because I seem to be the only one in the SHVA with reunion-planning experience, I will nominate myself for Reunion Planner for vote at the Business Meeting. Someone else must become the Chairman. (All BoA positions will require nominations followed by vote at the Business Meeting. Any positions held before that meeting are "acting" positions as the organizations is being formed.) If you wish to hold any position now, please let me know, and you will have it on a first-come, first-serve basis. Please note that if you accept a position now, you will likely be the only nominee for that position at the Business Meeting! I will do my best to spread the necessary tasks such that no one is overloaded. Later, I will delineate the basic tasks for the various positions. Those for members of the BoA will appear in the bylaws that I have yet to draft. I would like a BoA in place by Jan 2009.

**Howard Dobson,
Acting Chairman**

CHUCK HUSTED & HOWARD DOBSON MET FOR LUNCH

On 05 Jun 2008, **Chuck Husted** (MMI; 1968-1972, gold) and myself met for lunch in Coatsville, Pa. and discussed old and new times. We served during the same period aboard Big Sam. The following picture was taken after consuming a few pounds of food. Don't even think that our guts look like that always!



Chuck Husted, (l) & Howard Dobson, (r)

Chuck and I are planning to have lunch with **Mike Coyle** (LCdr; 1970-1972, gold), who was our Engineering Officer, soon in Kenneth Square, Pa.

**Howard Dobson
Acting Chairman**

WE HAVE AUTHORS AMONG OUR RANKS

Larry Check in the following e-mail to me dated 15 Jun 2008 reveals that some of our members are accomplished authors:

“There are books written by 609 vets like Capt. Bivens, Cdr. Leonard, and John Andress. If we start a newsletter, we can recommend the books”

Larry did not mention any titles, but I imagine any of our members can contact the authors to seek information about their works. Addresses and phone numbers are on the rosters that I send, but no information exists for **Cdr. Leonard**. If you do not have a copy of the roster, I can send you one or give you their postal and e-mail addresses and phone numbers.

Bravo Zulu to our authors!

Howard Dobson
Acting Chairman

BYLAWS OF THE SHVA

Soon, I will begin drafting the bylaws of the SHVA. For members who are not familiar with formal societies, bylaws are the basic rules relating principally to that society as an organization. For the SHVA, the bylaws will prescribe how it will function and establish all of the regulations that the SHVA will consider so important that they cannot be changed without prior notification to all members and a subsequent majority vote AND that cannot be suspended except under rare, prescribed circumstances.

While the task of drafting the bylaws is enormous, it will not be one developed from scratch. I will use a combination of altered bylaws from the Destroyer Leader Assn. and those of the USS James K. Polk Veterans Assn. (SSBN/SSN-645).

Once drafted, I will distribute the document to members with e-mail for comment. Sending out the bylaws for comment before the reunion is a great idea because lengthy discussions related to these bylaws will not be needed. Thus, considerable time that might have been needed at the Business Meeting to discuss concepts of the bylaws will be eliminated. Only the vote of acceptance should be required at the Business Meeting.

I intend to distribute many other documents of the SHVA by e-mail before the reunion for the same reason. Saturday during the reunion will have many activities, and I will only be able to allocate 2 hours for the Business Meeting. Being our first meeting, much business will be conducted. By distributing documents about debatable issues before the reunion, much of the debating will have occurred beforehand. Thus, little debating will occur at the meeting, and the voting for acceptance can proceed.

Howard Dobson
Acting Chairman

PRELIMINARY PLAN OF THE DAY

USS SAM HOUSTON VETERANS' ASSN. REUNION

Date: ????, 2010

Host Hotel: ????

Norfolk, Va.

PROPOSED EVENTS; NOT CONFIRMED

WEDNESDAY

6:00-8:00 a.m. Buffet breakfast
7:00 a.m.-10:00 p.m. Hospitality Room open; reunion registrations
9:15 a.m. Buses load for Tour A (lunch included)
9:30 a.m. Buses depart for Tour A
4:00 p.m. Buses return from Tour A

DINNER ON YOUR OWN

THURSDAY

6:00-8:00 a.m. Buffet breakfast
7:00 a.m.-10:00 p.m. Hospitality Room open; reunion registrations
9:15 a.m. Buses load for Tour B (lunch included)
9:30 a.m. Buses depart for Tour B
4:00 p.m. Buses return from Tour B
5:00-6:00 p.m. Chairman's Welcome Reception

DINNER ON YOUR OWN

FRIDAY

6:00-8:00 a.m. Buffet breakfast
7:00 a.m.-10:00 p.m. Hospitality Room open; reunion registrations
9:15 a.m. Buses load for Tour C (lunch included)
9:30 a.m. Buses depart for Tour C
4:00 p.m. Buses return from Tour C
6:00-8:00 p.m. Group buffet dinner
8:30-10:30 p.m. Auction (*tentative*)

SATURDAY

6:00-8:00 a.m. Buffet breakfast
7:00 a.m.-10:00 p.m. Hospitality Room open; reunion registrations
NO GROUP TOUR THIS DAY (busy day)
9:00-11:30 a.m. Board of Advisors Meeting
LUNCH ON YOUR OWN
1:00-3:00 p.m. Members' Business Meeting (veterans only)
1:00-3:00 p.m. First Mates' (Ladies') Meeting in the Hospitality Room (*tentative*)
4:00-5:45 p.m. Portraits of attendees
6:00 p.m. Escort First Mates to their seats for the Banquet
6:15-9:00 p.m. Banquet

SUNDAY

6:00-8:00 a.m. Buffet breakfast
8:30-9:00 a.m. Chapel Service in Hospitality Room (optional attendance)
9:00 a.m. -??? Hotel checkout (if you did not arrange for extended stay or late checkout)

PROPOSED EVENTS; NOT CONFIRMED