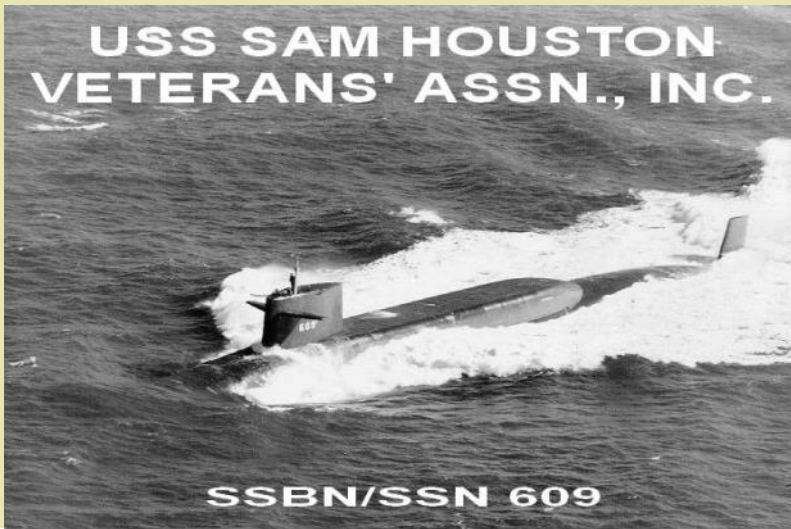


# USS SAM HOUSTON VETERANS' ASSN., INC.



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**3<sup>d</sup> Edition 2013**



A Society of Distinguished Naval Veterans  
Web Site: [www.USSSamHouston.org](http://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 everyone enjoyed the summer and time spent with family and friends. I moved during the hottest two weeks of the summer! Because I relocated across the parking lot, I made the move myself and am still trying to get organized. I needed office space, and now I have it. **Please note the change in my postal address at the bottom.**

How many of you remember the TV series, *The Silent Service*, that aired in 1957 and 1958? Well, I do, and I was 10 years old. Those episodes ignited an early desire that I consider serving on subs. In 1958, I also saw the movie, *Run Silent, Run Deep*. That movie sealed the decision for me. Would you like to own the episodes of *The Silent Service* TV series? Well, you can. And, the free versions of the episodes might suit your needs. Read on.

For the 2014 reunion in Seattle, Wash., I should have a signed contract with the host hotel by mid-Nov 2013. The 2016 reunion in the DC area is in the early planning stage which means that a host hotel has yet to be selected—the first step.

On a sad note, I learned that three of our shipmates left for Eternal Patrol since the previous newsletter was issued.

**Howard Dobson [ETR2(SS), Gold, 1969-1972]**  
**28 Colony Blvd**  
**Wilmington DE 19802-1402**  
**Phone/Fax: 302-764-1197**  
**E-Mail: [howardvaldobson@verizon.net](mailto:howardvaldobson@verizon.net)**

## REUNION UPDATES

### 2014 in Seattle, Wash.

The Reunion Committee, **Brad Lawrence** [IC2(SS), Gold, 1972-1973], Asst. Reunion Planner, and myself have received a contract from the selected host hotel for the 2014 reunion in Seattle, Wash. The dates for our reunion will be 11-13 (Th-Sa) Sep 2014. (The USSVI's National Convention in 2014 is scheduled for 01-07 Sep {Mo-Su} somewhere in Calif.) The contract needs work, and I will probably not have one that is suitable to both the hotel and SHVA until about mid-Nov 2013. This situation is normal because most hotels usually modify the contract template that applies to corporate events at the hotels. Many of the perks for military-reunion groups become overlooked, and we need them included in the contract to preclude problems. This takes time, and is one of many reasons why reunion planning must begin at least 18 months before a reunion.

After I sign the contract with the hotel, the task of selecting tours will be next. This is far less time-consuming than arrangements with a hotel. What the committee has in mind for Thursday's sightseeing is a coach tour of the Seattle area. I intend to include a trip up the Space Needle. We would have free time at Pike's Place Market with lunch on your own that day. Other than the Space Needle and the market, our itinerary will at the discretion of the Step-On Guide for the coach and/or suggestions from shipmates who live in the area. If you locals have any ideas, I'd like to know about them.

Friday's itinerary will involve a tour of the Bangor Trident Base in Bremerton where we stand a good chance of visiting an operational boat. I will also plan to have lunch somewhere on the base and conduct our Memorial Service there. **Wayne Snodgrass** (LT, SSN, 1985-1988), an employee of the Naval Undersea Warfare Center (NUWC) in nearby Keyport, Wash., sent me an e-mail in which he suggested that we visit the center. It also has a Submarine Museum. I will work with Wayne to arrange for a tour of the NUWC. Incidentally, **Eugene Troyer** [TM3(SS), SSN, 1986-1990], also employed at the NUWC, sent me a similar e-mail. These two individuals were unaware that they both had served aboard **USS Sam Houston!**

Friday's tours will involve a ferry ride across Puget Sound which, in itself, is enjoyable. The transit takes about 1 hour, and we will probably see seals swimming and resting on buoys along the way.

Even if arrangements are made to visit the Bangor Trident Base, the Navy might cancel some or all of our scheduled activities at the base at the last minute for security or other reasons. So, I will have a contingent plan.

### 2016 in Washington, D.C.

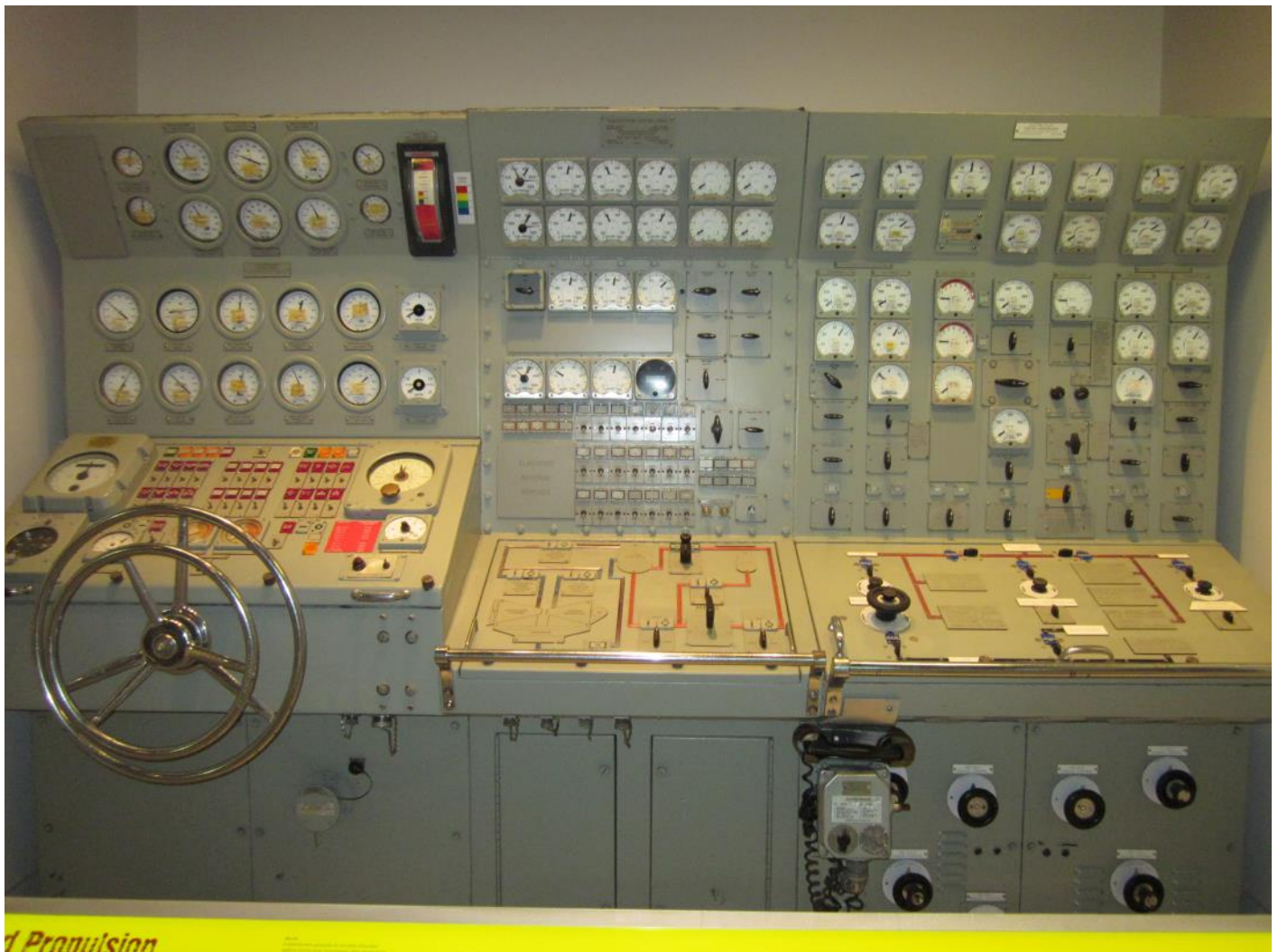
This reunion is in the early planning stages, and the only aspect that is established is the general area of our host hotel—Fairfax county in Virginia. Hotel room rates in DC proper are much too expensive. Fairfax county includes many cities and is military-reunion friendly. An important factor for selecting the host hotel is that it provide complimentary shuttle service for Dulles International Airport or for a nearby Metro (DC subway) Station elsewhere. If a reunion attendee would use any public transportation to arrive in the DC area, a ride on the Metro will be the best way to get to the host hotel if it is not near Dulles International Airport. The Metro has limited service in Fairfax county now, but by the time of our reunion, service will have been extended almost to Dulles International Airport. We will select a host hotel that will be along the Metro in Fairfax county. Thus, if reunion attendees would arrive at Amtrak's station in Wash., D.C., Reagan National Airport, or anywhere served by the Metro, they would be able to get near enough to the host hotel via the Metro to use its complimentary shuttle. The longest Metro ride (probably from Reagan National Airport to Dulles International Airport area) would take about 75 minutes and cost about \$7.50 during peak hours or \$5.00 during off-peak hours. All details about using the Metro from anywhere will either be in the Reunion-Registration Packet or an addendum/pamphlet.

Brad Lawrence and I attended a 3-day conference related to military-reunion planning during June 2013 in the Tysons Corner area of Fairfax county Virginia. The conference included visits to some area attractions and hotels. I had already submitted a Request for Proposal to the Fairfax area and had received some proposals. After the conference, we performed Site Inspections of four hotels that seemed feasible and are evaluating them. I'll keep you updated as we move forward. I have received many suggestions for tours, but we will only be able to visit a handful of them during the reunion.

## REAL MANEUVERING ROOM CONTROL PANELS

Part of the reunion-planning conference mentioned in the previous article included visits to some of the attractions in the DC area that might be of interest to military-reunion groups. One of these visits was the National Museum of the US Navy that includes the Cold War Gallery located at the Washington Navy Yard. The gallery has a section specific to submarines of the Cold War. I was surprised to see the Maneuvering Room Panels in the Covert Submarine Operations Exhibit shown below. Seeing those panels brought back memories! A video about the gallery on the museum's web site states that the panels were removed from USS Sand Lance (SSN 660). This boat was a Sturgeon-class attack boat. I call this source of the panels into question because the US Navy's web site mentions that USS Sea Lance served from 1971-1998. Additionally, *Wikipedia*, an on-line encyclopedia, mentions that the power plant of USS Sand Lance was S5W. The mimic piping on the Reactor Plant Control Panel and the mimic electrical bus on the Electrical Distribution Panel do not conform to the S5W design. My guess is that the source of the panels was a boat that long preceded **USS Sam Houston** and USS Sand Lance. Nevertheless, the panels are real ones.

*Howard Dobson*



A placard at the lower left on the upright of the Reactor Control Panel (the middle panel) states  
**"Classified Material Removed."**

## NAVY LICENSE PLATE FOR VIRGINIA RESIDENTS

This article applies **ONLY** to residents of Virginia.

If you do not have a motor vehicle registered in Virginia or are not interested in a Navy specialty license plate for your vehicle, this article is not for you.

*The following information is a reprint (with permission) of an article from the August 2013 edition of the newsletter of the Old Dominion Chapter of the Destroyer Escort Sailors Assn.*

# GET A NAVY LICENSE PLATE

*(Letter from Navy League - Richmond Council, submitted by Ivian C. Smith)*

Dear Old Dominion DESA member,

Earlier this year, Senate Bill 1298 was passed in the 2013 General Assembly session authorizing DMV to issue Navy license plates contingent upon their being 450 license plate applications on file, but few knew about it! Consequently, the needed applications were not collected by the July 31, 2013 deadline. However, Delegate Jim LeMunyon is prepared to submit new legislation for the 2014 General Assembly to reauthorize DMV to issue the plate. The Navy League, Richmond Council, is serving as the sponsoring organization for the effort to collect the needed pre-paid applications to ensure this legislation is authorized.

The Commonwealth of Virginia offers over 300 specialized plates for purchase, including the Marine Corps, Air Force, Army and Coast Guard. Incredibly, the Navy, with the largest military presence in Virginia, is not among them. We can change that by having a License Plate Application (VSA-10) and payment for at least 450 Virginia DMV customers with active vehicle registrations by **January 1, 2014.** To accomplish that, here's what we need to do.

Complete the attached VSA-10 that has been modified (approved by DMV).

Attach a copy of documentation that proves, **1) you're on active duty, 2) you're retired, 3) or you've been honorably discharged after serving at least 6 months on active duty.** This may be done by providing a copy of your active duty or retired identification card or DD-214 with the VSA-10.

Include a payment of **\$50.75** for a non-personalized (standard production number) Navy special license plate and if it is to be personalized (not more than 6 character combinations), there is an additional \$10.00 fee. Make checks payable to "Navy League, Richmond Council." Send your completed package to-"Navy League, P.O. Box 11201, Richmond, VA 23230, Attention: I.C. Smith." Checks will be held by the Navy League until the end of the year and while we don't anticipate that it will be necessary to do so, if for some reason legislation is not authorized, your checks will be returned to you.

**DO NOT SEND YOUR PACKAGE TO THE DMV;  
THEY WILL NOT ACCEPT IT!**

*(This article continues on the following page.)*

## NAVY LICENSE PLATE FOR VIRGINIA RESIDENTS (cont.)

### OTHER IMPORTANT THINGS TO KNOW

- ◆ Applications are accepted for handicap and motorcycles. Note this at the top of the VSA-10.
- ◆ Applications are not accepted for souvenir license plates.
- ◆ Applications are not accepted for vehicles weighing over 7,500 pounds.
- ◆ You can transfer your existing plate to your Navy plate for the same annual \$10 personalization fee. (remember, not more than 6 characters can fit on the plate).
- ◆ Your application will be processed and mailed to you between January and April, 2015 (it takes up to 9 months from the date of authorization to develop and implement a new plate).
- ◆ Your new plate will include a new registration card, month and year decals.
- ◆ If you sell your vehicle before the application is processed, send a new VSA-10 to the Navy League at the above address and write: "REPLACEMENT APPLICATION" at the top.

Questions regarding this process may be directed to I.C. Smith at (804) 445-1510, facsimile (804) 445-8311 or email at [ISeaSmith@aol.com](mailto:ISeaSmith@aol.com). I.C., a Navy League member, is also a member of the Old Dominion Chapter - DESA and life-member of the Destroyer Escort Sailor's Association, having served aboard *USS Bauer* (DE 1025).

Thank you for your participation in this important venture.

R. Milton Owen, President  
Navy League, Richmond Council. (804) 355-7557  
[navyleaguerichmond@comcast.net](mailto:navyleaguerichmond@comcast.net)

The form, "License Plate Application" is on the next two page. You may also be retrieved at the web site [www.dmv.virginia.gov/webdoc/pdf/vsa10.pdf](http://www.dmv.virginia.gov/webdoc/pdf/vsa10.pdf).

***NOTE: Although the instructions on the form state that the completed form with payment is to be mailed to the Department of Motor Vehicles, DO NOT SEND THE FORM THERE. The Navy League is coordinating this effort with the DMV.***

# LICENSE PLATE APPLICATION

**Purpose:** Use this form to request souvenir, standard, personalized or special license plates.

**Instructions:** Review the Additional Information Section on the back of this form. Mail completed form, with the appropriate fees, to DMV at the address above. Or, you may apply online at www.dmvNOW.com or at any DMV Customer Service Center or DMV Select office.

APPLICATION TYPE (check one)			
<input type="checkbox"/> VEHICLE LICENSE PLATES	<input type="checkbox"/> VEHICLE LICENSE PLATES - DISABLED	<input type="checkbox"/> SOUVENIR LICENSE PLATES	<input type="checkbox"/> TRANSFER EXISTING LICENSE PLATES

LICENSE PLATE TYPE REQUESTED (check one)																																													
<input type="checkbox"/> STANDARD (Blue and White)	<input type="checkbox"/> LIGHTHOUSE																																												
<input type="checkbox"/> SCENIC (Mountain To Seashore)	<input type="checkbox"/> SCENIC (Autumn)																																												
<input type="checkbox"/> SCENIC (Patriot)	<input type="checkbox"/> HERITAGE (Dogwood-Cardinal)																																												
<input type="checkbox"/> COLLEGE: _____ <small>(No initials or abbreviations)</small>	Locality: <input type="checkbox"/> City <input type="checkbox"/> County _____																																												
<input type="checkbox"/> SPECIAL INTEREST: _____ <small>(Organization Name - If organization has more than one license plate, specify design type)</small>	<input checked="" type="checkbox"/> MILITARY NAVY _____ <small>(No initials or abbreviations)</small>																																												
<input type="checkbox"/> OTHER _____ <small>(Any plate not listed above)</small>	<input type="checkbox"/> CLEAN FUEL _____ <small>Vehicle Year      Make      Model (Review the Clean Fuel License Plates section on the reverse side of this form.)</small>																																												
<input type="checkbox"/> PERSONALIZED LICENSE PLATES: To request a personalized vehicle or souvenir plate, review the <u>Personalized License Plates Policy</u> on the reverse side of this form. Check this box and enter your choices below.																																													
<b>PERSONALIZED LICENSE PLATE CHOICES</b>	<b>DMV USE ONLY</b>																																												
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APPLICANT INFORMATION			
OWNER'S NAME (last)	(first)	(mi)	DAYTIME TELEPHONE NUMBER ( )
CO-OWNER'S NAME (last)	(first)	(mi)	DAYTIME TELEPHONE NUMBER ( )
CURRENT MAILING ADDRESS	CITY	STATE	ZIP CODE
CURRENT PLATE NUMBER	PLATE TYPE	PLATE EXPIRATION DATE	
VEHICLE TITLE NUMBER	VEHICLE IDENTIFICATION NUMBER		
IF PAYING BY CREDIT CARD, ENTER CARD NUMBER AND EXPIRATION DATE			

CERTIFICATION/SIGNATURES	
<p><b>I/We certify that (Check only ONE box)</b></p> <p><input type="checkbox"/> This vehicle is insured with liability coverage by a company licensed to do business in Virginia. Coverage must be in effect at the time of application and must remain in effect as long as the vehicle is registered, even if the vehicle is not driven or is inoperable.</p> <p><input type="checkbox"/> This vehicle is not insured; therefore, I am remitting the applicable uninsured motor vehicle fee. This fee provides NO insurance coverage.</p> <p>Failure to comply with Virginia's insurance requirements will result in suspension of your driver's license and vehicle license plates.</p> <p>I/We further certify and affirm that all information presented in this form is true and correct, that any documents I/we have presented to DMV are genuine, and that the information included in all supporting documentation is true and accurate. I/We make this certification and affirmation under penalty of perjury and I/we understand that knowingly making a false statement or representation on this form is a criminal violation.</p> <p>For a corporation, an authorized representative must sign.</p>	
APPLICANT SIGNATURE	DATE (mm/dd/yyyy)
CO-APPLICANT SIGNATURE	DATE (mm/dd/yyyy)

**ADDITIONAL INFORMATION**

Special license plate fees can be \$10, \$15, or \$25 annually or a one-time \$10, \$25 or \$50 fee based on the plate design, in addition to the registration fees. Personalization is an additional \$10 annually.

If you are renewing early, registration, special license plate, and personalized license plate fees will be prorated for the months remaining on your current vehicle registration.

The Department of Motor Vehicles (DMV) will not honor a change of choice or refund after the order has been sent to the manufacturer.

You may purchase samples of most special license plates.

**Personalized License Plates Policy**

All personalized character combinations are screened by DMV to ensure compliance with DMV's Personalized License Plate Policy.

The combination of characters used to personalize a license plate must not violate DMV's Personalized License Plate Policy. DMV reserves the right to refuse and/or recall the issuance of any combination of objectionable characters if they, in anyway, carry a connotation that may be reasonably seen by a person viewing a license plate as 1) profane, obscene, or vulgar in nature, 2) sexually explicit or graphic, 3) excretory related, 4) describing intimate body parts or genitals, 5) describing drugs, drug culture or drug use, 6) condoning or encouraging violence, 7) describing illegal activities or illegal substances, 8) socially, racially, ethnically offensive, or disparaging.

Personalized license plates require special handling; allow up to 60 days for delivery. Plates will be mailed directly to the applicant.

Indicate your choices in order of preference. The maximum number of characters allowed on standard and scenic license plates is 7 ½. The maximum number of characters allowed on a heritage license plate is 6 ½. Six characters are allowed on all other license plates bearing logos. License plates with logos may sometimes accommodate an additional ½ space when personalized. A blank space and a dash are the only two characters that are ½ characters. An ampersand is considered a full character. Spaces, dashes, and ampersands cannot be used consecutively.

Visit our website [www.dmvNOW.com](http://www.dmvNOW.com) to create a plate or ask a DMV representative to determine availability.

**New Special Interest License Plate Development Information**

All application and refund inquiries should be directed to the sponsor who is maintaining and facilitating collection of the 450 pre-paid applications for new license plates through General Assembly authorization or currently under development.

When the 450 pre-paid applications are being processed, personalized license plate and special license plate fees are not prorated. Your vehicle registration will not be renewed unless it is within two months of expiration. Should your vehicle registration require renewal, you will be billed by DMV for payment.

The entire special license plate process could take up to two years depending on the direction of the sponsor. It generally takes about nine months to develop a new plate once the 450 pre-paid applications are collected.

**Clean Special Fuel License Plates**

Vehicles registered with clean special fuel license plates issued by DMV on or after July 1, 2011, are not eligible for occupancy exemptions in the I-95/395 or I-66 HOV lanes. However, they are exempt from occupancy requirements in all other HOV lanes throughout the state until the general exemption expires.

To qualify for clean special fuel license plates, a vehicle must qualify as a clean special fuel vehicle under the super ultra-low emission vehicle (SULEV) rating or the Environmental Protection Agency's (EPA) equivalent beginning with model year 2005 vehicles.

Vehicle assessment standards were set by the Virginia Department of Environmental Quality (DEQ) and adopted by DMV to ensure that only the cleanest vehicles are eligible for clean special fuel license plates.

Not all vehicles qualify for the clean special fuel license plate. For a list of qualifying vehicles, visit our website at [www.dmvNOW.com](http://www.dmvNOW.com). The list of vehicles is updated as new qualifying vehicles are introduced to the market and assessed by DEQ.

**Other License Plates - Certification Required**

Antique License Plates require submission of the Antique License Plate Applicant Certification (VSA 10 B) with form VSA 10.

Gold Star License Plates require submission of the Gold Star License Plate Applicant Certification (VSA 10 A) with form VSA 10.

Disabled License Plates require submission of the Disabled Parking Placards or License Plates Application (MED 10) with form VSA 10.

## **MORE ON THE PORT-OF-CALL: IZMIR, TURKEY**

Dick Vopelak (LT, Blue, 1964-1966) submitted the following information:

*One of the most interesting sea stories about SAM HOUSTON, in case you haven't heard it, is that HOUSTON was the only FBM to make a liberty call during a patrol. Ed Valentine [TM1(SS), Blue, 1963-1966] was aboard during that visit to Izmir, Turkey. As I understand it, Turkey didn't want the US to remove the Pershing Missile Defense Shield. But, the US informed Turkey that they were being covered by FBMs in the Med. So to prove it, SAM HOUSTON surfaced off Izmir and put a shore party ashore who drank with the locals and passed out HOUSTON plaques.*

*Ed has moved to FL and is no longer part of the SubVets Tarheel Base here in Cary, NC, but we still correspond from time to time. Ed was the Ship's Photographer at the time of the port call and took a photo of HOUSTON at anchor off Izmir. I have it framed and proudly displayed above my computer.*

*During my four patrols out of Holy Loch, Scotland, serving under Capt. Dan Brooks (now deceased), I had a number of good experiences including watching the Highland Games of which I still have photos.*

*However, since I'm new to the organization, perhaps some or all of this has already been published in "The Raven."*

[Ed. Note: Most of us are aware of the port-of-call at Izmir, Turkey. A picture appeared in a previous newsletter. But, I believe that few of us are aware of the logical reason behind that visit. I suspect that the removal of the missiles from Turkey was associated with the Cuban Missile Crisis. It was a compromise with the Soviets for removing their missiles from Cuba.]

## **MAJOR PROBLEM WITH A SPANISH NAVY SUBMARINE**

Mike Snare [ETR2(SS), Blue, 1968-1972] came across an article in the Thursday, 06 June 2013 edition of *The Lima News*, an Ohio newspaper, that he thought might be suitable to mention in "The Raven." The article that pertains to a new submarine of Spain under construction has the headline, "Submarine too heavy to surface" with the subtitle, "Spain asks U.S. minds for help." This situation almost sounds like a joke, but apparently it is true. The article was written by the Associated Press and has a picture of that submarine under construction.

I submitted a request to the AP for permission to reprint that article but did not receive a response by the time this newsletter is issued. Therefore, I cannot provide the picture of the submarine and can only provide the following information from the article without violation of the copyright:

***" . . . The vessel is more than 70 tons too heavy, and officials fear that if it goes out to sea, it will not be able to surface.***

***"And a former Spanish official says the problem can be traced to a miscalculation—someone apparently put a decimal point in the wrong place."***

If you have Internet access and wish to read the article, the web address follows:

[http://www.limaohio.com/eedition/page\\_ba66631b-495e-59dd-8511-1425c3446acd.html#page\\_a05](http://www.limaohio.com/eedition/page_ba66631b-495e-59dd-8511-1425c3446acd.html#page_a05)

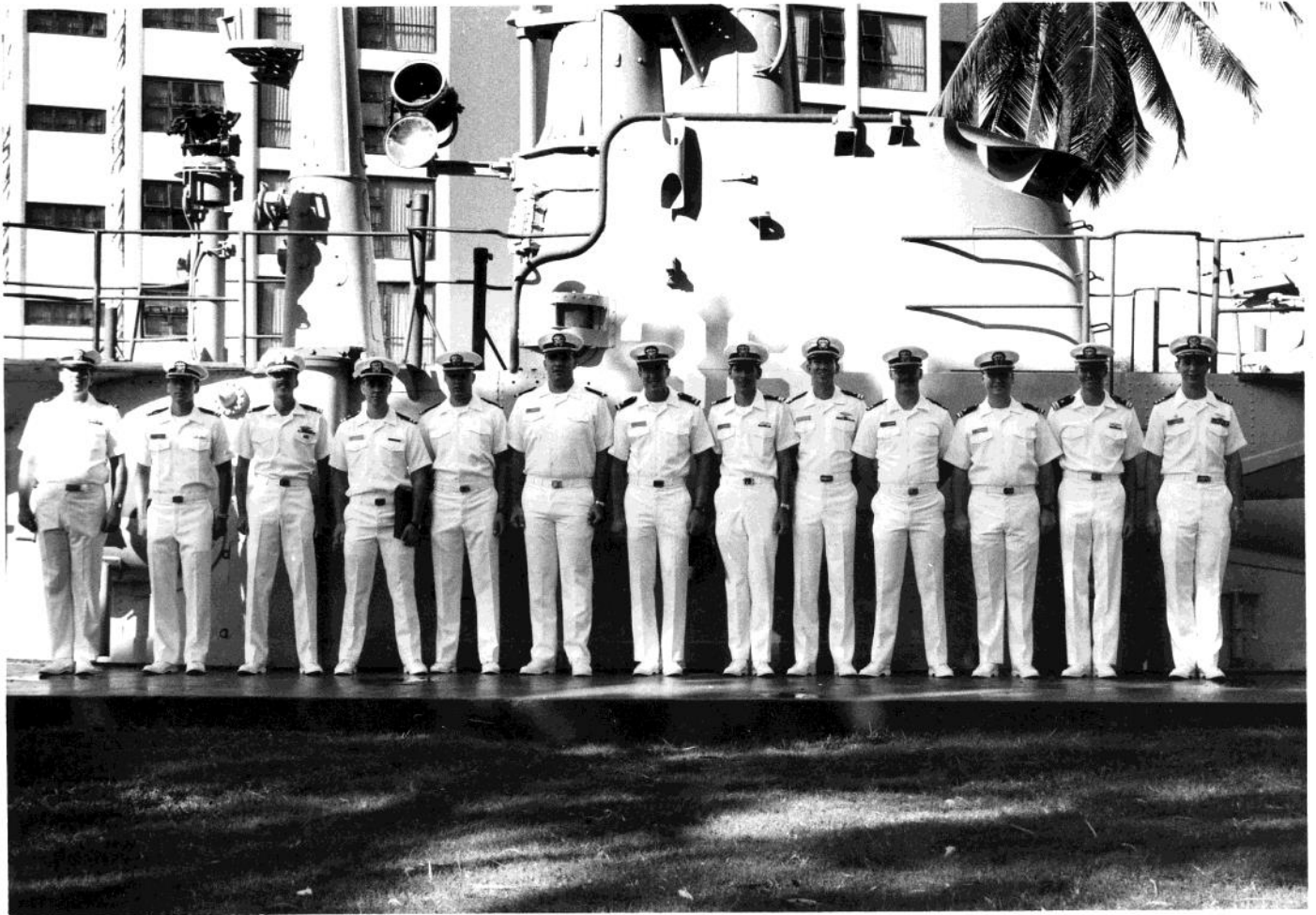
Mike added in his e-mail, "Remember the Delado docked at Rota? It was a carrier with no planes and not much of anything else. Seems like those guys haven't figured out their navy yet!"

[Ed. Note: I do not remember the Delado.]



## SSN OFFICERS

**Tim Bohdan** (LT, SSN, 1987-1990) submitted the following photo of the SSN 609 officers in front of the Submarine Memorial at Sub Base Pearl Harbor, Hawaii, circa 1989.



*Left to right: Charlie Brown (XO), Tim Bohdan, Jeff McClellen, Jay Roberts, Ron Focia, Tom Dendy, Bruce Breth (Supply), Phil Morrill, Richard Cook (ENG), Jeff "J.D." Thompson, Ken Knighton, Tom Payne, and Phil Keuhlen (CO).*

*Not pictured: Ron LaSalvia (NAV), Xerxes Herrington (WEPS), Tony Scherschel, and Matt Thurburn.*

## JUST A REMINDER

Please remember to notify Howard Dobson whenever your postal or e-mail address changes or you change your phone number—this includes situations such as eliminating your land line in favor of a cell phone. I don't want to lose contact with anyone. Usually when I do a mass e-mail to members, a few of those e-mails are returned to me as undeliverable. When that happens, I try to call. If that fails, I send a post card which requests that the recipient contact me.

In addition, please place a note with your important papers which requests that someone notify me or anyone in the SHVA of your departure to Eternal Patrol. It's important that the SHVA—and the USSVI—become aware so that we can properly honor those who have left for Eternal Patrol.

**Howard Dobson**

## EPISODES OF THE TV SERIES, *THE SILENT SERVICE*

A month ago, I received the following e-mail from the Mid-Atlantic Base of the United States Submarine Veterans, Inc. (USSVI):

*Thanks to the generosity of USSVI Northern Virginia Base member, Ray Stone, episodes of the submarine-adventure series, The Silent Service, are available for free. The series aired during the 1957-1958 television seasons.*

The following information is from the web site where the free episodes are available:

*The Silent Service is a documentary-style, anthology series about the US Navy's submarine fleet and their missions during World War II and the Korean War. Every episode was fact-based, and the realism of the show was elevated by the use of actual combat footage from the files of the United States Navy.*

*The stories, which varied between the South Pacific during World War II, the Atlantic campaign, and the Korean War were the brainchild of Rear Admiral Thomas M. Dykers, himself a submariner, who retired from the Navy in 1949 after 22 years of service. Admiral Dykers also did an intro piece for each episode, narrated the action, and filmed a closing segment—usually with a member of the crew of the submarine that was highlighted on that particular episode.*

*Each season was comprised of 39 episodes. All of the episodes for season one are complete; however, there are three missing episodes for season two. If anyone has copies or knows where they are available, please let me know.*

*In addition to the episodes, I've included copies of the press kits that were issued to the stations along with the films. I've also included episode summaries which are handy in preparing notices and programs for individual viewing.*

*All episodes are in the MP4 format. I suggest downloading to your device rather than trying to view online. Each episode is about 30 min. in length; so, consider that when trying to download.*

The FREE downloads are available from the web site <[www.olgoat.com](http://www.olgoat.com)>. Select the "Downloads" link near the bottom of the web page.

.....

Although episodes are truly free and have great quality video, PLEASE READ THIS ENTIRE ARTICLE BEFORE YOU DOWNLOAD THE EPISODES. The main issue is that you cannot view the files that you will download from the web site directly on a TV set or play them on home/portable DVD players. All is not lost! Options are available that allow you to use home/portable DVD players to view the episodes.

Many of us are not computer savvy; so, I am providing some details about what is involved with the files that you can download and how you want to view them. The last paragraph from the web site is important:

***All episodes are in the MP4 format. I suggest downloading to your device rather than trying to view online. Each episode is about 30 min. in length; so, consider that when trying to download.***

The mp4 format is a type of compressed video file that cannot be viewed with home/portable DVD players because of format-incompatibility issues. The mp4 format can only be viewed with computers and computer-based, devices such as PCs, Macs, iPads, iPhones, Android devices, tablets, etc. Thus, what you download—even if you place the mp4 files on a DVD disk—will not play on any home/portable DVD player. **DVD players require movies to be in the DVD format.** Thus, viewing the downloaded files as they exist is, for the most part, limited to viewing on small-screen devices of which the largest might be a PC or Mac screen. If you want to view the episodes on the large-screen TV in your man cave, all is not lost. You have four options available that will allow you to watch the episodes on a regular TV:

- ◆ Connect your device to your TV if that is possible and if such a connection will work with movies. (Many such hookups only work with displaying still pictures on TVs.)
- ◆ Convert the mp4 files to the DVD format yourself.

## EPISODES OF THE TV SERIES *THE SILENT SERVICE* (cont.)

- ◆ Purchase DVDs from the SHVA that have the episodes converted to the DVD format.
- ◆ Purchase DVDs from Submarine Memorabilia, Inc.

If you will desire to have episodes in the DVD format, the first option might be possible but not worth the effort in the end. The second option is probably less feasible unless you have software that is capable of converting the mp4 files to the DVD format AND you know how to use that software. The third option is likely the best. I've done all of the hard work, and you can purchase all of the episodes in the DVD format for TV viewing at the give-away price of \$30. The fourth option is the worst. Submarine Memorabilia, Inc. is selling the DVD format for a whopping \$210. (This price is not a typo!).

The last paragraph on the download web site contains another situation to consider—the download time. A few factors affect the download time of which the Internet-connection speed is but one. I have a 75-Mb Internet connection (higher than most people) and a medium speed computer. Each download takes about 20 minutes. To get around this potential disadvantage, you can purchase all of the episodes from the SHVA in the mp4 format for only \$15.

Regardless of whether you purchase from the SHVA the episodes in the mp4 format or DVD format, you will receive the Executive Summaries and the Press Kits. The summaries and press kits are documents in the pdf format. These files are viewable on any computer device and printable from devices that have print capability. The free software, Adobe Reader, is used to view/print these documents.

If you wish to order either the DVD format or the mp4 format from the SHVA, please send a check or money order for the format that you are purchasing to Howard Dobson at the NEW address on page 1. Regardless of which format you order, you will receive the episodes on DVD disks. For the mp4 format, the DVD disks are used as data disks in the same way as CDs are used as data disks. Keep in mind that data disks of any type are not playable on home/portable DVD players. I use DVD disks instead of CDs as data disks because a DVD disk has almost 7 times the storage capacity of a CD. The episodes in mp4 format and the summaries and press kits are on two DVD disks. The episodes in DVD format are on 12 DVD disks with the summaries and press kits on a separate CD. The reason for 12 DVD disks of the DVD format is that the DVD format of a converted mp4 format results in a considerably larger file. The summaries and press kits—on a separate CD when the DVD format is ordered—are not viewable on home/portable DVD players because they are documents.

In summary, order the mp4 format (\$15) of the episodes if all of the following items apply:

- You do not want to spend the time downloading the episodes from the web site.
- You do not want to view the episodes on regular TV.
- You will be satisfied viewing the episodes on small-screen, computer-based, portable devices.

Order the DVD format (\$30) if any of the following items apply:

- You want to view the episodes on a regular TV using a DVD player or on a portable DVD player.
- You do not want to pay \$210 for the DVD format.
- You do not want to pay a local business to convert the episodes to the DVD format. (about \$150).
- You do not have the capability to convert the downloaded episodes to the DVD format and don't want to purchase the required software (at least \$80) and figure out how to use that software.
- You do not want to spend the time converting the episodes yourself to the DVD format.

If you order the DVD format and do not have a computer, I will provide hardcopies of the Executive Summaries and Press Kits in addition to the CD with those files—just let me know.

In my opinion, *The Silent Service* TV series is excellent viewing because the episodes are about real wartime situations with real submarines and submariners with real combat footage intertwined. Being former submariners, I believe that we can appreciate seeing what our wartime predecessors did to help achieve peace.

**Howard Dobson**

# THE SILENT SERVICE TV SERIES ORDER SUMMATION

**DVD FORMAT: \$30.00**



- ◆ The DVD format plays on home/portable DVD players, PCs, and Macs.
- ◆ Episodes are on 12 DVD disks.
- ◆ Executive Summaries and Press Kits (pdf documents) are on 1 CD.
- ◆ Hardcopies of summaries and kits shipped to those w/o computers—specify when ordering.

**mp4 FORMAT: \$15.00**



- ◆ This format plays on computers and computer-based devices ONLY.
- ◆ This format will not play on home/portable DVD players.
- ◆ Episodes, summaries, and press kits are on 2 DVD disks used as data disks.

To order, please mail a check or money order payable to “USS Sam Houston” for the format that you are ordering and mention if you need hardcopies of the summaries and kits. Send it to Howard Dobson at the address on page 1.

## CROSS-COUNTRY TOUR OF SUBMARINE MUSEUMS

**Rod Johnson** [ETN2, Gold, 1964-1965] took a trip this summer around the country to visit submarine museums and many other landmarks. He made that trip on his Honda Goldwing motorcycle with a 14-cu. ft. trailer in tow. Rod is probably the only person in the country to do what he did in the manner in which he did it. He submitted to me a detailed, 7-page itinerary of his trek, but I've extracted information mostly related to the submarine museums. Because he was riding a motorcycle, severe weather often delayed his travel and forced him to find a room before he had intended. Rod also visited many of his friends and relatives along the way. His journey began from Leesburg, Fla., his city of residence, and lasted about 8 weeks!

*I left Leesburg, Fla. on Friday 6/14 at 0630 for Mobile, Ala., arrived at 1600 hrs., and spent about 45 minutes touring the inside of the Drum (SS-228). Drum is a Gato-class submarine commissioned in November of 1941. The inside looks better than the outside structure which is being repaired.*

*Saturday 6/15, I rode down to Galveston, Tex. to tour the Cavalla (SS-244). The Cavalla, another Gato-class boat, looks good from the outside but needs TLC inside in a number of areas. There are lots of areas where the cork on the pressure hull has come off showing much rust and corrosion underneath. Access to lower levels and almost all lockers etc. are inaccessible to anyone touring the boat. Again, I took some pictures but forgot to bring the USB cable to load from my camera into my laptop that I brought along. After touring the Cavalla, I rode to Lufkin, Tex. where I stayed the night.*

*On Sunday 6/16, I rode to North Little Rock, Ark. and toured the Razorback (SS-394). The Razorback, a Balao-class boat, is afloat and in much better shape than the Drum and Cavalla. As a submarine veteran and USSVI member, I was given free access and conducted my own tour that included lower level areas and the conning tower that are off-limits to the public. In April of this year, the #1 engine was started and run for about a half a minute or so. A video was made and is shown by the museum staff. That baby threw out a bunch of smoke! The Razorback was in operation until 1971 in the Turkish navy.*

*I left the Razorback at 1430 and headed for Muskogee, Okla. to tour the Batfish (SS-310). After a severe-weather delay on Monday 6/17, I continued to Muskogee, Okla. to tour the Batfish only to find that it and the War Memorial Museum are only open Wednesday through Saturday from 1000 to 1700 and on Sunday from 1200 to 1700. I took a few pictures and headed for Carlsbad Caverns in New Mexico.*

*Tuesday 6/18, I was on the road around 0630 headed to Lubbock, Tex. and then to Carlsbad Caverns. I reached the caverns at 1100 and was admitted for free with my Senior Pass. Carlsbad is truly amazing when it comes to the size of the different caverns. I tried to take pictures, but the caverns were so big that they just could not be illuminated by the flash on my camera. It was well worth the hundreds of miles extra added to my submarine tour to see this amazing natural wonder. After I completed the cavern tour, I hit the road and drove north up to Albuquerque, N.M.*

*Wednesday 6/19, I went to The Nuclear Museum in Albuquerque when it opened at 0900. Nice museum tracing nuclear science from its beginning until current times. There are many military items related to the delivery of nuclear warheads and bombs. Numerous missiles and aircraft are on display. There are Polaris A3 and Trident missiles from the FBM submarines on display. I was very disappointed to see that the sail of the James K. Polk (SSBN-645 / SSN-645) is still sitting on railroad ties in three pieces as it was five years ago. There is no progress with installation of the 4000-some bricks that are going to form the hull outline for the sail to eventually sit above. There were some pavers engraved that eventually will lead from the museum building to the James K. Polk sail display. After leaving the museum, I rode toward my next destination, San Diego, to visit The Painted Desert and Petrified Forrest, Meteor Crater, and Montezuma's Castle.*

*Thursday 6/20, I got an early start at about 0630 and headed for El Cajohn, Calif. where my brother lives. I will resume my daily logs when I depart from my brother's to resume the submarine-museum tour.*

*Monday 6/24, I drove into San Diego and went to the San Diego Maritime Museum. I toured the Russian submarine B-39, a 1970-vintage diesel, and the Dolphin (AGSS-555), the deepest diving submarine of all times to date. Since the Dolphin's commissioning in 1968, it has amassed a startling record of scientific and military accomplishments. The boat was designed to be easily modified both internally and externally to allow the installation of special military and civilian research and test equipment. A recent example of this modification*

## **CROSS-COUNTRY TOUR OF SUBMARINE MUSEUMS (cont.)**

for research and development was the Dolphin's test run of the Navy's newest sonar system. She is presently configured to conduct extensively deep-water acoustic research, oceanic-survey work, sensor trials, and engineering evaluations. I took a couple of pictures of the subs and older sailing vessels, the *Star of India*, and *HMS Surprise*. The *HMS Surprise* was used in the movie "Master and Commander: The Far Side of the World" starring Russell Crowe.

Tuesday 6/25 and Wednesday 6/26 was time I spent with my brother.

Thursday 6/27, I left my brother's place in El Cajohn at 0745 and rode to Long Beach, Calif. where I toured the Russian submarine B-427, known as the *Scorpion*. I took photos with my cell phone and numerous photos with my digital camera. There was an audio presentation in each of the boat's compartments which was presented in English with a Russian accent. This boat is in good condition and interesting to tour even though access to the lower levels was not allowed. After completing the tour, I rode north toward San Francisco.

Friday 6/28, I was up and on the road at 0645 headed to San Francisco to tour the *Pampanito* (SS-383). I got to Frisco around 1200 and spent an hour or so touring the *Pampanito*, another *Balao*-class boat. After touring, I headed north up Route 1—unbelievable crooked switchbacks all the way up the coast with breathtaking scenery. I finally stopped riding when I got to Fort Brag.

Saturday 6/29, I slept in and did not get up until 0700 and was on the road at 0800 after a light breakfast. It was in the low 60's again; so, I bundled up with multiple layers of clothing I could shed as the day warmed up. I rode HWY-1 again and was rewarded with more spectacular scenery along the coast. I did not take many pictures because there were hundreds of scenic viewpoints along the road, and I needed to make some progress and could not be stopping every 1/4 or 1/2 mile to take a picture. The size of the off-shore monoliths seemed to increase as I drove north and into Oregon. HWY-1 turns inland from the coast for its last 22 miles before turning into HWY-101. These 22 miles were through the Redwood forest and had many 10- and 15-mph switchbacks—a lot like those on *The Tail of the Dragon* on US-129 in Tennessee and North Carolina. I stopped at Yachats, Oreg. Tomorrow, I plan to tour the *Blueback* in Portland, Oreg.

Sunday 6/30, I was on the road to Portland, Oreg. and the *Blueback* (SS-586) at 0700. I arrived at the *Blueback* at 1130 and had to tour the boat with a group and a tour guide. When the tour guide realized I was a submariner, he told me when he was done with the guided tour that I could stay behind and look around all I wanted; and he would tell the other tour guides what I was doing. Interesting boat—only a little over 200' in length with three turbo-charged diesel engines and six torpedo tubes forward, mounted three over three horizontally instead of two sets of three mounted vertically. After touring the *Blueback*, I rode to the Naval Undersea Warfare Center and Naval Undersea Museum in Keyport, Wash. and toured them. There are lots of submarine-related items and items related to underwater exploration, salvages, and rescue. After touring this museum, I took the ferry to Seattle and then rode to Ellensburg, Wash. and got a room for the night.

Monday 7/1, I was on the road around 0700 headed to Rexburg, Idaho which is eighty miles from the west entrance to Yellowstone. This was the least enjoyable day of the trip to date. The heat was brutal with temperatures of 111 degrees for hours and above 104 for much of the ride. I also rode till 1930. because there were no places to stay on US-20 and US-26 till I got to Rexburg, Idaho. The only good thing about the ride was US-20 goes across the northern part of *The Craters of The Moon*, a very large lava flow that I could not see the other side of looking south. All said, it was a 700-mile ride from hell due to the heat.

Tuesday 7/2, I rode about 80 miles on US-20 to the west entrance of Yellowstone and rode south on 191 on the west side of the park viewing *Old Faithful* and other park sights then camped for the night in the Lewis Lake campground.

Wednesday 7/3, I rode north up the west side of Yellowstone to the north entrance viewing the various sights. After fighting the terrible traffic and completing a tour of almost all of the roads in the park, I returned to my campsite and broke camp. I left the park by the south entrance and proceeded to Dubois, Wyo. and got a room at the *Wind River Motel* which is owned by a high school classmate and her husband. After getting in my room and on the Internet, I checked on the *Marlin* (SST-2) in Omaha, Neb. As I expected, *Freedom Park*, where the *Marlin* is located, is closed due to flooding of the Missouri River. I will now go to Des Moines, Iowa and visit relatives and resume this log when leaving for the *Cobia* (SS-245) in Manitowoc, Wis.

## **CROSS-COUNTRY TOUR OF SUBMARINE MUSEUMS (cont.)**

*Thursday 7/4, I left Dubois, Wyo. around 0800 and headed for Freedom Park in Omaha, Neb. in hopes of getting a picture of the Marlin. I stayed the night in Ogallala, Neb.*

*Friday 7/5, I was on my way to Omaha and then Des Moines, Iowa. Freedom Park and the Marlin were closed as suspected; I could not even get close enough to take any pictures of the Marlin. I was also planning on getting a needed oil change in Des Moines but saw a Honda Powersport dealership on my navigation system in nearby Atlantic, Iowa. I stopped there and had the oil changed on my way to Des Moines. I have ridden 7,290 miles since leaving home.*

*Saturday 7/6 through Tuesday 7/16, I spent time with friends and relatives.*

*Thursday 7/11, I rode back to my cousin's in Des Moines and will pick up Gillian, my lady friend and significant other, at the Des Moines airport tomorrow. Gillian and I will resume the tour the first part of next week heading to the Cobia (SS-245) at Manitowoc, Wis.*

*Thursday 7/18, we were at the Cobia museum for opening at 0900 hrs. The first tour of the Cobia for the public was scheduled for 1000 hrs. There was a tour for school children at 0915 which we were allowed to follow along behind when the guide learned I was a submarine veteran. The Cobia, a Gato-class boat, is in good shape inside and out for as old as it is. The tour guide was a retired history teacher who gave a knowledgeable and interesting tour of the boat within a historical account of WWII submarine operations. We left Manitowoc at 1100 and rode to the Museum of Science and Industry in Chicago getting there around 1600 and finding that the tours of the U-505 were sold out for the day. I had toured this boat years ago and did not want to stay over in Chicago to tour it again; so, we headed for Muskegon, Mich. and the Silversides (SS-236).*

*Friday 7/19, we were able to sleep late because the Silversides museum does not open till 1000. After riding to the museum along the west shore of Lake Michigan and getting sand blasted by the windblown sand from the beach, we toured the Silversides. I was surprised at the very good condition of this Gato-class submarine which was commissioned in December of 1941. Of the surviving WWII submarines, Silversides holds the record for enemy tonnage sunk: 30 Japanese vessels sunk and 14 damaged. There were many placards posted by key pieces of equipment explaining the function of the equipment and the importance of it to the operation and mission of the submarine. We left the Silversides around 1100 and rode the 400-some miles to my daughter's in Hamilton, Ohio—just north of Cincinnati—to stay for the weekend.*

*Monday 7/22, we left for Cleveland, Ohio and the Cod (SS-224) at about 0815. The Cod is a Gato-class boat, and like other museum boats in fresh water, it is in good shape structurally, and the inside of the boat is in good shape also considering the age of the boat.*

*Tuesday 7/23, we left for Pittsburg, Pa. and the Requin (SS-481) at 1015. We took the shortest route which proved to be quite scenic and involved a couple of detours due to washed-out roads and bridges. We got to the Requin, a Tench-class boat, at about 1230 and toured it. There were audio-visual display panels in spaces throughout the boat which were very informative in telling how the major pieces of equipment functioned. With this boat being in fresh water, the externals of the boat are in good shape, and the inside is also well preserved. After completing the tour, we headed for our next stop in Buffalo, N.Y.*

*Wednesday 7/24, we rode to Buffalo and toured the Croaker (SSK-246). The Croaker, a Gato-class boat, has been modified and has no torpedo tubes in the after torpedo room. The boat is in good shape externally and internally. It is berthed in fresh water which limits some of the external corrosion compared to boats in salt water. One engine on the Croaker is partially dismantled. The Croaker is moored with the cruiser, Little Rock and destroyer, The Sullivans which you must go through to get to the Croaker. The price of admission covers all three vessels. After touring the Croaker, we rode across New York on highway 20 till we reached Bouckville, N.Y.*

*Thursday 7/25, we rode across the rest of New York, Vermont, and to Portsmouth, N.H. We arrived at the Albacore (AGSS-569) around 1530. We toured the Albacore which was mainly a research vessel with the tear drop hull used as a test platform for different configurations of control surfaces. The boat, commissioned in 1953, spent more time in the yards being reconfigured than it did at sea doing testing of the different*

## **CROSS-COUNTRY TOUR OF SUBMARINE MUSEUMS (cont.)**

configurations. The Albacore was capable of speeds underwater in the 40-mph area. After touring the boat, we rode to Woburn, Mass. before rain caused us to stop and get a room.

Friday 7/26, we rode to Fall River, Mass. and toured the Lionfish (SS-298). This Balao-class boat is in good shape externally and internally. We also toured the Massachusetts (BB-59) and the Joseph P. Kennedy Jr. (DD-850). We then rode to Groton, Conn. in the rain and toured the Navy Submarine Museum and the Nautilus (SSN-571). The museum and the Nautilus are operated by the US Navy. I was disappointed in the way the Nautilus is displayed. Everything is enclosed behind Plexiglas, and even the overhead is enclosed with perforated metal sheeting. Only the forward torpedo room, control room, and crews' berthing area are accessible on the tour. Entry to the reactor room and any machinery spaces aft are off-limits. We then rode to Hackensack, N.J. and got a room for the evening.

Saturday 7/27, we toured the Ling (SS-297). The Ling is sitting in the mud with a slight list to port. The exterior of the boat is in bad shape with a lot of large rusty spots. The interior of the boat is in relatively good shape for a boat of its age and comparable to other Balao-class museum boats. After completing the tour, we rode to New York and attempted to tour the Growler (SSG-577). The crowd at the Intrepid Sea-Air-Space Museum was horrendous. After finally getting through the line to pay to tour the Intrepid and Growler, there were over a hundred people ahead of me to tour the Growler in groups of 25. I took pictures of the boat from the dock, and we rode to Philadelphia, Pa. and toured the Becuna (SS-319). After touring the Becuna, a Balao-class boat, we rode to Havre de Grace, Md. and got a room for the evening.

Sunday 7/28, we rode into Baltimore, Md. to tour the Torsk (SS-423). We toured the Torsk which is in fair shape externally and in good shape internally. Torsk is a Tench-class boat and was the last boat to sink a Japanese vessel in WWII. After taking some pictures during the tour, we then rode south heading for Patriots Point, S.C. to tour the Clamagore (SS-343). We stopped at Selma, N.C. for the evening.

Monday 7/29, today on my 72nd birthday, we rode to Patriots Point and toured the Clamagore and the carrier Yorktown (CV-10). The Clamagore needs external structural repair in a bad way. Internally the Clamagore is in comparable condition to the other Balao-class museum boats of its age. Clamagore is the only surviving GUPPY III conversion boat. After touring, we rode south and got a room in Ridgeland, S.C.

Tuesday 7/30, we rode as much as possible on Hwy-17 to get some scenery rather than ride I-95 south through Georgia. We traveled through Savannah and other towns on Hwy-17 and ate lunch just north of Jacksonville, Fla. We again hit rain while driving south on Hwy-301 north of Ocala, Fla. We arrived in The Villages around 1830.

Total mileage for the trip through 36 states was 11,860 miles. The only problems were the loss of both low-beam headlight bulbs on the Goldwing, a loose battery connection that caused a starter problem, and one of the tires on the trailer developed a bald spot that required installation of the spare tire.

[Ed. Note: Just after compiling this article, I was channel surfing on TV and noticed that the movie which Rod mentioned, *Master and Commander: The Far Side of the World* was about to air on the Independent Film Channel (IFC). I watched it—great flick!]

## **THANKS TO RAY HIGGINS**

I should have mentioned in the newsletter that followed our reunion in Charleston, S.C. in 2012 that **Ray Higgins** [MM1(SS), Gold & Blue, 1965-1970] volunteered to be the proofreader of our newsletters. I appreciate his and his wife, Josi's, talents. They catch many errors that I would otherwise have missed. Their effort makes our newsletters a great publication.

Thanks again,

**Howard Dobson**



## TOUR OF ARLINGTON NATIONAL CEMETERY

During the reunion-planning conference that Brad Lawrence and I attended this past June, the group visited Arlington National Cemetery in addition to many other landmarks. Brad took lots of pictures. I want to share the following pictures of two markers that are relevant to submariners.



The above marker is called a "Commemorative Monument" because no remains are in the grave as LCDR Robert Krag was lost with USS Thresher. This area of the cemetery, Section 3, has many such monuments. Section 3 is located on a steep slope of the cemetery and is reserved for graves for which remains are unobtainable. As such, the monuments are closely spaced which permits a large quantity of the monuments. Because of the steep angle of the slope, burying of remains in the section is infeasible.

The following headstone needs no explanation:



(Both photos courtesy of Brad Lawrence.)

## THREE SHIPMATES LEAVE FOR ETERNAL PATROL

Since issuance of the previous newsletter, three of our shipmates received orders for Eternal Patrol:

**Donald F. Gyurich** [IC2(SS), Gold, 1963-1965]; **08 Aug 2013**

**Jay R. Meadows** [TM3(SS), Gold, 1970-1973]; **16 Jun 2013**

**Gordon G. Ward** [MM1(SS), Gold, 1963-1966]; **20 Jul 2013**

**Gordon Ward** lived in Middletown, Del., and I was able to attend his funeral and burial. I also was part of the Honor Guard of the Mid-Atlantic Base of the USSVI that his widow, Joann, had requested.

**Jay Meadows** will be buried at Arlington National Cemetery sometime in the spring of 2014. His widow, Maryann, will inform me when the burial will occur as soon as she knows. I will immediately inform the membership of the SHVA of those details. I intend to be there.

*Howard Dobson*

## STILL ACCEPTING CONTRIBUTIONS FOR THE COMMORATIVE PLAQUE

I am still accepting contributions for the commemorative plaque to be installed at the US Navy Memorial in Washington, D.C. We are about \$800 short of our goal of \$3000. My intention is to submit the full payment to the US Navy Memorial by December 2013.

Following full payment will be a Dedication Ceremony at the Memorial. I will arrange for the ceremony to occur in early spring when somewhat favorable weather will be likely for those who might wish to attend. During our reunion in the DC area in 2016, we will have a second Dedication Ceremony for the reunion attendees.

Thanking you in advance for your contributions,

*Howard Dobson*

