

USS SAM HOUSTON VETERANS' ASSN., INC.

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The Raven

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FROM THE CHAIRMAN

Shipmates & Associate Members:

Some of the articles of the 2d edition of "The Raven" had the desired, two-prong effect: 1) it energized the memories of a bunch of shipmates in attempting to identify some of the individuals in the pictures, and 2) it caused some members to submit more pictures and interesting stories, many of which are included in this edition. Hopefully, the snowball effect will continue.

On another note, I was in Charleston, S.C. from 30 Apr and 01 May 2011 for Site Inspections of the primary host hotel and an alternate and to meet with their Sales Mgr. Moreover, I met 3 shipmates and their First Mates while in Charleston. Pictures are included.

I also attended a FAM (Military FAMiliarization Tour) in an area called "Northern Kentucky." This area is a great place for one of our future reunions—more on page 18.

And speaking of reunions, I am seeking recommendations from the membership for future reunion-host cities. An article inside provides some criteria that your suggestions must meet for consideration.

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USS Maine Base of the US Submarine Veterans, Inc. Participation in the 2011 Memorial Day Parade at Bangor, Maine

The Submarine Veterans Organization creed is “to perpetuate the memory of our submarine shipmates who gave their lives in the pursuit of their duties while serving their country.”

With this creed in mind, the USS Maine Base of Submarine Veterans representing veterans from the entire state of Maine, has been marching as a group in the Memorial Day parades in Bangor, Veteran’s Day parades in Portland, and July 4th parades in Bath and Augusta, and other towns in Maine.

In 2005, the base members undertook a project to build a model submarine float to use in the parades. The members wanted to provide a stark visual figure by which the public could strongly identify them as submarine veterans. Although our members served on all types of submarines, we settled on a model based on USS Skipjack (SSN 585), the first tear-shaped, nuclear submarine and noted as the “predecessor to all US Navy fast attack submarines.” That sub was commissioned in 1959 as one of the world’s most advanced.

The base members started on the project in January of 2005 and had Saturday work parties approximately every two weeks to work on the float. The work parties were a great source of pleasure for all attending as it provided a forum for the veterans who have so much in common to meet and swap sea stories from their countless days submerged under the oceans of the world.

Larry Ferrell of Newport, the Senior Vice Chairman of the USS Maine Base, volunteered his heated garage for the initial construction during the winter months. The float construction continued on Larry’s property during the warmer months until completed. Funding and material for the sub float were donated by base members, the VFW of Portland, and several marine-supplies stores. Base member Al Childs of Brownsville donated a custom trailer for the float.

Since the commissioning of the USS Maine Base Submarine Memorial Float in 2005, the base members have participated in over 30 events throughout the state of Maine, including the Memorial Day Parade on May 30, 2011, in Bangor, Maine. More information about the Maine submarine veterans may be obtained at <<http://www.maine-subvets.org>>.



*Submitted by Larry Ferrell,
SHVA Storekeeper and Senior Vice Commander, USS Maine Base*

Editor’s Note: Many members of the SHVA are also members of the USSVI, and many of those are active participants in activities of their respective USSVI bases. As with Larry, some are officers in their bases. If you are not a member of the USSVI, please consider joining. The USSVI publishes an excellent quarterly magazine, which in my opinion, is a good reason alone to join.

DONATIONS FOR THE MEMORIAL BENCH

Some members have made generous donations for the granite memorial bench to be installed in the name of the SHVA at the Cold War Submarine Memorial at Patriots Point near Charleston, S.C. If you have not contributed to this significant project and are able to do so, please contribute. The minimum suggested contributions is \$25, but the SHVA will accept any amount within your budget. Please mail your donation to our Treasurer at the following address:

Mark Manzer
10118 NE 41st Ave.
Vancouver, WA 98686

Installing the memorial bench is important because it 1) is a most appropriate gesture as it pertains to submariners from our era, and 2) it fulfills one of the objectives each for the SHVA's incorporation and its tax-exempt status.

I thanks all who have donated and will donate toward this noteworthy project,

Howard Dobson

DISCOUNTS FOR VETERANS/RETIREES

Some national businesses, organizations, and clubs offer special discounts to veterans and/or military retirees, and I would like to compile a list of these for distribution to all of our members. To do so, I need the help of our member in providing me the names of organizations of which they are aware and some details of the discounts.

As an example, I'll mention Veterans Advantage. This is a Internet-based club for military veterans only—veterans and retirees. Membership is required (about \$60/year), and good discounts are available with many department, computer, and clothing stores, car rentals, Amtrak, Greyhound Bus, and much, much more.

If you are aware of others that offer any discounts to military veterans or retirees, please let me know so that I can let our members know. Saving money should not disappoint any SHVA members.

Howard Dobson

SHVA MEMBERSHIP CERTIFICATES & CARDS TO BE ISSUED

An interesting development occurred after talking with a shipmate in early May 2011 about why the SHVA does not issue membership cards while nearly all other types of veterans' groups issue the cards. I explained to him that when I was developing plans for the SHVA, two factors led to my decision not to issue membership cards:

- Since dues would not be collected, delinquency could not exist.
- Producing and mailing the cards would incur a cost.

But while speaking with him, I learned that his concern was more related to sentiment than proof of membership. Knowing that I want the SHVA to be one step better than the others, I asked him if issuing a membership certificate—one suitable for framing—along with a card would be better. We both agreed. I calculated that I could produce and issue the required 300+ certificates and cards via postal mail for about \$350. Our bank account can afford this. I presented the idea to Board of Advisors who voted to proceed. I will design the documents and print them on a color laser printer at my day job for free. I will purchase certificate paper and business cards. Both items will be mailed in large envelopes so that the certificate will not be folded. I expect to begin mailing the items in early August.

Howard Dobson

2012 REUNION UPDATE

On 31 May and 01 Jun 2011, I performed Site Inspections of the primary choice for our host hotel and an alternate, and on 15 Jun 2011, I signed the contract with the primary choice. The most significant advantage of the primary hotel is that does not impose cancellation or attrition penalties. This is important because most hotels include in their contracts clauses so that they can recoup lost revenue if the reunion group falls short on the room reservations and meal quantities. Some reunion groups have went out of business because of attrition penalties.

The dates for the reunion are Thursday through Saturday, 25 - 27 Oct **2012**—not 2011. Mark your calendars. *I'll sent out Reunion-Registration Packets in mid-Apr 2012.* I have selected tours that I am certain the attendees will enjoy. Of those are visits to Patriots Point where the SHVA's memorial bench will have been installed and the Hunley Museum.

While in Charleston, I had dinner with **Curt Thomas** [SN, Blue, 1961 (Plank Owner)], whom I located the night before I departed for Charleston, **Thomas Conrey** (Lt., Blue, 1964-1966), whom Curt persuaded to join the SHVA while I was in Charleston, and their First Mates. Incidentally, Thomas Conrey later commanded the Blue Crew of USS Henry L Stimson (SSBN 655). On the next day, I went to the home of (**Herbert**) **Jack Harden** [RM2(SS), Blue, 1963-1966] and Joyce and had dinner with them. Jack has many pictures from “back in the day” and an equal number of sea stories—those believable, yet unbelievable, ones! Pictures with these individuals follow.



Thomas & Dolores Conrey on the left;
Curt & Jenny Thomas on the right.



Joyce and Jack Harden in the foreground;
Howard Dobson in the background.

P.S. Jack had earlier told me that he does not smile for anyone. He's true to his word, and I ain't much better!

There's no doubt that Joyce makes this picture worth viewing.

I must mention that Curt Thomas and Jenny were at the Amtrak Station in Charleston when I arrived by train for the Site Inspections and gave me a ride to the hotel. They had not told me that they had plans to do so. I thank them for their thoughtfulness and act of kindness.

Howard Dobson

MEMORIAL BENCH UPDATE FOR THE COLD WAR SUBMARINE MEMORIAL

Larry Ferrell [MM1(SS), Blue, 1968-1970], our Storekeeper, has ordered the bench, and it should be installed no later than the fall of this year. I'll inform all when the bench has been installed. Additionally, I will attempt to persuade one of our shipmates who lives in Charleston, S.C. to take pictures of it for inclusion in a subsequent newsletter, a Membership Memo, or both.

Larry will conduct a dedication ceremony at the Cold War Submarine Memorial during our 2012 reunion in Charleston.

Please be aware that the following Associate Members donated generously toward the bench:

- **Sally McAlear** donated in memory of her brother, **Patrick Lyons** [STS2(SS), Blue, 1962-1965, *Eternal Patrol*].
- **Beverly Zellmer** donated in memory of her husband, **Werner Friedman** [FTG1(SS), Gold, 1961-1964, *Eternal Patrol*].

Howard Dobson

RANDALL ATCHISON SEEKS CHIEF CANTRELL

Randall Atchison, son of Douglas Atchison [RMC(SS), Blue, 1961-1963, *Eternal Patrol*] and an Associate Member of the SHVA wishes to contact Chief Cantrell—a lost friend of the Atchison family. I have no leads for contacting Cantrell. If any one else has any contact information or potential leads for Cantrell, please contact Randall and myself. Randall's information follows:

Randall Atchison
225 Scott St.
Orange, VA 22960

Phone: 540-672-4005
E-Mail: rda1954@gmail.com

Randall provided the following picture that originated from Jack Harden:



From left to right:
unknown, Chief Douglas Atchison, and Chief Cantrell.

(The year is either 1962 or 1963.)

MYSTERY IDENTIFY SOLVED—MOST LIKELY

In the previous edition of “The “Raven,” the following picture submitted by **Ron Focia** (Lt., SSN, 1988-1991) appeared in which the identity of the Chief in the picture was requested:



I received a few e-mails from a few shipmates, but their debate had narrowed it primarily to Chief John B. Woods although Chief Luter C. McLoy was mentioned. But, the following e-mail from **David Muth** [FTB2(SS), Blue, 1965-1970] seems to end the debate:

“The picture with the two women is Chief Howell, QMC, COB on the Blue crew. I think he was COB prior to 1965 (that’s when I came aboard) till at least when we went in the yards. Sure of it being Chief Howell; sure that he was COB; not real sure he was a QMC; not real sure if it was before or after the yards. I was on the Blue crew from 1965 to 1970, and he was the COB sometime during that time.”

SUCCESSOR TO ADM. RICKOVER SOLVED

The following three shipmates quickly responded to the question in the previous edition of “The Raven” that sought the name of the shipmate who succeeded Adm. Rickover; they were:

John Hyland III (Cdr., SSN, 1981-1983)
Robert Bishop [MMCS(SS), Blue & Gold, 1960-1970)
Michael Collins [ET1(SS), Blue & Gold, 1966-1970]

Rickover’s successor was Kinnaird McKee [LCdr (XO), Gold].

-- Excerpt From "The 6th Shaft" --

AN INTERVIEW WITH THE OLD MAN OF THE SEA

Shaft: Chief Walsh, is it true that you are a plank owner on the Ark?

Chief Walsh: No, absolutely not. I didn't report aboard the Ark until just before the flood. This was at least a week after she was commissioned.

Shaft: I see, and what was it like on board the Ark?

Chief Walsh: Well, I only made one patrol. It lasted 40 days and 40 nights and boy, was it miserable. It rained the whole time.

Shaft: How about the crew?

Chief Walsh: God, what a bunch of animals!

Shaft: Did you get to know any of the crew very well?

Chief Walsh: Well, there was this one frog...

Shaft: Yes, well let's move along. What was your particular job on board the Ark?

Chief Walsh: I helped Captain Noah (I never did find out if that was his first or last name) navigate, and also I was in charge of communications. It was my job to release the dove each morning.

Shaft: How were communications in those days?

Chief Walsh: Well, it was slower in those days of course. We had to wait for that damn dove to fly back each time, but we managed to maintain our alert status.

Shaft: It sounds pretty rough.

Chief Walsh: Yes, and the worst part was, that stupid dove could only carry one family-gram at a time, and when your name comes at the end of the alphabet, well you know what I mean.

Shaft: Yes, I see. Did you have any other experiences that might interest our readers.

-- Excerpt From "The 6th Shaft" continued --

Chief Walsh: Well, I remember once when I was on the Bounty.

Shaft: You mean the HMS Bounty with the notorious Captain Bligh?

Chief Walsh: Shucks, he wasn't so bad. A little quick tempered maybe. Of course, he did have a slight discipline problem.

Shaft: Are there any other things you'd like to tell us about?

Chief Walsh: Did I ever tell you about the time I set sail from Spain with three ships and made an important discovery.

Shaft: I thought that was Columbus?

Chief Walsh: Don't feel bad, a lot of people get us mixed up.

Shaft: Well chief you certainly have been around, what are your plans for the future?

Chief Walsh: Well, when I get back from the moon next week....

Shaft: Thank you very much.

* * * * *

WE LOVE YOU, FRANCIS.

Editor's Note: *This excerpt is about Chief John Walsh [ETC(SS), Gold, 1966-1969, **Eternal Patrol**] whose son, Martin Walsh, is an Associate Member. I do not remember whom to credit for submitting this excerpt, but I know that it is not Martin. Anyway, thanks.*

BEAUTY CONTEST!@#%* * ?

George Kull [FTB1(SS), Gold, 1977-1981] submitted the following picture:



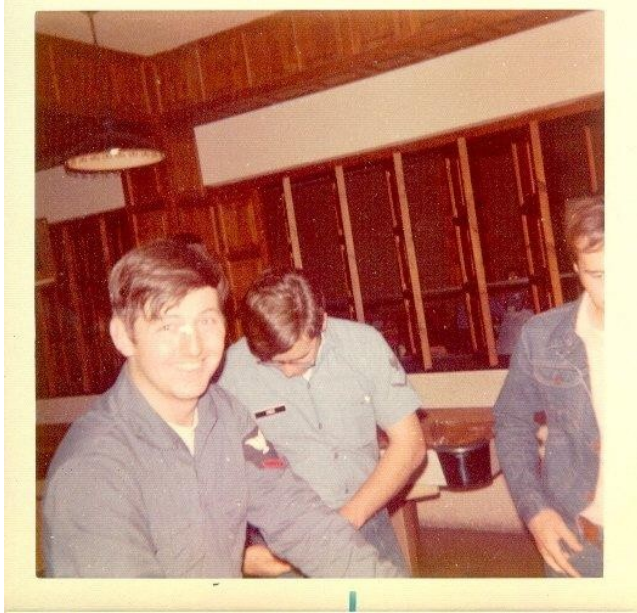
“609 (gold) probably 1978 half way night division beauty queen contest. Standing on the left is the Master of Ceremonies, FTB1 **David Campbell**, with the long hair wig and beard. David eventually retired as a master chief and COB. Seated on the left is FTB1 George Kull with the beard and glasses. The contestant was an MM3, and I forgot his name.”

— George Kull

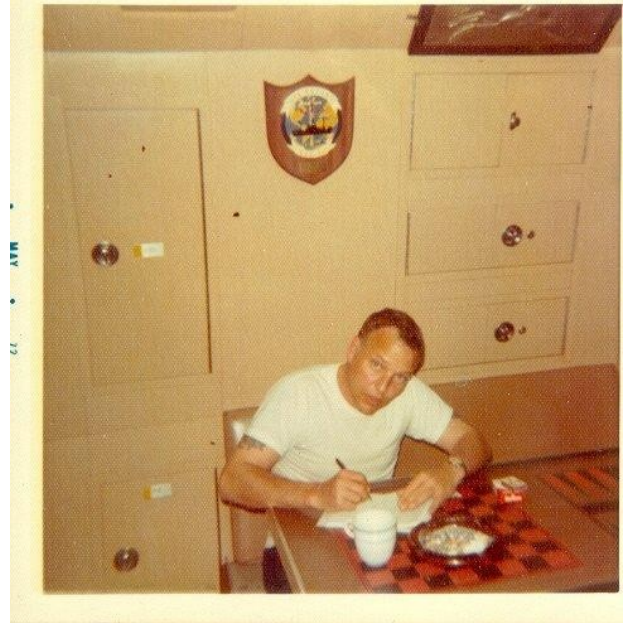
USS SAM HOUSTON UNDERWAY (submitted by George Kull)



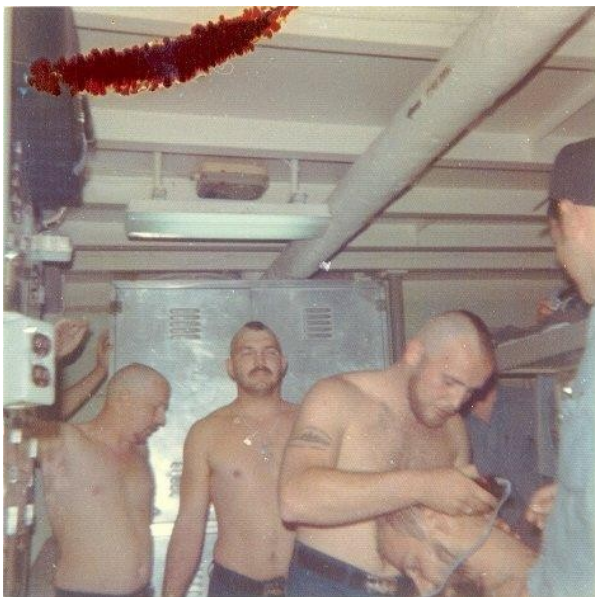
ASSORTMENT OF PHOTOS (submitted by John Sheppard)



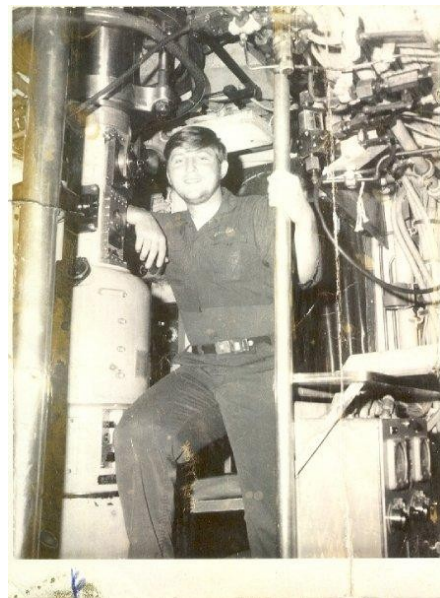
Woody



Pappy Hahn

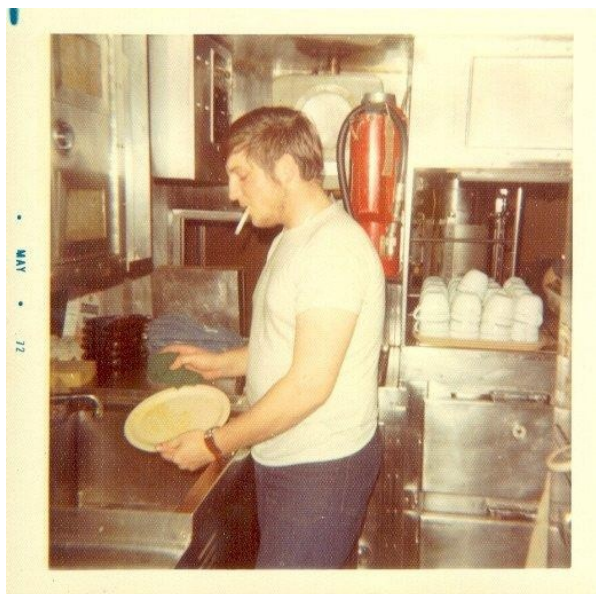


Larry Lemons, "The Barber"

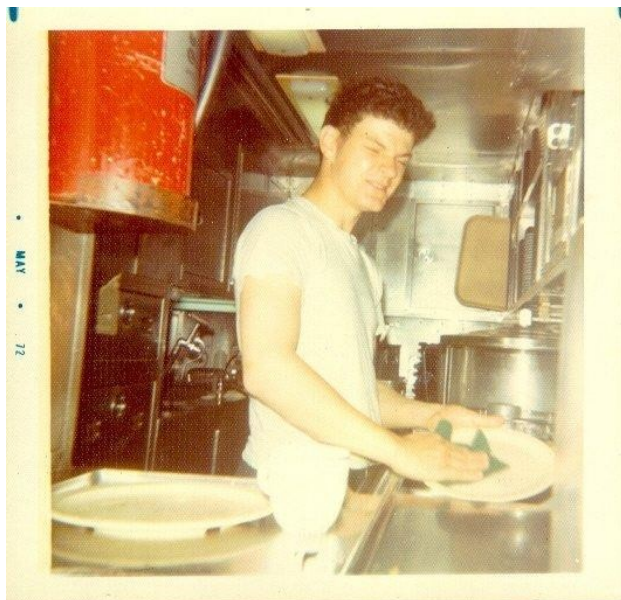


John Sheppard, Jr.

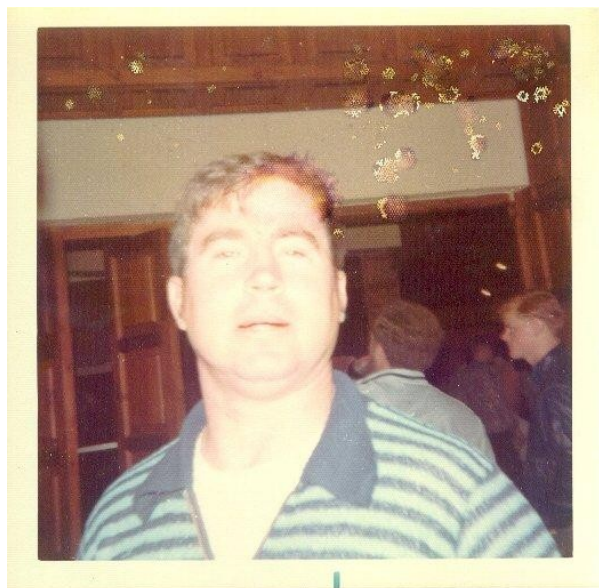
ASSORTMENT OF PHOTOS (continued)



John Sheppard—Mess Cook



Joe Saleem



MM1 McCain on liberty



Jakobs & Sheppard
Halfway Party

ANOTHER "WHO ARE THEY?" PICTURE



Kathy Eggers, wife of **Ed Eggers** [ETR2(SS), Blue, 1960-1962], submitted the above picture as another one of those "who are they?" mystery pictures. Ed is on the far right, but he does not remember any of the others. This picture was likely taken in 1962.

Somebody out there can probably identify one or more of the mystery shipmates. Let me know.

Kathy also sent this closer picture of Ed Eggers
(Dec 1962)



PICTURES SUBMITTED BY NOEL BARNETT



Noel Barnett [EM3(SS), Gold & SSN, 1980-1982]

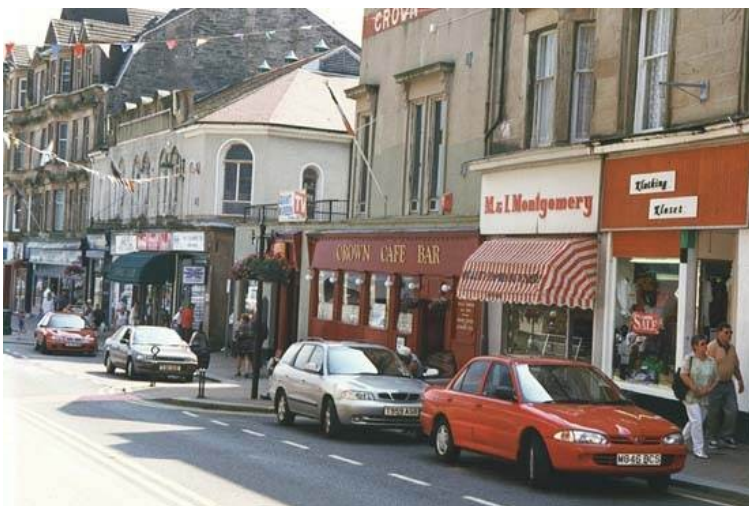


Editor's note: Based on Noel's stint aboard the boat, my guess is that the bottom pictures are associated with Pearl Harbor.

PICTURES SUBMITTED BY MICHAEL BROWN



Michael Brown [CS2(SS), Gold, 1964-1966] is on the left;
Wright is on the right.



Editor's note: I remember well these two watering holes in Dunoon. These pictures are a rarity in that the scenes are not obstructed by rain, fog, or drizzle, and the ground is dry. I have never been to a place where precipitation and fog were the norm!

JACK HARDEN & JOHN ANULIES



Jack Harden [RM2(SS), Blue, 1963-1966] is left, and **John Anulies** [FTB2(SS), Blue, 1964-1966] is on the right. John Anulies submitted the picture and had the following comment:

"The photos from Jack Harden on page 12 in the earlier Raven included one of Jack and me (Jack Anulies). I was the pearl diver (mess cook) in the photo.

The photo included with this Email was taken in late 2010 at the Dock (now Gilligan's) Restaurant in Moncks Corner, South Carolina.

Jack looks a hell of a lot older in this latest picture while I have retained my youthful good looks! Plus I no longer look like I just swam the Rio Grande!

The original photo was taken on my first patrol which was summerish of 1964.

Also, the unidentified black and white photo reminds me of Chief Jack Wood who served on the Blue crew and knew everything about everything! I may be wrong about the identification though. Ask Jack Harden or Doc Jenkins."

Editor's Note: Based on the article from David Muth on page 6, the mystery man is most likely Chief Howell of the Blue Crew.

REQUEST FOR REUNION-HOST CITIES

Now is the time to submit potential reunion-host cities to me where you believe that members of the SHVA might enjoy a reunion. Although the next year available for our biennial reunions is 2014, I will need considerable time to evaluate thoroughly the anticipated many suggestions. But, host cities must meet many criteria, and you must be aware of the basics before you consider submitting your suggestions. This article covers those basics.

First, be aware that a reunion aboard a cruise ship is available, but I do **NOT** want suggestions for this type of reunion because this type of reunion will be:

- The specifics related to the cruise will be specified and voted upon at a Business Meeting.
- Those specifics will essentially determine the port of departure.
- Those specifics will also determine the length of the cruise.
- Those specifics will also determine the ports of call.
- If departure is to be from a port along the Gulf of Mexico or nearby southern states, the cruise will NOT occur during the hurricane season.

I remind you that the attendees at the 2010 reunion voted at the Business Meeting that attendees at reunions will make decisions regarding subsequent reunions. Thus for a cruise reunion, the details for it can only be established at a Business Meeting during a reunion. This is not entirely the case for land reunions because, although host cities can be proposed in advance, the final decision of a host city will be the outcome of a vote during a Business Meeting. A cruise reunion is somewhat the reverse; i.e., aspects of the cruise will determine the departure point. For example, we won't be able to cruise to Hawaii from Baltimore. Basically, the reunion attendees would be deciding a "cruise package." Therefore, we would pay whatever has been established for cabin reservations and the optional tours that you would attend. This is not a bad thing; it's the way it has to be.

For land-based reunions, things are considerably different in that nearly all aspects are chosen—either by vote of the membership, subsequent consultation with the board, and/or established by myself. What I seek from the membership at this time are recommendations for potential host cities. I ask that you consider the following "6 A's" before submitting your choice. Use of the 6 A's might eliminate your suggesting a city where your family had a most enjoyable time after you had arrived by car or locations where someone else said that he/she had a good time.

ATMOSPHERE AFFORDABILITY

ACCOMMODATIONS ACTIVITIES

AVAILABILITY ACCESIBILITY

These are the first aspects that a seasoned, military-reunion planner must evaluate if he or she desires a enjoyable, trouble-free reunion for the members. You, as members of the SHVA, will not know everything about each of these aspects, but some crucial information about each might be available to you. This is the information that will help prevent you from suggesting cities simply because your family had a great time. Hence, none of you will be suggesting a city such as Key West.

Most cities will have a great *atmosphere* if you enjoyed yourself without being mugged or abused otherwise. The job of the hospitality industry is to provide you a great time while at the hotel.

Accommodations is a category that you might not be able to determine merely by your presence in the area and your observations alone. First, the host hotel must be a full-service property. It must have a restaurant, lounge, meeting spaces, and a Catering Dept. at the least and be able to accommodate an expected number of our attendees for a Hospitality Rooms, our Business Meetings, and our group meals. We might have 150 people attending our reunions that might increase with time. If the hotel cannot accommodate this quantity, it cannot host our reunions.

You might not know the *availability* of any full-service hotel in a city because you will probably have departed earlier and never asked about hosting an SHVA reunion. Worse yet, the SHVA will not know either. Don't worry about this one; I'll deal with it if the other aspects are met.

Affordability is also one that you won't be able to deal with. This one is my job. I have to negotiate room rates along with free function rooms and more. This usually requires having at least a banquet at the hotel along with some other stuff. About the best you'll be able to do is let me know the room rate that you paid. I would be able to get a better group rate.

Activities is a category that deals primarily with visiting attractions in the area—an area that could be a 2-hour ride by coach as a group. I request that you mention some attractions in the area that might be suitable for members of the SHVA.

REQUEST FOR REUNION HOST CITIES (continued)

Accessibility is the big one and can become the sole reason for rejection of a potential host city. Right now, some of the SHVA “must have’s” for a host city/area are:

- The host city has a national/international airport.
- The host hotel provides complimentary, airport-shuttle service.
- At least one discount airline serves the airport. (This was mentioned at the 2010 Business Meeting.)

The following factors are plus’s for a potential city and are not deal-breakers:

- Amtrak serves the city/area.
- The host hotel provides complimentary shuttle service for the Amtrak station.

The requirements and preferences yield the following advantages for our reunion attendees:

- Transferring to smaller planes is eliminated.
- Hassle-free transportation to the host hotel.
- A “cheap” flight might be available.
- Travel by train might be available for those who do not wish to travel by air, coach, or car.

The last thing that should occur is that our reunion attendees rent cars or use shuttles/limos to travel from an airport to the host hotel. Fees for these add to the cost of attending a reunion inasmuch as does paid parking for some downtown hotels. In many cases, the cost of a rental car to travel 20 miles and let it sit for 3 days will far exceed the cost of a 1000-mile plane fare! This situation had been the big drawback to Branson, Mo. although it is an extremely popular destination for military reunions. It has excellent attractions, but getting there was costly because it had no airport. People would have to fly to Springfield, Mo.—about 50 miles away. Ground transportation added about \$80 to the cost of attending a reunion. Today, Branson has its own airport. You can see why you would not suggest Key West. Thus, accessibility is an important aspect for your suggestions. I ask that you first evaluate travel by plane thoroughly before submitting your recommendation. If you don’t, I will.

For those who submit suggested cities/areas, I will contact each of you regarding the results of my more detailed investigation of your suggestions.

Thanking you in advance,

Howard Dobson

EVALUATION OF NORTHERN KENTUCKY FOR OUR REUNION

I attended a FAM (Military FAMiliarization Tour) sponsored by the Northern Kentucky Convention & Visitors Bureau from 19-21 May 2011 in an area known as “Northern Kentucky,” and often referred to as “The Southern Side of Cincinnati.” The area is across the Ohio River from Cincinnati. Besides being an area well suited for one of our reunions, it has two financial advantages that are somewhat rare:

- No sales tax for military-reunion groups that are exempt from federal tax.
- Cash-back to a group for having its reunion there.

The Commonwealth of Kentucky grants military-reunion groups that are exempt from federal tax a gratis exemption from sales tax for activities that would be paid by lump-sum payments with checks or a debit card of the SHVA. Sales tax for guest room cost would NOT be exempt because this is paid by the individual. But, I am considering that guest room reservations become the responsibility of the SHVA in this situation. In this way, attendees pay the SHVA for their room reservations, and the SHVA would pay the hotel with a lump-sum check. But, this will have a high risk related to cancellations if the hotel imposes attrition penalties in its contract. The hotel that I would prefer does NOT impose the penalty! For example, current total tax in the Kentucky is 11.3%. The tax consists of 6% sales tax and 5.3% lodging (room) tax. For a quoted room rate of \$89/night, the total

EVALUATION OF NORTHERN KENTUCKY FOR OUR REUNION (continued)

cost would normally be \$99.06/night. Without sales tax, the nightly cost would become \$93.72/night—a savings of \$5.34/night. If staying at the hotel for the entire reunion (4 nights), the savings become \$21.36. Savings from the sales tax exemption would also apply to group meals AND tour costs. Savings could approach \$100 for a couple to attend all activities of a reunion while staying at the host hotel.

The Convention & Visitors Bureau of Northern Kentucky issues to military-reunion groups cash-back checks whose amount would be based on room-nights for the reunion. Rather than use the money for personal reasons, I would either donate it to the SHVA or issue “rebates” to reunion attendees. I will discuss the tax and cash-back situations at the 2012 Business Meeting when I nominate Northern Kentucky for a reunion-host area. I will learn more about the area when I attend a reunion of the Destroyer Leader Assn. there in late Sep 2011.

Incidentally, the major airport that serves the Northern Kentucky region is the Cincinnati/Northern Kentucky International Airport that is located in Erlanger, Kentucky—not in Cincinnati.

Howard Dobson

Enjoy
the rest
of the
summer.