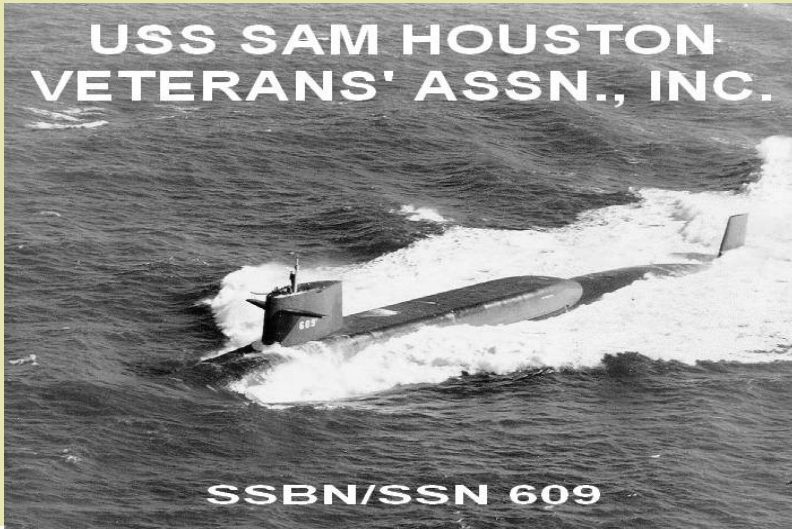


USS SAM HOUSTON VETERANS' ASSN., INC.



SSBN/SSN 609

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2^d Edition 2011



A Society of Distinguished Naval Veterans
Web Site: www.USSSamHouston.org



The Raven

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

FROM THE CHAIRMAN

Shipmates & Associate Members:

I hope that your health and that of your families is the best that can be expected. With good health in mind, I hope that you have the intention of attending the 2012 reunion in Charleston, S.C. in late Oct 2012. You, the members, by attending our reunions are what makes them enjoyable and memorable through camaraderie, reminiscing, and the sharing sea stories. I promise that the 2012 reunion will be better than the 2010 reunion.

Inside are many articles on various topics, and some have lots of pictures. A shipmate provided a brief history of **USS Sam Houston** that sparks a question—one that **Capt. Art Bivens (Gold, 1967—1970)** mentioned at the 2010 reunion—What were some of the highlights/achievements of the boat's activities after reclassification to an SSN in Nov 1980? Comments about some of the other articles are Editor's Notes with those articles.

I thank all who submitted articles.

*Howard Dobson [ETR2(SS), Gold, 1969—1972]
Chairman, Reunion Planner, & Newsletter Editor
8 Colony Blvd., Apt. 338C
Wilmington, DE 19802-1426
Phone/Fax: 302-764-1197
E-Mail: howardvaldobson@verizon.net*

FROM THE WEB MASTER

You might have recently noticed that our website is updated. I finally had enough spare time available that I added some content this past month [Feb]. The photos from patrols that I was on are there now. These pictures are the group that were shown on the TV at our reunion in Norfolk. Hope you enjoy them. That get-together was a tremendous success—filled with friends, fellowship, and memories! There have been a few shipmates who sent pictures to me in the past. I will get to those ASAP. What else would you like to see on our web site? Send me ideas, and I'll see if your suggestions can be accommodated.

*Jim Hoey [ETR2(SS), Gold, 1971—1973]
Web Engineering Officer
E-Mail: [engineer@USSamHouston.org](mailto:engineer@USSSamHouston.org)*

FROM THE CHAPLAIN

Sailors have had a long history of being superstitious. A story about a famous "rider" named Jonah follows. The key elements for this article are verses 1:7 and 1:15. Note also that, in the story, the sailors also like to gamble (cast lots).

From the Book of Jonah, Chapter 1, verses 1 through 15 *The First Mission*

¹ Now the word of the LORD came unto Jonah the son of Amittai, saying, ² "Arise, go to Nineveh, that great city, and cry against it; for their wickedness is come up before me." ³ But Jonah rose up to flee unto Tarshish from the presence of the LORD, and went down to Joppa; and he found a ship going to Tarshish: so he paid the fare thereof, and went down into it, to go with them unto Tarshish from the presence of the LORD.

⁴ But the LORD sent out a great wind into the sea, and there was a mighty tempest in the sea, so that the ship was like to be broken. ⁵ Then the mariners were afraid, and cried every man unto his god, and cast forth the wares that were in the ship into the sea, to lighten it of them. But Jonah was gone down into the sides of the ship; and he lay, and was fast asleep. ⁶ So the shipmaster came to him, and said unto him, "What meanest thou, O sleeper? Arise, call upon thy God, if so be that God will think upon us, that we perish not."

⁷ And they said every one to his fellow, "Come, and let us cast lots, that we may know for whose cause this evil is upon us." So they cast lots, and the lot fell upon Jonah. ⁸ Then said they unto him, "Tell us, we pray thee, for whose cause this evil is upon us; What is thine occupation? and whence comest thou? what is thy country? and of what people art thou?" ⁹ And he said unto them, "I am an Hebrew; and I fear the LORD, the God of heaven, which hath made the sea and the dry land."

¹⁰ Then were the men exceedingly afraid, and said unto him, "Why hast thou done this?" For the men knew that he fled from the presence of the LORD, because he had told them. ¹¹ Then said they unto him, "What shall we do unto thee, that the sea may be calm unto us?" For the sea wrought and was tempestuous. ¹² And he said unto them, "Take me up, and cast me forth into the sea; so shall the sea be calm unto you; for I know that for my sake this great tempest is upon you."

¹³ Nevertheless, the men rowed hard to bring it to the land; but they could not: for the sea wrought and was tempestuous against them. ¹⁴ Wherefore they cried unto the LORD, and said, "We beseech thee, O LORD, we beseech thee, let us not perish for this man's life, and lay not upon us innocent blood: for thou, O LORD, hast done as it pleased thee." ¹⁵ So they took up Jonah and cast him forth into the sea, and the sea ceased from her raging.

"KNOCK ON WOOD"

Seventeenth-century sailors would knock on the wooden hulls of their ships to listen for worm holes or rot. Hearing a solid sound would imply that the hulls were in "ship shape." When in a conversation and a reference was made to "good luck," they would sometimes say "touch wood" and touch some part of their wooden vessels. The good luck they were implying about also referred to the luck they were having and hoping to have while their wooden hulls held true and fast during their voyages at sea.

*David Dinwiddie [MM2(SS), SSN, 1985—1989]
Chaplain
E-Mail: arkansasduckwash@yahoo.com*

ERRORS IN "THE RAVEN" 1ST EDITION 2011

William Charette, Medal of Honor Recipient, Never Served Aboard USS Sam Houston

I erroneously reported that William Charette had served aboard Big Sam as the result of an honest mistake of the shipmate who submitted the information. The matter came to light because a submariner who had not served on **USS Sam Houston** somehow read "The Raven." He questioned the dates that I had for William's service aboard **USS Sam Houston** because those dates conflicted with William's service aboard another FBM. Based on a tip from the other submariner that William might be alive and living in Florida, I found William and spoke with him on the phone. He told me that he had never served aboard **USS Sam Houston**. The SHVA shipmate who gave me the wrong information still believes that a Medal of Honor recipient might have served aboard **USS Sam Houston** and is researching the correct recipient.

Larry Check Did Not Suggest the Granite Memorial Bench for Patriots Point

In the article concerning the placement of a granite memorial bench at the Cold War Submarine Memorial at Patriots Point in 2012, I erroneously stated that **Larry Check** had made the suggestion. **Larry Ferrell**, our Storekeeper, suggested the bench. I apologize for that mistake.

Howard Dobson

MEMORIAL BENCH FOR THE COLD WAR SUBMARINE MEMORIAL

After first approving a method for voting via postal and e-mail, the Board of Advisors of the SHVA on 25 Mar 2011 unanimously approved the purchase of a granite Memorial Bench to be placed at the Cold War Submarine Memorial located at Patriots Point Naval & Maritime Museum in Charleston Harbor, S.C. Final approval rests on the results of the vote of the Veteran members that is in progress at the time of issuing this newsletter. I will inform you of the outcome shortly after 05 Apr 2011—the deadline for balloting. As of issuance, I and hopefully, Mark Manzer, our Treasurer, have received about 96 ballots, and most are for the purchase of the bench. Nevertheless, we will be validating the results shortly after 05 Apr. The quorum for balloting has been met, and approval for the purchase seems the likely outcome. The next page is an article about the Cold War Submarine Memorial with pictures that I took.

Howard Dobson

THOSE REPORTED ON ETERNAL PATROL SINCE THE 2010 REUNION

Sadly, I must inform you that two shipmates were reported to have departed with orders for Eternal Patrol since our 2010 reunion. They are:

- **Ed Shultz** [Blue, 1967—1970] received his orders on 25 Jan 2011
- **Gene Freeman** [MM1(SS), Blue, 1961—1968] received orders—unspecified

These men had served their country well. Their service aboard **USS Sam Houston** contributed to the success of the deterrent patrols of the SSBNs during a highly volatile period of the Cold War. On behalf of the members of the SHVA, I thank these men for their service.

Howard Dobson

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 Lewis and Clark. The ground around the hull simulates the water. I took the pictures below. We will visit the memorial during our 2012 reunion and dedicate a granite memorial bench before our Memorial Service there.



Front Quarter View



Stern View
(notice the rudder at the right
and the sail near the center.)



Stern Quarter View



Thresher & Scorpion
Memorial

Article and photos by:

Howard Dobson

2012 REUNION-PLANNING UPDATE

I have selected a potential host hotel that will give us the best value for the money. I say “selected” because I have yet to “choose” that hotel pending the property passing what is called a Site Inspection. Although this inspection is detailed, most full-service hotels will pass. But, passing that inspection is only one part of the total procedure for acceptance. The terms of the contract are equally important. I’ve obtained a draft contract, and it will need lots of work or an addendum. I do not anticipate a problem because I will be seeking to place in writing exquisite details for what the hotel will be doing for us or any other military-reunion group anyway. I require such detail because personnel changes in the hospitality industry occur frequently, and that situation is a recipe for problems when agreements exist only orally. Having everything—and I mean everything—written eliminates potential problems concerning what was agreed upon if personnel changes occur. This makes my job as a Reunion Planner easier and your reunions trouble-free for the most part. If problems crop up during the reunion, they will usually be transparent or minimal and easily remedied. I have also selected an alternate hotel to evaluate; the room rates will be higher.

I plan to visit Charleston in late April 2011 to evaluate both hotels and to visit area attractions that will be suitable for our group. Two destination-management companies (tour companies) have sent me literature about area attractions. I have a good idea of what will be suitable for us because I attended a military reunion of the Destroyer Leader Assn. in Charleston in Oct 2007.

While in Charleston, I hope to meet with the five shipmates who live there.

Howard Dobson

USSVI DATABASE

The United States Submarine Veterans, Inc. (USSVI) has an excellent database for all boat reunion groups. That database is a subset of the database of that on the web site entitled Decklog <www.decklog.com>. The Decklog web site (aka, Navy Veteran & Reunion Locator) encompasses all Navy duty stations. The database of the USSVI web site is an extract of information related only to submarine reunion groups. The past Commander of the USSVI, Pat Householder, is petitioning boat reunion groups to provide member information to the database because the boat reunion groups will likely have the most accurate information about those who served aboard their respective boats. The USSVI wants to be the best central location for information about those who served on submarines, and Decklog wants to be the best for any Navy duty station. Both databases are also a means for obtaining reunion information for naval reunion groups.

I have agreed to provide data to the USSVI database after learning that personal information for individuals will not be available to the public or to individual members who served on the same boat. Personal information is only available to the individual about whom the information pertains and the representatives of the boat reunion groups who will have secure access to manage the information for their reunion groups. The USSVI also will neither sell or provide in any other manner the personal information in its database. Thus, information about SHVA members in the database will be secure and protected. Members of the SHVA will be able to view/edit their own information on either web site if they register [free] with the Decklog web site. Membership in the USSVI is not required.

The purpose of the USSVI is “to perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their country.” Further, “the organization will also endeavor to educate all third parties it comes in contact with about the services our submarine brothers performed and how their sacrifices made possible the freedom and lifestyle we enjoy today.” To fulfill these purposes, the USSVI needs accurate information about individual submariners, and boat reunion groups are best suited to provide that information. The reasons are that many submariners are not members of the USSVI or are on Eternal Patrol, and the USSVI is unaware of those final orders. Often, those who are assigned orders for Eternal Patrol are not known to the USSVI even if the individual was a member of the USSVI. Moreover, those who left for Eternal Patrol many decades ago are often unknown to the USSVI. Boat reunion groups are usually aware of many shipmates on Eternal Patrol in the earlier decades that the USSVI would never learn about, and by providing the USSVI the names of those on Eternal Patrol, the USSVI can better fulfill its purposes. I will soon coordinate with the USSVI to update its data with that of the database of the SHVA. Once synchronized, I will maintain both databases after the synchronization.

If you are not a member of the USSVI, you might want to join because of what the organization is and is about. Additionally, it publishes a top-notch quarterly magazine. To join, visit the web site at <www.ussvi.org> or speak with anyone you might know who is a member (myself included). If you wish to join but do not have Internet access, please contact me. My contact information is on the first page.

USS SAM HOUSTON SYNOPTIC HISTORY

Michael Brown submitted the following information as a synoptic history of the boat. Such information does not contain specifics as evidenced by Michael's mention of the "Ban the Bomb" protesters who would attempt to board the boat by challenging it in the Clyde River (Scotland). You might have interesting situations during your service aboard that you can submit for future newsletter articles.

The keel for **Sam Houston**, the U.S. Navy's seventh fleet ballistic missile submarine, was laid down on 28 December 1959 at Newport News Shipbuilding & Dry Dock Company of Newport News, Virginia. She was launched on 2 February 1961, sponsored by Mrs. John B. Connally, and commissioned on 6 March 1962 with Captain W. P. Willis, Jr. commanding the Blue Crew and Commander Jack H. Hawkins commanding the Gold Crew.

Following shakedown, the Blue Crew fired its first Polaris missile on 25 April 1962 off Cape Canaveral, Florida. The Gold Crew then took over, completed its first missile firing on 11 May 1962, then departed from Cape Canaveral for its own shakedown training.

On her first patrol, **USS Sam Houston** manned by the Blue Crew, operated continuously submerged for 48 days and two hours, then moored alongside the submarine tender USS Proteus (AS 19) at Holy Loch, Scotland. Following upkeep, the Gold Crew commenced its first patrol on 25 December 1962 and returned to Holy Loch in February 1963. The crews again alternated, and **USS Sam Houston** departed on her third patrol in March 1963. On this patrol, she was the first fleet ballistic missile submarine to enter the Mediterranean Sea where she joined the North Atlantic Treaty Organization (NATO) forces. On a short operational visit to İzmir, Turkey, she also became the first ballistic missile submarine to make a port call during a patrol. With the two crews alternating every 90 days, the boat completed six deterrent patrols by the end of 1963.

By the end of 1964, **USS Sam Houston** had completed ten patrols. During 1965, she completed four additional deterrent patrols. During 1966, she completed three more patrols that included her longest—71 days. On 10 August 1966, she returned to the United States for the first time since her deployment to Holy Loch in 1962 and commenced a major overhaul at the Portsmouth Naval Shipyard at Kittery, Maine. On 30 October 1967, she got underway for sea trials, and a month later, her Blue Crew began shakedown training. In January 1968, the Gold Crew conducted shakedown operations. Following further tests, she got underway for her 18th deterrent patrol and put into Holy Loch on 25 May 1968. By the end of 1968, she was on her 21st patrol. During 1969, **USS Sam Houston** completed her 22nd through 24th patrols. In 1970, she continued to operate with Submarine Squadron 14 until shifting to the Mediterranean Sea on 9 August 1970 to join Submarine Squadron 16 at Rota, Spain.

She operated out of her advanced base at Rota, Spain, until October 1972. On 27 November, she entered Charleston Naval Shipyard and began an extended in-port period that included regular overhaul and the updating of her weapons and propulsion systems. As of May 1974, **USS Sam Houston** was still in port at Charleston, South Carolina.

In 1981 in compliance with the SALT I Treaty, the ballistic missile section of **USS Sam Houston** was deactivated. Concrete blocks were placed in the ballistic missile tubes, and the ballistic missile fire-control system was removed as was one of her inertial-navigation systems. **USS Sam Houston** was reclassified as an attack submarine with hull number SSN 609 assigned on 10 November 1980 and was retained primarily for training, antisubmarine-warfare exercises, and other secondary duties.

From September 1982 to September 1985, **USS Sam Houston** (along with her sister, USS John Marshall) was modified at Puget Sound Naval Shipyard at Bremerton, Washington to become an amphibious transport to carry frogmen or commandos. This included the installation of additional troop berthing, the removal of some ballistic missile tube bases, and the conversion of other ballistic missile tubes into air locks and stowage for equipment. She was fitted with two Dry Deck Shelters (DDSs) aft of her sail. These, which housed Navy SEAL teams and Swimmer Delivery Vehicles, allow her to act as a SEAL mother ship.

On 29 April 1988, **USS Sam Houston** ran aground at Fox Island, Washington.

Deactivated on 1 March 1991 while still in commission, **USS Sam Houston** began the Nuclear Powered Ship and Submarine Recycling Program at Puget Sound Naval Shipyard the same day. She was formally decommissioned and stricken from the Naval Vessel Register on 6 September 1991 and finished the recycling program on 3 February 1992 when she was officially listed as scrapped.

Michael Brown [CS2(SS), Gold, 1964-1966]

Editor's Note: Lots of detail missing. What are your experiences and highlights/achievements for the boat?

WHY NOT HAVE OUR REUNIONS IN CONJUNCTION WITH THE USSVI?

Many members of the SHVA have asked me this question, and I have responded to them individually. Others continue infrequently to ask the question. Many SHVA members are also members of the United States Submarine Veterans Assn., Inc. (USSVI) and might also be members of other boat-reunion organizations that have held their reunions with the USSVI and have enjoyed themselves. Why not the SHVA?

Numerous reasons exist for my choosing not to do a combined reunion. All of those reasons boil down to my not having control over nearly all aspects of the reunion from arrival through departure, and this translates into not receiving the best value for the money or a good possibility that SHVA members might find the reunion was not what they expected. If either occurs, the result might be that SHVA members will choose not to attend future reunions. People tend to remember the real bad things as well as the real good ones.

First, neither I nor the members of the SHVA would have any say-so in the selection of the host city for a USSVI convention. Without that choice, one might not be able to arrive via any of the discount airlines. For the SHVA, our members have some voice in the choice of a host city either as a geographic area or a specific city. The USSVI selects host cities that meets its needs—not those reunion groups that might tag along. Those host cities must accommodate the thousands of attendees—both for USSVI guest rooms and its banquet. The USSVI always locks up guest rooms in many hotels especially the downtown group or those near an airport. The result of this is that, for other groups to find guest rooms, they will undoubtedly have to select hotels and even motels elsewhere in the area if the individuals don't book early as USSVI registrants—likely the only choice of group registration. The fallout from this begins with the lack of free airport-shuttle service. Additionally, people of any one reunion group will be spread out all over the area in different hotels/motels. But, this is only the beginning of a litany of undesirable situations. People will either have to take taxis to the USSVI's host hotel or rent cars. Also, if they are staying at the smaller hotels and especially motels, decent food at a decent price might not be available nearby. Moreover, I would have no control over room rates anywhere. During USSVI conventions (and all other large conventions), supply vs. demand plays an important part as it does in most other aspects of living. The hotels will charge high room rates because the USSVI convention will involve lots of people, and hotels contracted by the USSVI will fill instantly. Thus, the hotels can charge the high room rates, and this spills over to the noncontracted hotels and even motels.

At best, a boat's group can set up a section in the USSVI's Hospitality Room at the convention center. The members of those boat groups will have the problem of getting to/from the convention center. Also, chances are they will encounter paid parking.

I would not be able to set up SHVA tours because SHVA members would be all over the town, and tour companies are not taxis.

Essentially, camaraderie becomes nearly nonexistent. This is contrary to what a military reunion should be about. The training that I have received and continue to receive emphasizes also "keep your people busy." If people are more or less haphazardly doing things around town, they will look at the situation as poorly organized and will consider not attending another reunion—especially if that were their first one.

With only a reunion of the SHVA, I have control over everything necessary to please reunion attendees from the ability to arrive/depart from the reunion city via discount airlines through group meals and tours. I also choose hotels with free airport-shuttle service. Because of a contractual agreement with a host hotel for an SHVA reunion, we get discounted guest room rates because the hotel is starving for business during its off season. We won't pay for the Hospitality Room or meeting or banquet rooms. I choose what is to be served for any group meals. I will always choose a full-service hotel so that decent meals are available in the hotel for those who choose not to participate in group meals or simply want to eat something else or at other times. If the weather is inclement, they will not have to leave the hotel to find a decent meal.

There is nothing wrong with the USSVI itself or the manner in which it conducts its yearly conventions. It's just one of those situations where "doubling up" does not work well with the principles that I have been taught regarding planning for military reunions. Those professional groups that provide such military-reunion training either are comprised of military-reunion groups and people who have served in the hospitality industry or those of military-reunion groups and people who are serving in the hospitality industry. Thus, I am not receiving one-sided information.

Howard Dobson

PLAQUE GIVEN TO CAPT. ED GRIFFING

The US Navy presented Capt. Edward Griffing a plaque that contained the following roster (information transcribed). Some of the names will bring back memories for many of us during the period.

Presented to Commander Edward P. Griffing
 Commanding Officer, USS SAM HOUSTON (SSBN 609) Gold Crew
 From October 1970 to July 1972
 By the Officers and Crew of USS SAM HOUSTON (SSBN 609) Gold

OFFICERS

LCdr	N. W. Mims, Jr.
LCdr	T. F. Bailey
LCdr	M. T. Coyle
LT	R. H. Carson
LT	F. J. Menick
LT	W. D. Romberg
LT	C. K. Foulsham
LTjg	W. B. Hornberger
LTjg	R. P. Pearson
LTjg	D. S. Schoeller
LTjg	J. C. Catlin
LTjg	J. J. Doyle
CWO2	A. L. Smith

CHIEF PETTY OFFICERS

MMCM(SS)	R. Glinski
ETCS(SS)	J. Burdette
ETCS(SS)	D. Koepfen
MMCS(SS)	W. Burkhead
CSC(SS)	P. Brown
STC(SS)	D. Cook
RMC(SS)	K. Reikkinen
ICC(SS)	D. Johnson
ICC(SS)	D. Parkhurst
MTC(SS)	G. Regan
QMC(SS)	E. Santee
ETC(SS)	E. Shoup
FTGC(SS)	L. Watson

CREW

ET1(SS)	J. Adamson	MMFN(SU)	S. Gray	ETN3(SU)	C. Porter
RM1(SU)	R. Adamson	IC1(SS)	J. Graziani	YN2(SS)	F. Powell
TM2(SS)	M. Alex	HM1(SS)	R. Groves	YN1(SS)	L. Preu
STS3(SS)	R. Anima	QM1(SS)	R. Hahn	MM2(SS)	J. Raudsepp
TM3(SS)	J. Ashworth	MM2(SU)	W. Hardy	MM2(SS)	E. Riddle
FTB2(SS)	S. Backus	QMSN(SU)	M. Harrigan	MM2(SS)	J. Rollin
CS2(SS)	J. Barrios	MM3(SS)	H. Hawk	IC3(SU)	Rudh
SKSN(SU)	J. Beckman	FN(SU)	M. Hehmann	MM2(SS)	E. Rust
SA(SU)	J. Beckland	ETR2(SS)	J. Hoey	FN(SS)	J. Saleem
ETN3(SU)	R. Bloomer	MT2(SS)	S. Hoover	MM2(SU)	M. Schaeffer
FN(SS)	T. Bolden	MM1(SS)	C. Husted	ETN3(SU)	J. Senko
EM3(SS)	H. Boone	MT2(SS)	D. Hutchison	CS2(SS)	A. Sierra
TM1(SS)	E. Bowles	TA	K. Jakob	FN(SS)	J. Sheppard
STS2(SS)	W. Boyer	EM2(SS)	D. Johnson	EM1(SS)	G. Skinner
ET1(SU)	J. Brunson	STS2(SS)	D. Kass	QM3(SS)	J. Synder
MM1(SS)	R. Buckley	EM2(SS)	W. Keiderling	FTG2(SS)	T. Solberg
SK1(SS)	J. Christopher	ETN2(SS)	R., Kitchen	MM1(SS)	D. Stark
MM2(SU)	D. Clemons	SN(SU)	J. Lambert	EM2(SU)	S. Sterling
TM3(SS)	G. Convey	MM1(SS)	B. Lenox	TM2(SS)	W. Strobe
MM2(SU)	J. Cooke	IC2(SU)	B. Lawrence	MT2(SS)	A. Sullivan
SN(SS)	J. Crepeau	ETR2(SU)	R. Lewis	MM2(SS)	J. Tant
ETN2(SS)	R. Dannheim	MM3(SU)	D. Marks	EM3(SU)	C. Tanner
MT2(SS)	D. Davis	TM3(SS)	J. Marks	ICFN(SU)	A. Taylor
MM2(SU)	W. Dieterle	TN(SS)	T. Martin	RM2(SS)	K. Thomas
ETR2(SS)	H. Dobson	CS3(SS)	W. Mayer	MM1(SS)	R. Thomas
ETN3(SU)	M. Donker	TM3(SS)	J. Meadows	TM2(SS)	G. Tibbetts
SN(SS)	Frank Drown	FTB3(SU)	D. Middleton	ET1(SS)	D. Underkoffler
SN(SS)	Fred Drown	RM1(SU)	R. Moore	MM1(SS)	D. Waldron
ETR3(SU)	J. Edwards	FTB3(SU)	J. Morgan	ETN2(SS)	D. Ward
MT2(SS)	K. Ellis	TM3(SS)	J. Morini	TM3(SS)	C. Wareham
MM2(SU)	J. Ellison	FA(SS)	T. Mottin	FTB2(SS)	D. Wilbourn
MM1(SS)	G. Fleming	ETN3(SS)	C. Negron	ETN3(SU)	G. Williams
ET1(SS)	J. Fricke	MM2(SU)	W. Nichols	MM3	J. Wilson
STS3(SS)	M. Gallagher	MM3(SS)	S. Oberhouse	EM3(SU)	J. Womersley
MM2(SS)	H. Gallimore	SN(SS)	T. Owen	MT2(SS)	J. Wright
STS3(SS)	R. Gordon	RM3(SU)	L. Padden	SA(SU)	L. Wright
FTB2(SS)	R. Gram	IC2(SS)	P. Pecorelli	RM1(SS)	G. Young

LIST OF SKIPPERS OF USS SAM HOUSTON

LIST OF SKIPPERS OF THE USS. SAM HOUSTON:

USS. SAM HOUSTON (B)	SSBN-609	Willis Jr., William Paul, CAPT	1	06.03.1962	00.04.1964	FDC
USS. SAM HOUSTON (B)	SSBN-609	Brooks, Daniel Philip, CDR	2	00.04.1964	12.08.1966	
USS. SAM HOUSTON (B)	SSBN-609	Alford, Zeb Dickey, CDR	3	12.08.1966	02.08.1968	
USS. SAM HOUSTON (B)	SSBN-609	Glover Jr., Harold Alba, CDR	4	02.08.1968	00.01.1972	
USS. SAM HOUSTON (B)	SSBN-609	Wiltzie, Ronald James, CDR	5	00.01.1972	00.01.1975	
USS. SAM HOUSTON (B)	SSBN-609	Rich, Willis Scott, CDR	6	00.01.1975	00.01.1977	
USS. SAM HOUSTON (B)	SSBN-609	Klinger, David Calvin, CDR	7	00.01.1977	00.01.1979	
USS. SAM HOUSTON (B)	SSBN-609	Saft, Burton M., CDR	8	00.01.1979	30.01.1981	SSN-609: 30.01.1981
USS. SAM HOUSTON (G)	SSBN-609	Hawkins, Jack Harvey, CDR	51	06.03.1962	00.06.1965	FDC
USS. SAM HOUSTON (G)	SSBN-609	Alford, Zeb Dickey, CDR	52	00.06.1965	22.11.1967	
USS. SAM HOUSTON (G)	SSBN-609	Bivens, Arthur Clark, CDR	53	22.11.1967	19.10.1970	
USS. SAM HOUSTON (G)	SSBN-609	Griffing, Charles P., CDR	54	19.10.1970	00.01.1973	
USS. SAM HOUSTON (G)	SSBN-609	Otto, Carl Hyde, CDR	55	00.01.1973	00.01.1975	
USS. SAM HOUSTON (G)	SSBN-609	Wekert, John Patrick, CDR	56	00.01.1975	00.01.1977	
USS. SAM HOUSTON (G)	SSBN-609	Owens, William Arthur, CDR	57	00.01.1977	00.01.1979	
USS. SAM HOUSTON (G)	SSBN-609	Klinger, David Calvin, CDR	58	00.01.1979	30.01.1981	SSN-609: 30.01.1981
USS. SAM HOUSTON (SSN-609)	SSBN-609	Hyland III, John Joseph, CDR	71	02.06.1981	17.06.1983	
USS. SAM HOUSTON (SSN-609)	SSBN-609	Lockwood, Ernest Reese, CDR	72	17.06.1983	05.06.1987	previous: SSBN-609
USS. SAM HOUSTON (SSN-609)	SSBN-609	Collins, Robert Samuel (Sam), CDR	73	05.06.1987	00.01.1988	
USS. SAM HOUSTON (SSN-609)	SSBN-609	Jensen, Gary Dean, CDR	74	00.01.1988	05.04.1988	
USS. SAM HOUSTON (SSN-609)	SSBN-609	Keuhlen, Phillip Joseph, CDR	75	05.04.1988	00.12.1990	
USS. SAM HOUSTON (SSN-609)	SSBN-609	Butler Jr., Willard Clinton, CDR	76	00.12.1990	20.09.1991	LDC

Two middle names are still missing and several day-dates of change of commands. Any additions and/or corrections?

Sincerely,
 Wolfgang Hechler, Germany
 hechler.wolfgang@t-online.de

PICTURES SUBMITTED BY CAPT. ED GRIFFING (70-72)



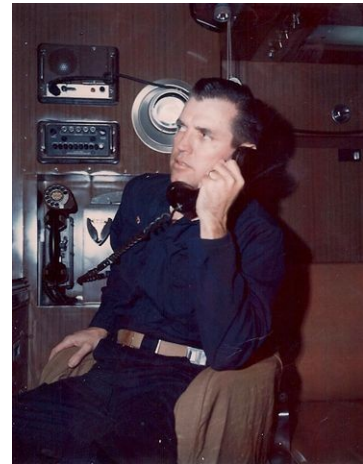
The Wardroom



Capt. Griffing & Navigator, Tom Bailey, pondering something—maybe, Where are we?



Capt. Griffing's Cap and Jacket



Anybody's Guess



A Halfway Party? Can you identify any of the crew?



Sometime Around Christmas?

PICTURES SUBMITTED BY HERBERT "JACK" HARDEN [RM2(SS), Blue, 63-66]



Jack Harding and his wife, Joyce, participated in the 2010 Veteran's Day's parade in Moncks Corner, S.C. The float of SSN 592 belongs to the Charleston Base of the USSVI.

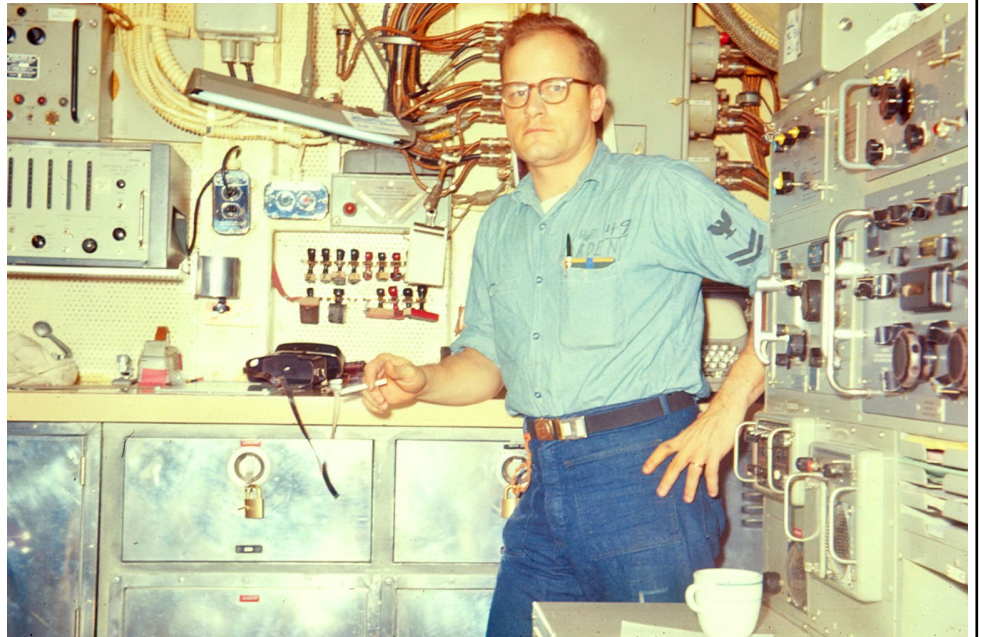


Jack visited Holy Loch, Scotland in 2009 during a cruise that made a port call at Greenoch, Scotland. A friend of Jack's, who lives in Glascow, picked up Jack and Joyce and drove them to Holy Loch. The Ardnadam Pier should bring back memories to many.

MORE PICTURE SUBMITTED BY HERBERT "JACK" HARDEN



Jack (left) and ????????????



Jack in the Radio Room.



Jack on watch.



Anybody recognize this shipmate?

PICTURES OF JIM DOONAN [EM3(SS), BLUE, 1962—1964]



Jim Doonan is the guy in the USSVI vest. Jim and the Great Lakes Base of the USSVI participated in the Father's Day Parade in Mukwonago, WI in June 2009.

The photo above is Jim with Congressman Paul Ryan of Wisconsin in front of the submarine float built by the Great Lakes Base of the USSVI.

Jim and his wife, Char, own Submariners.biz. It was created solely for the purpose of bringing a huge array of merchandise that relates to US Navy Submariners into one location. Char says, "our dream for this site is to keep building it with new items, merchandise, and vendors so you can find what you are looking for at a quick glance."

If you are interested in any of their products, please visit the web site <Submariners.biz> or call them at 262-694-0060 or 262-694-0568.

USNTC BAINBRIDGE ASSOCIATION

U.S. NAVAL TRAINING CENTER BAINBRIDGE

(By Walter Alexander, CMRP)



The U.S. Naval Training Center, Bainbridge, Maryland was established in early October, 1942, when President Franklin D. Roosevelt approved purchase of land and buildings from Jacob Tome Institute for a permanent naval installation. Named for Commodore William Bainbridge, commander of the famous frigate “Constitution” which was immortalized in the poem “Old Ironsides,” USNTC Bainbridge was under the control and command of the Fifth Naval District whose headquarters was in Norfolk, Virginia. USNTC Bainbridge had 1,132 acres located on the Susquehanna River, 35 miles northeast of Baltimore, midway between Washington, DC, and Philadelphia.

Activated on October 1, 1942, the Center trained a total of 244,484 recruits by the time V-J Day came in 1945. Also, the Service School Command had trained and graduated 24,484 men in technical ratings. On June 30, 1947, USNTC Bainbridge was deactivated as a Training Center. The Korean Crisis saw the Center reactivated in February 1951. By April 1, 1951, the first male recruits reported “on board.” More than 400,000 recruits and students have been trained.

The USNTC Bainbridge served the United States Navy for 34 years from its beginning as a recruit training command (boot camp) in 1942 to its closing on March 31, 1976. During that period of time it also served as, among other functions, a mustering-out facility, the home for the Naval Academy Preparatory School (NAPS), the Women Accepted for Volunteer Emergency Service (WAVES) Recruit Training, the Naval Reserve Manpower Center, and various specialized training schools, including the Hospital Corps and Dental Technician School. The Navy announced its intention to close the base in 1971 resulting in the final closing in 1976. In 1999, the Federal Government having met commitments made in 1942 to the town of Port Deposit, Maryland, and Environmental Protection Agency mandates, turned the Bainbridge facility over to the State of Maryland.

The USNTC Bainbridge Association’s 13th annual reunion will be September 29 to October 2, 2011, in Kingsland, Georgia (near Jacksonville, Florida.) Attendance at its reunions is open to all military and civilian personnel whether or not they are members of the Association. Persons eligible for membership include members of the U.S. Armed Forces (either male sailors or WAVES) who served at Bainbridge while it was Navy property, spouses and children of these U.S. Armed Forces members, and civilian employees of organizations located on USNTC Bainbridge property while it was in commission.

For a membership application or reunion information, please contact USNTC Bainbridge Association, Arline Caliger, President, PO Box 147, Harrison, TN 37341-0147, email: Kali8824z@aol.com. The Association’s web site is www.USNTCB.org.

MYSTERY PICTURE SUBMITTED BY RON FOCIA

Ron Focia (Lt., SSN, 1988—1991) found the picture below during decommissioning when cleaning out the ship's office, and it was to go in the trash. I thought it was interesting enough to keep. I don't know who, what, where, or when, but I thought it might be good for a "Who is this and what award did he receive" type of thing.

The original photo has no markings on the back. You can see the woman on the right holding something with the Sam Houston crest on it. It almost looks like a picture of a picture as it's in some type of frame.



Ron Focia

Editor's Note: First, thanks for being thoughtful and saving the photo. Second, you've probably got an excellent example of trying to figure out what is going on and who is it.

THE “SHADOW” AND HIS EVIL DOINGS

Does anyone remember a shipmate who was also known as “The Shadow”? Anyway, he’s the person who took the picture of Sam Houston (the soldier) from the bulkhead and hid it in plain sight; yet, no one could find it! How about when the XO’s door was taken? “The Shadow” was behind these incidents and many of his other pranks that were pulled on the officers of the Gold Crew of Big Sam.

Incidentally, the XO whose door was taken later became an admiral and took over for Rickover.

Richard Tomac [MM1(SS), Gold, 1962—1965]

Editor’s Note: It seems that stealing the XO’s door was a regular occurrence because that had occurred when I was aboard. I came aboard after Richard. Also, does anyone know the name of the XO who succeeded Rickover?

DO YOU HAVE ANYTHING TO CONTRIBUTE TO THE NEWSLETTER?

If you have anything worthy of being a newsletter article, please consider submitting your stories and pictures to share with the rest of the shipmates. You are the ones who have exact experience aboard Big Sam—especially information that does not appear in any official naval publication or on the Internet.

I attempt to issue “The Raven” at the beginning of each standard calendar quarter. If I receive your information not later than four weeks before the end of a quarter, I can probably get your article in the next quarter’s edition; otherwise, I will place in the newsletter to be issued six months later.

Our previous Vice Chairman & Newsletter Editor, **Jeff Walsh**, had two great ideas for member-submitted articles, and I would like to revive those ideas:

- Then and now pictures of yourself.
- A synopsis of your post-naval life.

So, dig through your pictures and other stuff and energize your memory recall.

Thanks,

Howard Dobson