

IN THIS ISSUE

CAPT Art Biven on Eternal Patrol	p. 2
Veterans' Suicide	p. 2
SHVA Cruise Getaway 2023	pp. 5-12
Gone But Not Forgotten Patches	p. 14
Mark Manzer Volunteer Recognition	p. 16
Consider Future Joint Reunions?	pp. 17-18
Medal of Honor Highway	p. 18
Patch for 50th Patrol	p. 20
Memorial Event for Mike Austin	p. 25
A Bizarre, Secret Weapon	p. 26
A Touching Memorial Day Poem	p. 28
Submariner Medal of Honor Recipients	p. 29
A Superb Drawing by a Shipmate	p. 30
Switch Replacement: Reactor Control Panel	p. 34
Halfway Party Pictures: Blue Crew	p. 35

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The Raven

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FROM THE CHAIRMAN

Shipmates & Associate Members:

You have undoubtedly noticed that this newsletter is a large one. It contains more than 18 months of material that our members have submitted. Please continue to send me articles. I issued the prior newsletter in Dec 2020 while COVID had its grip on the nation and led to our 2020 reunion being postponed until 2022. After much confusion in 2020 and 2021, we were able to have a reunion in Omaha, Neb. in October of 2022. Attendance was low based on lingering uncertainties and fears related to COVID, but those who attended enjoyed it. **Bill Keiderling** [EM2(SS), Gold, 1969-1972] was a major contributor to its arrangements and the subsequent success of that reunion.

This is the first newsletter since that reunion, and I apologize for the delay. Our newsletters are issued randomly because of numerous factors: the primary one being the time that I am able to dedicate to their production. Nonetheless, I keep our members informed of matters that require immediate attention via Membership Bulletins and emails.

I'm working on a contract with the host hotel for our 2024 Reunion in Buffalo, N.Y. The period of 10-12 Sep 2024 is reserved for us. This corresponds to Tues.-Thurs. This weekday period will get attendees lower prices with the host hotel.

In July 2023, CAPT Arthur Bivens departed for Eternal Patrol. He had been the most senior CO living. An article has more information about him and his funeral.

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CAPT ARTHUR C. BIVENS ON ETERNAL PATROL

On 19 July 2023, **Bill Sauer** [[MT2(SS), Blue, 1974-1977] sent me a copy of the obituary found on Facebook that concerned CAPT Arthur C. Bivens having departed for Eternal Patrol on the same date. He was the CO of the Gold Crew from 1967-1970. We have many members who served under him.

I've spoken with Marcy, his widow, and learned that his funeral service and internment will occur at the U.S. Naval Academy in Annapolis, Md. sometime in August 2023. After the arrangements have been finalized, I'll inform our members. He was my first CO aboard the boat, and I intend to participate.

His obituary follows:



Cold War Submarine Veteran, Arthur Clark Bivens, Captain, USN (Ret) departed on his eternal patrol on July 19, 2023, in Springfield, VA.

Art was born in 1929 in Tampa, Florida. He was active in the Boy Scouts attaining the rank of Eagle Scout in 1944. He was a swimmer at Hillsborough High School when it won the Florida State Swimming Championship in 1946. Art enlisted in the U.S. Navy after graduating high school in 1947. After Boot Camp he was sent to Electronics School and became a Petty Officer, ET 2/c. In 1949 he attended the Naval Academy Prep School and won a "Fleet Appointment" to the U.S. Naval Academy. He was a 1953 graduate of the U.S. Naval Academy.

Art loved to compete in all kinds of sports, but he fell in love with sailing when he was introduced to the Academy's 44-ft yawls during plebe summer. He spent the next four years competing in sailing races in the Chesapeake Bay and ocean races from Newport to Annapolis. In 1953 he was presented with the Holloway Sailing Trophy as the winning skipper in the 1953 Spring Series of races in Chesapeake Bay.

Upon graduation in 1953 Art served two years on the destroyer USS Cowell (DD 547). It was during this time that Art met and married Marcy Grimshaw and started their family of three children: Christina, Susanna, and Jonathan. After two years of destroyer duty, he applied for submarines. Following Submarine School, he served on the diesel-powered USS Quillback (SS 424) and was then selected for nuclear power training. From 1958 through 1970 he served on five nuclear powered submarines, participating in the infancy and development of nuclear submarine operations. These boats were the USS Patrick Henry (SSBN 599), Scamp (SSN 588), Robert E. Lee (SSBN 601), George Bancroft (SSBN 643) and Sam Houston (SSBN 609) in which he was the Commanding Officer (Gold Crew). For this and many "Cold War" patrols he was awarded the Meritorious Service Medal and then was assigned as the first Training and Readiness Officer of the submarine squadron in Holy Loch, Scotland. He was promoted to Captain in 1973 and served as Deputy Project Manager for the Trident Submarine System.

Art retired from the Navy in 1978 and went to work in the civilian nuclear power industry as Manager, Reactor Construction and Operations with the Atomic Industrial Forum. He worked with industry and government to improve nuclear safety, operations, training, emergency response, quality assurance, security, and construction efficiency.

*After his second retirement, Art served as a Volunteer Sailing Coach with the Naval Academy Sailing Squadron where he participated in a couple of races from Newport to Bermuda. He enjoyed tennis, golf, and skiing. He wrote two books: *Of Nukes and Nosecones, A Submarine Story* and *From Sailboats to Submarines*. He was the Admin Vice President including the Scribe of the USNA Class of 1953, writing the Class News column for the alumni magazine *Shipmate* from 2008 until 2022. His fellowship with his Naval Academy classmates remained vibrant for 70 years.*

Survivors include his wife of 68 years, Marcy, daughters Christina and Susanna (Warren) and son Jonathan (Lisa).

SAILOR REST YOUR OARS.

A MOST SERIOUS CONCERN ABOUT VETERANS: SUICIDE

You are undoubtedly aware that suicide among veterans is a serious matter that has been worsening in America, and the statistics are disturbing: more than 6000 deaths yearly have been occurring since about 2001. THIS STATISTIC DOES NOT HAVE TO BE.

- **IF YOU ARE EXPERIENCING A MENTAL-HEALTH CRISIS, GET HELP.**
- **IF YOU KNOW ANOTHER VETERAN IN CRISIS, HELP THEM BY BEGGING THEM TO SEEK HELP.**

The federal government and many civil organizations are aware of the problem and have developed programs specific for veterans. Unlike previous decades, the VA is your friend and is ready to help. A Veteran Crisis Line has been established and is accessed by dialing 988, then the numeral 1.



Many other organizations exist to provide help, and this help can begin with an honest discussion with a primary care physician.

Howard Dobson

AN EARLIER "REUNION" IN MARGATE, N.J. IN THE YEAR 2000

The picture below was taken at a summer cottage of one of the shipmates in the picture. The gathering was in conjunction with the USSVI's National Convention that was held in Atlantic City that year. The year was also the 100th anniversary of the U.S. Submarine Service. I recognize only **Chuck Husted** [MM1(SS), Gold, 1968-1972] and **Mike Snare** [ETR2(SS), Blue, 1968-1972].



DONATIONS NEEDED TO SUPPORT THE ASSOCIATION

Funds of the SHVA are extremely low, and I appeal to all members to make a contribution. If each active member would submit only \$20, that would generate a revenue of about \$8800. That amount of money will support our operations for 3-4 years. Please consider sending a contribution of any amount that you will feel comfortable donating.

An alternate means of providing revenue to the SHVA is to purchase a USS Sam Houston Ball cap from our Ship's Store. SHVA funds were used to procure a stock of the caps, and by purchasing one, you will effectively be reimbursing the SHVA the procurement costs.

The embroidered ball caps are available with two different categories for each configuration of the boat: SSBN and SSN; gold or silver dolphins. The out-of-pocket cost of a cap is \$32. Other Ship's Store items are available. Medallions (Challenge Coins) are popular and also cost \$32 for the SSBN or SSN version. A Ship's Store Catalog is included with the mailing of this newsletter. You can also view/download the catalog from our official website: www.USSSamHouston.org.

Please send to our Treasurer at the following address any monetary contribution in the form of a check/money order payable to USS Sam Houston:

Mark Manzer
10118 NE 41st Ave
Vancouver WA 98686-5811

If you wish to purchase a ball cap or other item, place your order with Mark which will eventually require payment via check/money to him. If you have an advance question concerning Ship's Store items or their ordering, please contact Howard Dobson or Mark by email or phone.

Howard Dobson:	howardvaldobson@verizon.net	302-764-1197
Mark Manzer:	markamanzer@msn.com	360-513-7843

I thank you in advance for any financial contribution to the SHVA by either means mentioned. Your financial help will go a long way toward maintaining the SHVA the great association that it is.

Howard Dobson

HUMOR

provided by Charlie Klein

This one is straight from Scotland! Students in an advanced biology class were taking their mid-term exam. The last question was, "Name seven advantages of a mother's milk."

The question was worth 70 points or none at all. One student, in particular, was hard put to think of seven advantages.

However, he wrote:

- 1) It is the perfect formula for the child.
- 2) It provides immunity against several diseases.
- 3) It is always at the right temperature.
- 4) It is inexpensive.
- 5) It bonds the child to the mother and vice versa.
- 6) It is always available as needed.

And then the student was stuck!

Finally, in desperation and just before the bell would ring to indicate the end of the test period, he wrote:

- 7) It comes in two attractive containers, and they're high enough off the floor where the cat can't get it.

He got an A+!

Humor provided by Charlie Klein [EN1(SS), Blue, 1960-1965; Plank Owner]

SHVA 2023 CRUISE GETAWAY & PICTURES

Five SHVA member-couples attended with one additional couple being a neighbor of an SHVA couple. The following SHVA member-couples participated:

- Howard & Sandy Dobson
- Jim & Jeanne Hoey
- Dennis & Carol Kass
- Bill and Sally Sauer
- Mike & Sharon Schaeffer

The Sauers and the Schaeffers had never cruised and have become hooked; they are ready for another! And I will soon begin planning a cruise for 2025. A friend of mine suggested a cruise from Port Liberty: a departure port that I had rejected because of suspected ground-transportation complications from the Newark Liberty Int'l Airport in Newark, N.J. and the two airports in NYC. My friend convinced me that transportation is available to the cruise ports from the N.J. airport to hotels convenient to the cruise port. He told me this even though he has always driven to the terminal. I've contacted the Convention & Visitors Bureau for Hudson County in N.J. to get all my concerns addressed thoroughly. Unlike arrangements for the cruise from Norfolk, I have plenty of time to plan a cruise which will allow members plenty of time to plan and pay via installments over a long period. For our 2023 cruise, participants had only a few months before full payment was due. For our 2025 cruise, members will have plenty of time to consider participation.

Setting up a 2025 cruise in 2023 won't interfere with completing plans for our 2024 reunion in Buffalo which are in progress. Obtaining a contract for a cruise takes only 20-30 minutes! I'll inform everyone as milestones are met.

A few pictures from the 2023 cruise follow.

THE CRUISE SHIP: CARNIVAL MAGIC



PICTURES FROM THE 2023 CRUISE GETAWAY (cont.)

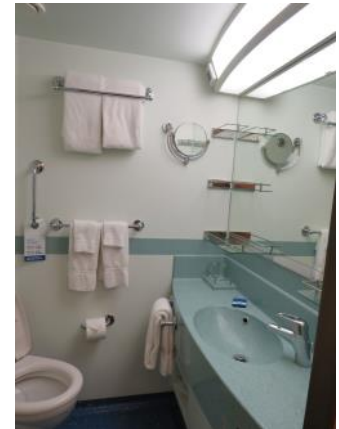
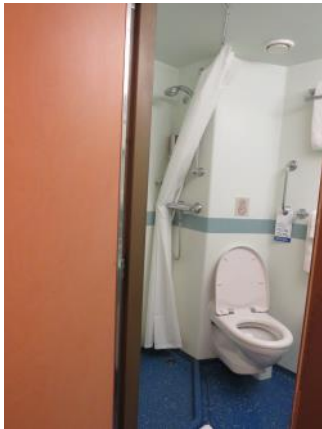


Pictures of an Interior Cabin with one queen bed aboard the cruise ship Carnival Magic.

This type cabin is located in the lower decks of the ship and is the least expensive accommodation with ocean-going, cruise ships.

The Interior Cabin is also available with a porthole that does not open—an Oceanview Cabin. Its cost is slightly higher than one without the porthole.

While most cruisers prefer these style cabins because of their lower cost, these cabins can be advantageous to those who are subject to seasickness. Because they are located low in the ship and near its centerline, they are located closer to the centers of gravity and buoyancy of the ship. This means that occupants are not subjected to extreme movements of pitch and roll caused by rough seas.



Pictures of a Balcony Cabin; obviously a more lavish accommodation.

The sliding door beyond the bed opens to a personal balcony.



PICTURES FROM THE 2023 CRUISE GETAWAY (cont.)

One of the Two Main Dining Rooms & the Menu for That Day



The Gang



PICTURES FROM THE 2023 CRUISE GETAWAY (cont.)

Mike & Sharon Schaeffer



Jim & Sue Simonds



Jim & Jeannie Hoey



The Cruisers



Dennis & Carol Kass



Bill & Sally Sauer



Howard & Sandy Dobson

PICTURES FROM THE 2023 CRUISE GETAWAY (cont.)



A view of the Battleship Wisconsin (BB 64) museum from an upper deck of the cruise ship.



Enroute to sea, the Carnival Magic traverses one of the tunnels of the Chesapeake Bay Bridge-Tunnel.



The observed color of the water of the Atlantic Ocean really is blue when many miles from land. The photo below has not been enhanced. But the true "color" of this water is clear because way out from land, the water consists of mostly water molecules. Near the surface, these molecules absorb the longer wavelengths of light (reds) and scatter (reflect) the shorter wavelengths (blues). We see the scattered wavelengths which translates to the blue water of the ocean.



PICTURES FROM THE 2023 CRUISE GETAWAY (cont.)



The price is right!!!!!! This 700-ml bottle of scotch sells for \$1964.99 in Nassau! Anyone that thirsty?



Portions of the movie "Casino Royale" were filmed in Nassau in 2006.



PICTURES FROM THE 2023 CRUISE GETAWAY (cont.)

The Promenade Deck



The Theater



A Small Section of the Amusement/Arcade Area



The Casino



One of four glass elevators located amid-ship that serves the Promenade Deck.



The Playground



PICTURES FROM THE 2023 CRUISE GETAWAY (cont.)



The Stateroom Stewarts made a variety of animals that appeared at various locations throughout the ship on the morning of the day before the last day of the cruise. The primary constituent of these creatures are bath towels and beach towels!



A LUGGAGE TAG HACK FOR CRUISING

At our 2023 cruise, more than a typical number of travelers experienced delays in receiving their checked luggage after having boarded the ship. Luggage that was checked at the terminal before boarding the ship is usually delivered to the staterooms within a hour after the ship has departed the pier. But a situation caused some passengers to experience a much longer delay for their luggage to be delivered to their staterooms. The cause was the information being “washed out” by rain on the luggage tag or a wet tag having become inadvertently ripped off. The cruise ship requested that cruisers print their luggage tags at home and attached them to their luggage before leaving home.

While the concept has great functionality, a heavy rain washed out information printed on many tags or the rain weakened the paper such that it ripped off easily. The checked luggage was being collected and staged outdoors at an uncovered area. Thus, the Stateroom Stewards had no means of identifying which staterooms to deliver luggage with unreadable or missing tags even if other tags on the luggage contained the names of the owners. Stewarts have no documentation that cross references names to staterooms. The unidentifiable luggage then has to be staged somewhere where someone else would have to perform any cross references based on passengers' names being on another tag affixed to the luggage. For luggage without a readable names, the affected cruisers were directed to the staging area to identify their luggage.

Would not checking luggage at the terminal prevent this situation? Yes, but that will create another troublesome situation. Passengers board cruise ships before their staterooms are ready for occupancy. This is necessary for the ship to depart on time. Upon boarding, you can only head to a restaurant for some food or wander about the ship in amazement until your stateroom is ready. You would be dragging that unchecked luggage with you during this period—maybe for 2 hours. You really don't want this situation! You'll have enough to drag around with your carry-on bags.

So, I propose an easy hack to prevent pseudo-lost luggage due to washed out or missing tags. Print the tags at home as requested then apply packaging/shipping tape to both sides of the tag. This type tape is clear, thick, and rugged. Also use the tape to secure the loose ends of the tag after you place it on the handle. This technique adds both waterproofing and strength. Alternatively, you can purchase cold-laminating pouches or insert the tag into plastic holders. Almost anything that you can think of will be better than having only the paper tag.

Howard Dobson

PRICE INCREASE FOR SHIP'S STORE ITEMS

I've had to increase the prices of most items in our Ship's Store by either \$2 or \$3 primarily because of the rising costs of postal fees over the past two years. The USPS has been raising the fees at least twice yearly. In July 2023, I sent a revised catalog to our members with email addresses. For members without email addresses, I have enclosed a catalog with this newsletter mailing because the postal fee to include the catalog with the newsletter mail piece is far less than a sending a catalog separately.

I thank you for your understanding of this matter.

Howard Dobson

2022 REUNION-MEMORY BOOK

In November 2023, **Brad Lawrence** [IC2(SS), Gold & O72, 1972-1973] plans to assemble a Reunion-Memory Book for our 2022 reunion in Omaha. It should be available in December 2023. It'll make a great Christmas present for those who attended that reunion.

Howard Dobson

BILL SAUER & BRIAN RIECK MEET

Shortly after returning from the 2023 SHVA Cruise Getaway, Bill Sauer (right) headed to Tennessee. The purpose of his trek was to have an old, classic violin repaired that had a broken neck. Why Tennessee? Because **Brian Rieck** [MT3(SS), Blue & SSN, 1978-1981] lives there and owns a shop that sells and repairs musical instruments. Brian assured Bill that the violin would look brand new after the repair.



“GONE BUT NOT FORGOTTEN” PATCHES

I don't know who invented the original Decommissioning Patch; it's a great design. I was impressed with the statement *Gone But Not Forgotten*. But that patch contained a significant error: the hull designator is SSBN, and the time period stated was the entire period that the boat was in commission.

Because the boat was decommissioned as an SSN, this should have been covered by using the dual classification of SSBN/SSN. Since it would be easier to invent something from scratch rather than try to alter the picture file that I received, I decided to try my hand at using Microsoft's PowerPoint. I quickly learned that my thought of *easier* turned out to be *with great difficulty* as opposed to being “virtually impossible.” Nonetheless, I persevered. After a couple of months, I not only succeeded but was able to create two designs: one with the raven and another with the boat's profile. If you want copies of the files, I'll gladly send them to you.

ORIGINAL



MAKEOVERS



TWO SHIPMATES MEET

In July 2022 at a meeting of the Tang Base of the USSVI in Tampa, Fla., **Mike Snare** (left) **Jim Hoey** [ETR2(SS), Gold & O72, 1971-1973] met.



THE HOEYS & THE POWELLS MET

On 05 April 2023, the Hoeyes joined the Powells while visiting Disney's EPCOT Center. They relaxed at the Irish Pub in Disney Springs and enjoyed dinner.

Frank Powell {left} [YN2(SS), Gold, 1970-1972] and **Jim Hoey**.

Jeannie Hoey is left; **Carol Powell**, right.

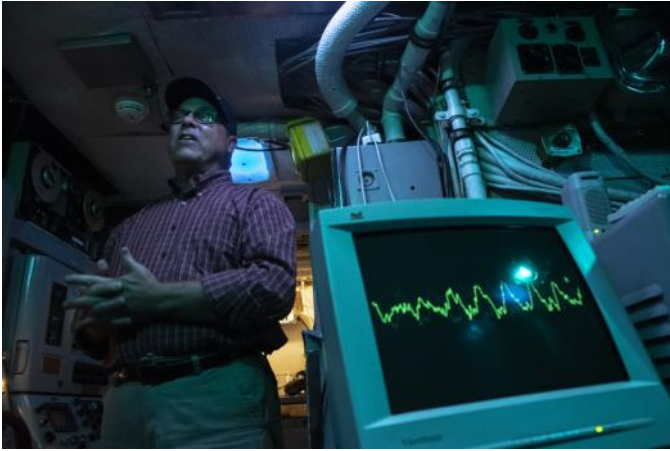


MARK MANZER RECOGNIZED FOR BEING A LONG-TERM TOUR GUIDE

Mark will have a metal plaque with his name installed in the pavement in front of the Oregon Museum of Science & Industry (OMSI) that is located in Portland, Ore. Why? He has accumulated 20 years as a Volunteer Tour Guide for the museum sub Blueback (SS-581) that is located at OMSI.

Having served for that many years, Mark can accurately answer any question that a visitor might ask about that boat. Great job and a great service to the museum, community, and tourists. Bravo Zulu.

A picture of the installed plaque will make a perfect follow-up article in the next newsletter.



Mark in the Sonar Shack

The monitor functions as a spectrum analyzer that displays sonar echoes of interest.

The Conning Tower of the Sub

Numerous masts are extended. The structure in the background is the I-5 bridge over the Willamette River.

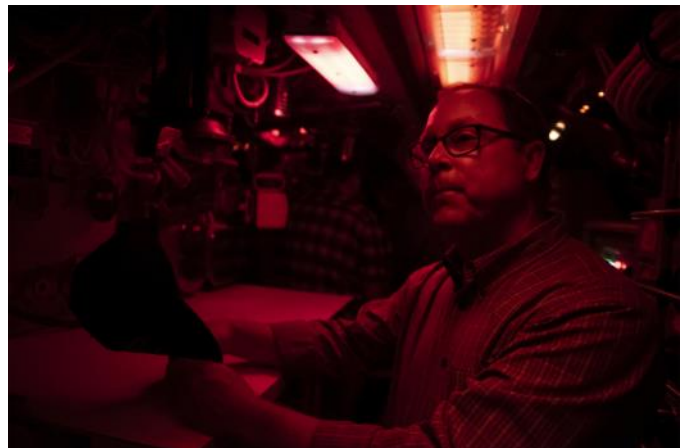


A Picture From the Dock



Control Room "Rigged for Red"

Mark sits at the "Plotting Table." Over his left shoulder is the dimly lit Ballast Control Panel.



These pictures are reprinted with permission of the Assistant Metro Editor of The Columbian.

2022 REUNION: A WELCOMED SUCCESS AFTER COVID

Despite the anticipated low attendance at our 2022 reunion in Omaha, Neb., all attendees enjoyed themselves. We had a few first timers.

There was one change that nearly everyone noticed: **Mark Manzer** [STS3(SS), Gold & SSN, 1979-1982], our Treasurer, was our auctioneer. He replaced **Bruce Fulbright** [MM1(SS), Gold, 1965-1970; Eternal Patrol] who departed on 04 Nov 2021 after a heart attack. Mark, being well aware that he had a tough act to follow, volunteered to be our auctioneer. Mark performed superbly and has volunteered to be our auctioneer at future reunions.

Everyone was pleased with the ethnic meal and entertainment at the German-American Society.



Mark Manzer



German-American Society Dancers

CONSIDER JOINT REUNIONS IN THE FUTURE?

For the past 6 years, the idea of having combined reunions of military groups has been kicked around during conferences that I attend. The basis for this concept lies in the ability of hotels to offer more and better deals and prices to large reunion groups. The more revenue a hotel can accrue from guest room and food-and-beverage sales, the more perks and lower prices a hotel can offer.

Memberships of most military-reunion groups have been dwindling considerably over the past 20 years. This alone can adversely affect reunion attendance. Factors such as health concerns and financial restrictions are the primary reasons for reduced attendance. The SHVA is no exception to these circumstances. I have been in contact with about 440 shipmates since about 2014. Our reunion attendance has been on a steady decline since our first reunion in 2010. Below are the numbers of registrations at some of our reunions:

- 2010 Reunion: 50 members
- 2016 Reunion: 46 members
- 2018 Reunion: 36 members
- 2022 Reunion: 25 members

The above stats do not include the guests of the members as a lowering attendance is a function of the members who register for reunions. In most cases, the guests of members do not increase the number of guest rooms required for each member, although guests contribute to the food-and-beverage revenue.

Another advantage of combined reunions would be the ability for groups with few members to consider scheduling reunions to partake in typical reunion activities again. At combined reunions, each group would have its own Hospitality Space, but almost everything else would be a combined function.

Boat-reunion groups would have an advantage over most other ship groups because of the similarity of missions from only a few bases. I will attempt to get the USSVI involved, but I'm certain that the USSVI would not want to be involved with any related data acquisition and recordkeeping. I might be able to get an article in its magazine such that the Reunion Planners would contact me. This matter requires further thought.

(continued on the next page)

CONSIDER JOINT REUNIONS IN THE FUTURE? (cont.)

At the Business Meeting during our 2024 reunion, I will seek comments concerning whether the SHVA should consider future joint reunions with one or more interested boats. Although some naval-reunion groups have been holding joint reunions for many years, the practice is gaining popularity for reasons that differ from the original reason of adopting the practice.

Different classifications of naval vessels are often given the same name as a previous vessel—often more than once. For example, a submarine is given the name that an aircraft carrier and a destroyer previously had. A reunion group that began as an assemblage of the destroyer veterans with a reused name expands its membership to include veterans of all vessels that were assigned the same name. Such groups—and these exist today—obviously consist of vessels with highly diverse missions/purposes. This situation is not necessarily a bad thing; just something that single-vessel groups are not used to.

But a few noteworthy reasons for having joint reunions have recently revealed themselves, and some of them are rather significant. The most significant is that Reunion Planners can get better deals with host hotels because of large numbers of attendees. There's a saying to the effect that "there is value in numbers," and joint reunions can take advantage of receiving lower guest room rates, lower group-meal costs, free meeting rooms, and other perks.

The number of members of most individual reunion groups is subject to attrition due solely to age. Moreover, the number of members who are able to attend reunions is also shrinking because of conditions that include declining health and financial constraints.

We boomer submariners are in a great position to partner with one or more boomer groups because our missions were identical with plenty of boats operating from the same bases, at the same times, and in the same patrol areas. For now, just ponder the idea. A joint reunion at a hotel would have common tours and a banquet. Everything else would occur individually, such as Hospitality Rooms and Business Meetings.

Let me know what you think before our regular 2024 reunion occurs in Buffalo. You may contact me by any means convenient to you.

Howard Dobson

THE MEDAL OF HONOR HIGHWAY IS ESTABLISHED



After a passionate, 5-year effort, Dick Tobiason, a member of the American Legion, was able to persuade the governments of the 12 states through which U.S. Highway 20 traverses to name the portions of that highway in each state the "Medal of Honor Highway." In November 2022, Massachusetts was the final state to complete the process. Dick received help with the project from the late Bob Maxwell, a MoH recipient for his bravery in France during WWII.

The Medal of Honor Highway is the first highway that traverses the country coast-to-coast to be named for veterans. Its 3,365-mile length also renders it the longest highway in the country. The 12 states through which the Medal of Honor Highway passes honors about 62% of the 3,515 MoH recipients of all 50 states.

The highway somewhat parallels U.S. Highway 30 that was named the Abraham Lincoln Highway in 1928. Ironically, President Lincoln approved legislation in 1862 that created the Medal of Honor.

State	U.S. Highway 20 miles	MOH recipients	Living recipients
Oregon	451	30	0
Idaho	411	48	1
Montana	12	94	0
Wyoming	525	18	0
Nebraska	432	73	2
Iowa	302	54	1
Illinois	234	204	2
Indiana	156	75	0
Ohio	260	331	5
Pennsylvania	45	382	1
New York	372	701	10
Massachusetts	153	372	4

ACTUAL COMPLAINTS RECEIVED BY "THOMAS COOK VACATIONS" FROM DISSATISFIED CUSTOMERS.

- "On my holiday to Goa in India, I was disgusted to find that almost every restaurant served curry. I don't like spicy food."
- "They should not allow topless sunbathing on the beach. It was very distracting for my husband who just wanted to relax."
- "We went on holiday to Spain and had a problem with the taxi drivers as they were all Spanish."
- "We booked an excursion to a water park but no one told us we had to bring our own swimsuits and towels. We assumed it would be included in the price."
- "The beach was too sandy. We had to clean everything when we returned to our room."
- "We found the sand was not like the sand in the brochure. Your brochure shows the sand as white but it was more yellow."
- "It's lazy of the local shopkeepers in Puerto Vallarta to close in the afternoons. I often needed to buy things during 'siesta' time—this should be banned."
- "No-one told us there would be fish in the water. The children were scared."
- "Although the brochure said that there was a fully equipped kitchen, there was no egg slicer in the drawers."
- "I think it should be explained in the brochure that the local convenience store does not sell proper biscuits like custard creams or ginger nuts."
- "The roads were uneven and bumpy; so, we could not read the local guide book during the bus ride to the resort. Because of this, we were unaware of many things that would have made our holiday more fun."
- "It took us nine hours to fly home from Jamaica to England. It took the Americans only three hours to get home. This seems unfair."
- "I compared the size of our one-bedroom suite to our friend's' three-bedroom and ours was significantly smaller."
- "The brochure stated: 'No hairdressers at the resort.' We're trainee hairdressers, and we think they knew and made us wait longer for service."
- "When we were in Spain, there were too many Spanish people there. The receptionist spoke Spanish, the food was Spanish. No one told us that there would be so many foreigners."
- "We had to line up outside to catch the boat, and there was no air-conditioning."
- "It is your duty as a tour operator to advise us of noisy or unruly guests before we travel."
- "I was bitten by a mosquito. The brochure did not mention mosquitoes."
- "My fiancée and I requested twin-beds when we booked, but instead we were placed in a room with a king bed. We now hold you responsible and want to be reimbursed for the fact that I became pregnant. This would not have happened if you had put us in the room that we booked."

BEWARE . . . THEY WALK AMONG US@#\$\$%^&*!

PATCH FOR THE 50th PATROL OF USS SAM HOUSTON

Jim Tahler (LT, Gold, 1977-1980) provided the following comment concerning the patch:

I was a young nuke LT on Sam, Gold Crew, under CDR (later ADM) Bill Owens. We had a competition to make a patch for the 50th Patrol, and this was the winner. I can't remember who designed it (maybe an MM named Samodurov?), but it is pretty.



JIM HOEY & HOWARD DOBSON BECAME MEMBERS OF THE "HOLLAND CLUB"

Jim Hoey (below) and Howard Dobson were inducted into the "Holland Club" of the USSVI in 2021. Below, Jim displays his certificate. We also received a medallion; pictures flank Jim's picture.



The Holland Club is an exclusive group within the USSVI that comprises Annual Members in Good Standing who have been USSVI Members for at least 5 consecutive years or Life Members who have accrued 50 years after having become qualified in submarines.

- ◆ I'm on two diets. I wasn't getting enough food on one.
- ◆ Apparently, RSVP'ing to a wedding invitation "**Maybe next time,**" isn't the correct response.
- ◆ Don't irritate old people. The older we get, the **less "Life in Prison" becomes a deterrent.**
- ◆ Have you ever listened to someone for a minute and thought "**Their cornbread isn't done in the middle.**"
- ◆ Aliens probably fly by earth and lock their doors.
- ◆ I really don't mind getting older, but my body is taking it badly.
- ◆ It turns out that being an adult now is mostly just googling how to do stuff.
- ◆ I miss the 90s when bread was still good for you, and no one knew what kale was.
- ◆ Do you ever get up in the morning, look in the mirror and think: "That can't be accurate."
- ◆ I want to be 14 again and ruin my life differently. I have new ideas.
- ◆ As I watch this new generation try to rewrite our history, one thing I'm sure of: it will be misspelled and have no punctuation.
- ◆ I told my wife I wanted to be cremated. She made me an appointment for Tuesday.
- ◆ Confuse your doctor by putting on rubber gloves at the same time he does.
- ◆ My wife asked me to take her to one of those restaurants where they make food right in front of you. I took her to Subway. That's when the fight started.
- ◆ I picked up a hitchhiker. He asked if I wasn't afraid that he might be a serial killer? I told him the odds of two serial killers being in the same car was extremely unlikely.
- ◆ I went line dancing last night. OK; it was a roadside sobriety test—same thing.



Our teacher asked what my favorite animal was, and I said, "Fried chicken." She said I wasn't funny, but she couldn't have been right, because everyone else laughed.

My parents told me to always tell the truth; I did. Fried chicken is my favorite animal.

I told my dad what happened, and he said my teacher was probably a member of PETA. He said they love animals very, very much.

I do, too. Especially chicken, pork, and beef. Anyway, my teacher sent me to the principal's office. I told him what happened, and he laughed too. Then he told me not to do it again.

The next day in class, my teacher asked me what my favorite live animal was. I told her it was chicken. She asked me why. So, I told her it was because you could make them into fried chicken. She sent me back to the principal's office. He laughed, and told me not to do it again.

I don't understand. My parents taught me to be honest, but my teacher doesn't like it when I am.

Today, my teacher asked me to tell her which famous person I admired most.

I told her, "Colonel Sanders." Guess where I am now!

THE HOEYS AND THE SAUERS IN VIRGINIA BEACH, VA.: AUG 2021

While Jim and Jeanne Hoey were traveling during the summer, they met with Bill and Sally Sauer for some kayaking in the Virginia Beach area.



Jim Hoey



Jeanne Hoey
Bill Sauer Sally Sauer

JIM MADDEN POSES WITH HIS GRANSON AT THE SUB FORCE MUSEUM

Jim Madden [FN(SS), Blue, 1962-1964] poses with his grandson Kyle in 2021.







© Bored Panda



© Bored Panda



© Bored Panda



© Bored Panda

MEMORIAL EVENT FOR MIKE AUSTIN

On 21 Jul 2021, **Larry Check** [ETN2(SS), Gold, 1967-1970] (left) stands with two other members of the USSVI's Grayback Base at a Memorial Table in honor of **Joe "Mike" Austin** [EM2(SS), Gold, 1969-1972] during a Celebration of Life ceremony in Lawrenceville, Ga. Mike left for Eternal Patrol on 26 Dec 2020 after having succumb to COVID-19.

Mike and I stood many watches together in the Maneuvering Room during our simultaneous stints aboard the boat.

Mike, rest your oars; we have the watch.

Howard Dobson

Incidentally, Larry Check is a Plank Owner at the Grayback Base. He has also been its Storekeeper for the past 26 years.



A BIZARRE, SECRET WEAPON

The following article appeared in *The News and Courier* (Charleston, SC.). The date is unknown, and I forgot the name of the shipmate who sent it to me. I can believe that the situation described in the newspaper article actually happened although the weapon was never developed. The submarine involved was USS Finback. The hull number would have been SSN 670 and not SS 230. The writer of the article was Art Buchwald. I'm certain that the weapon would have caught the Russians off guard!

Art Buchwald

A New Topless) Secret Weapon

The skipper of the submarine Finback was reprimanded for letting a topless go-go dancer named Cat Futch perform on the deck of his sub as it set sail from Port Canaveral for a three-month stint in the Atlantic.

Cmdr. Connelly D. Stevenson defended his action on the grounds he was trying to help the morale of his men who had worked 85 hours a week to get their ship ready for the tour.

I have it on highest authority that after its hasty decision the Navy is reconsidering the whole incident and is now studying the possibility of assigning one go-go dancer to each submarine as part of a new weapons system.

A meeting was held in the Pentagon last week.

"Gentlemen, this morning we will discuss the possibility of installing a go-go dancer on each one of our killer submarines."

A chief petty officer brought out a series of charts.

The admiral giving the briefing took his pointer. "This is the Mark I Cat Futch model which has just been tested at sea and given high marks by our research and development people."

"What exactly is its mission?" another admiral asked as he concentrated on the chart.

"The Mark I Cat Futch will be placed in one of the missile containers forward of the conning tower. When an enemy ship is spotted, the U.S. sub will imme-

diately surface and the skipper will push this button here which will raise the go-go dancer to the deck. When the Mark I cat Futch is in position, the skipper will activate a rock-and-roll record and the go-go dancer will automatically start to gyrate."

"To what purpose?" an assistant secretary of the Navy wanted to know.

The admiral flipped the chart and showed a close-up of Cat Futch. "The dance should mesmerize the crew of the enemy ship and, while they watch with mouths agape, the skipper will zero in with his torpedoes and let them fly. After the ship is sunk, the go-go dancer will be returned to her pad and lowered back into a defused position until the next general quarters."

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"It's devilishly clever," a rear admiral said. "The Russians have nothing like it."

"I don't think the Chinese do either," someone else said.

The admiral flipped the chart. "The importance of the Mark I Cat Futch is that it can be used in peacetime as well as war. As you know, many foreign countries have been reluctant to let us sail into their ports. But just think of the reception a U.S. naval vessel would get if there were a topless go-go dancer twisting from port to starboard as we steamed in and out of a harbor?"

"What a great way to show the flag!" an admiral exclaimed.

"All right," the assistant secretary of the Navy said. "It's a viable weapon, but what will it cost?"

"The Mark I Cat Futch can be leased for \$50 a day."

"That's not bad."

"And the only other cost will be \$5 million to refit each submarine."

"A steal," a rear admiral said.

"Have we allowed for inflation?"

"Of course. And we're also budgeted for overruns."

"How do we justify the Cat Futch to Congress?" an admiral asked.

The briefing officer retorted. "We're going to say it's our only way of keeping abreast of the Soviet navy."

(Los Angeles Times Syndicate)

THE TRADITION LIVES ON

On 07 Jul 2021, **Gerald Martin** [EM1(SS), Blue, 1968-1970] submitted a photo with himself and his stepson that was taken upon his stepson's graduation from Nuc School.

With "super" magnification of the photo, I was able to determine that his stepson's rating is ET (or whatever it's called nowadays). Thus, he'll be a Reactor Operator.

Congratulations to his stepson for his major achievement.

P.S. Gerald, please provide an update (and picture). It'll be a great follow-up newsletter article.



PROUD SUBMARINER



Bob Launius [HM2(SS), Blue, 1976-1977] installed a bumper sticker which indicates that he is a veteran of the boat.

Bob purchased the bumper sticker from the vendor "Prior Service Veteran Superstore" located on the Internet at

www.priorservice.com

A phone number for the company is 877-241-8611. The vendor has a variety of military-related items.

A SOLDIER DIED TODAY

by Larry Vaincourt

He was getting old and paunchy,
And his hair was falling fast.
And he sat around the Legion
Telling stories of the past.

He told of a war he had fought in
And the deeds that he had done
In his exploits with his buddies.
They were heroes—everyone.

And 'tho sometimes to his neighbors
His tales became a joke,
All his buddies listened . . .
For they knew of what he spoke.

But we'll hear his tales no longer;
For ol' Bob has passed away,
And the world's a little poorer
For A Soldier Died Today.

He won't be mourned by many;
Just his children and his wife.
For he lived an ordinary,
Very quiet sort of life.

He held a job and raised a family,
Going quietly on his way.
And the world won't note his passing,
'Tho A Soldier Died Today.

When politicians leave this earth,
Their bodies lie in state
While thousands note their passing,
And proclaim that they were great.

Newspapers tell of their life stories
From the time that they were young.
But the passing of a Soldier
Goes unnoticed and unsung.

Is the greatest contribution
To the welfare of our land
Some jerk who breaks his promise
And cons his fellow man?

Or the ordinary fellow
Who in times of war and strife
Goes off to serve his country
And offers up his life?

A politician's stipend
And the style in which he lives
Are usually disproportionate
To the service that he gives.

While the ordinary Soldier
Who offered up his all
Is paid off with a medal,
Perhaps a pension, way too small.

It's so easy to forget them;
For it was so long ago
That our Bobs and Jims and Johnnys
Went to battle, but we know . . .

It is not the politicians
With their compromise and ploys
Who won for us the freedom
That our country now enjoys.

Should you find yourself in danger
With your enemies at hand . . .
Would you really want some cop-out,
With his ever-waffling stand?
Or would you want a Soldier—
Who has sworn to defend
His home, his kin, and his country,
And would fight until the end?

He was just a common Soldier,
And his ranks are growing thin,
But his presence should remind us
We may need his like again.

For when countries are in conflict,
We find that the Soldier's part
Is to clean up all the troubles
That the politicians start.

If we cannot do him honor
While he's here to hear the praise,
Then, at least, let's give him homage
At the ending of his days.

Perhaps just a simple headline
In the newspaper that might say:
**"Our Country Is In Mourning;
For A Soldier Died Today."**

SUBMARINERS WHO RECEIVED THE MEDAL OF HONOR

Don Carpenter [QM1(SS), Blue & SSN, 1978-1982] submitted the picture below sometime during 2022. The photo contains a section of paver bricks at Deterrent Park located on Naval Base Kitsap. The bricks were installed courtesy of the Bremerton Base of the USSVI. Each brick recognizes one of the submariners who was awarded the Medal of Honor: 7 total. All were boat COs during WWII.

The Memorial Service during our 2014 reunion occurred at Deterrent Park, and I am uncertain if these bricks were installed then. What is certain is that they are now.



A MOST USELESS SIGN@#\$\$%^&*?!

Wilmington, Del., May 2023

I really have no idea why someone of the construction company felt that the sign on the fence was necessary!

Howard Dobson



A SUPERB DRAWING BY A SHIPMATE

Below is a picture entitled "U.S. Navy Submarine Force" by its artist, **Charles "Ed" Newman** [RM1(SS), Blue, 1964-1966]. He sent me a file of the pen-and-ink drawing with instructions "for unrestricted use for the benefit of submarines or submariners." I was so impressed by his drawing that I had the file printed on the largest size canvas that was available at a local CVS Pharmacy. It's a masterpiece! Ed and his wife are both accomplished artists.

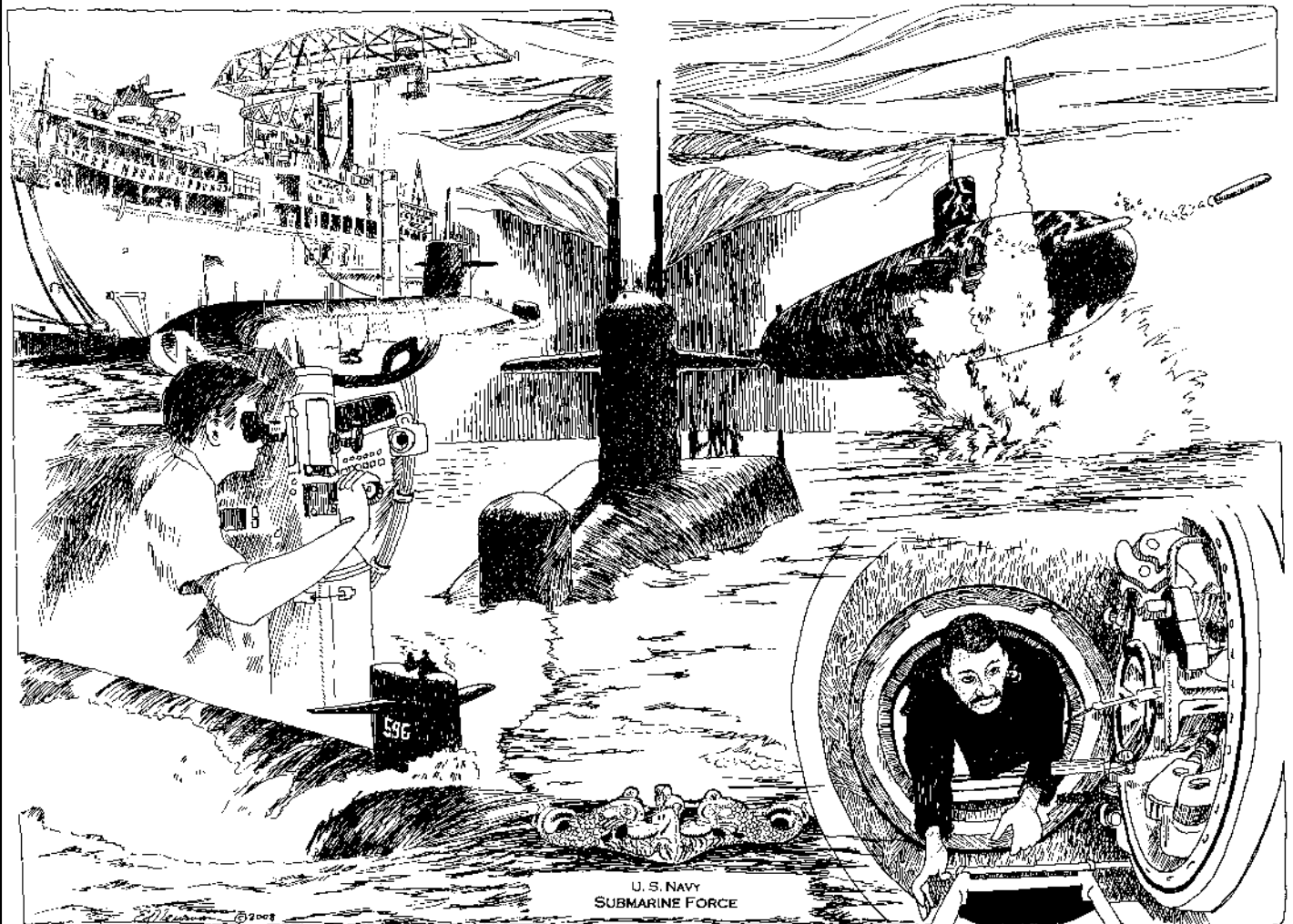
Ed also included a small card with the following information:

Charles "Ed" Newman created the drawing in 2008. It portrays the following three ships on which he served:

- **USS Hunley (AS 31):** Plank Owner
- **USS Sam Houston (SSBN 609):** Blue Crew
- **USS Barb (SSN 596)**

If you desire a copy of the file of this picture, please contact me. You have Ed's permission to reproduce the picture for your own use or that of others as long as the usage serves to benefit submarines or submariners. Displaying the picture within your home fulfills the requirement. The file is high-resolution with a size of about 8.4 Mb. Most email servers can handle this size. If not, I can send the file to you on a CD. If you do not have the capability to read a CD, I can mail the file to you on a "thumb" drive. For this latter case, you will incur the cost of the thumb drive, packaging, and postal fee.

Howard Dobson



A man suffered a serious heart attack while shopping in a store. The store clerks called 911 when they saw him collapse to the floor. The paramedics rushed the man to the nearest hospital where he had emergency open-heart, bypass surgery.

He awakened from the surgery to find himself in the care of nuns at the catholic hospital. A nun was seated next to his bed holding a clipboard loaded with several forms and a pen. She asked him how he was going to pay for his treatment. "Do you have health insurance?" she asked. He replied in a raspy voice, "No health insurance." The nun asked, "Do you have money in the bank?" He replied, "No money in the bank." "Do you have a relative who could help you with the payments?" asked the irritated nun. He said, "I only have a spinster sister, and she is a nun".

The nun became agitated and announced loudly, "Nuns are not spinsters! Nuns are married to God."

The patient replied, "Perfect; send the bill to my brother-in-law."



An elderly couple was flying to Hawaii for a two-week vacation to celebrate their 50th anniversary.

Suddenly, over the public address system, the captain announces, "Ladies and gentlemen, I am afraid I have some very bad news. Our engines have ceased functioning, and we will attempt an emergency landing. Luckily, I see an uncharted island below us and we should be able to land on the beach. However, the odds are that we may never be rescued and will have to live on the island for the rest of our lives."

Thanks to the skill of the flight crew, the plane lands safely on the island.

An hour later, the husband turns to his wife and asks, "Honey, did we pay the car bill this month?" "No, sweetheart," she responds. Still shaken from the crash landing, he then asks, "Did we pay our credit card bill yet?" "Oh no! I'm sorry; I forgot to send the check," she says. "One last thing, did you remember to pay the medical bill for the hospital visit last month?" he asks. "Oh, forgive me, sweetheart," begged the wife. "I didn't send that one, either."

The husband grabs her and gives her the biggest hug in 50 years. She pulls away and asks him, "What was the hug for?"

The husband answers, "They'll find us!"



Teacher: Malcom, how do you spell 'crocodile'?

Student: K-R-C-O-D-I-A-L

Teacher: No, that's wrong.

Malcom: Maybe its wrong, but you asked me how I spell it.



Teacher: Oscar, your composition on "My Dog" is exactly the same as your brother's. Did you copy this?

Oscar: No mam... it's the same dog.

MORE HUMOR YET

provided by Charlie Klein

These are from the Indian Hills, Colo.v



AN UPDATE ON JOE SALEEM

I'm sharing the letter below that **Joe Saleem** [MM3(SS), 072 & Gold, 1971-1974] sent me in 2022:

SUNDAY, JULY 17TH 22

HELLO, HOWARD!

FINALLY GETTING BACK TO YOU WITH THANKS FOR ALL OF THE UPDATES ON THE SAM HOUSTON WE ALL KNOW AND LOVE.

AFTER 9 YEARS OF NOT BEING ABLE TO RACE CARS, I HAVE ONCE AGAIN RETURNED TO THE RACE TRACK WITH A TEST ON SAT, JULY THE 15TH. THINGS WENT WELL, I MADE THE TEAM AS THE DRIVER OF #8 ALLISON LEGACY RACE CAR. THE OWNER HAS MULTIPLE CARS AND IS BUT 23 YEARS OLD WITH 15 YEARS OF RACE EXPERIENCE, ILL BE 72 YEARS OLD IN 3 MONTHS AND I WONDER - HOW THE HELL DID I GET THIS OLD BUT I STILL HAVE NOT GROWN UP YET!! MAYBE THE SECRET IS RACING

WITH THE KIDS!!
ALSO, PLEASE A SHOT OF THE #8 TAKEN DURING MY TEST SESSIONS, AND I FINALLY DID MAKE-UP THE PICTURES OF CHARLES RODGERS, WHEN SHOWED UP, AT MY DOOR LAST OCTOBER - HE'S A GREAT GUY, ALWAYS A GREAT FRIEND. EXACTLY HOW I THINK OF YOU - THANKS AGAIN!



JOE SALEEM

Below is the picture of **Charlie Rodgers** [MM2(SS); Blue, O72, & Gold; 1972-1975] when he showed up unexpectedly at Joe's home.



SWITCH REPLACEMENT: REACTOR CONTROL PANEL

Tim Durant [ET1(SS), Gold & SSN, 1977-1980] provided information related to this article which I have condensed to ensure that no details related to nuclear propulsion would be mentioned. Nonetheless, the suspect switch was disposed of in a trash can aboard the boat, and Tim retrieved it—as a memento. The story behind its replacement involves a few interesting events before, during, and after the replacement.

The saga involves a 4-position switch that can be rotated almost 300° from its most CCW position. Once rotated to its full CW position (the 4th position), the switch is designed with a mechanical stop to prevent further CW rotation. Thus, it could not be rotated CW to the location of its full CCW position. Without this mechanical stop and with an inadvertent rotation beyond the full CW position with the reactor at power, safe reactor operation could be jeopardized. The mechanical stop at the full CW position prevents the problem. The mechanical stop would also prevent CCW rotation beyond its full CCW position,

Knowing this background, all nukes heard this golden rule more than once at Nuclear Power School: “Never Force an Interlock!” (This rule was probably mentioned for all trades throughout the Navy.) In 1979, curiosity got the best of one Reactor Operator, and he decided to test the mechanical stop. He would do so while the reactor was shutdown; thus, not posing any problem should the mechanical stop fail. He was a burly guy, and probably applied an amount of torque that no one would use with that switch. He is suspected of breaking the mechanical stop by applying excessive torque. Nonetheless, the mechanical stop was no longer functional which necessitated replacing the switch.

First, a replacement had to be found. Tim describes this process accurately as “. . . a replacement had been dug out of some deep, dark, storage, cubby hole on the boat; possibly below some cases of tuna or asparagus in the Lower Level Missile Compartment!”

Of the 60 terminals on the switch assembly, 46 had wires attached. This switch had to be accessed at and removed from the back of the panel. This situation presented tight working conditions in a dark environment. Needless to say, the job required many hours to complete and involved two teams of two persons to complete. The second person would provide verification of which wire went where. Well, despite this precaution, a wiring error occurred while testing the new installation that damaged a low-voltage circuit by placing high voltage onto it. The wiring error was corrected and the damaged circuit repaired. The problem resulted from a mistake reading a terminal number on the original switch. In those days, flashlights were the primary source of remote lighting, and that led to a mistake being made with a terminal number.

Tim suspected that the switch removed was the original switch. I believe he is correct as such everything on the panel was built to be trouble-free for the live of the boat under normal conditions/operations. Had the mechanical stop not been challenged, that original switch would likely never have had to be replaced.

I would have operated that switch numerous times. I admit that I never “tested” the mechanical stop or had a desire to do so.



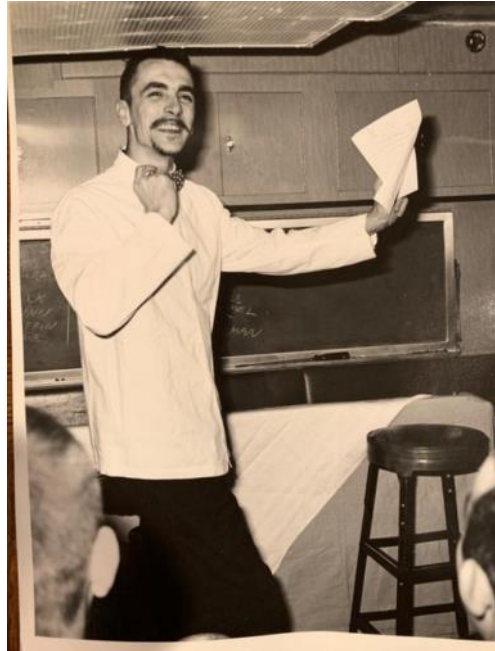
HALFWAY PARTY PICTURES

Chuck Boehme [QM2(SS), Blue, 1963-1965] submitted the following text and pictures:

Hi Howard,

I thought you might enjoy viewing these photos of a halfway party in 1964 or 65 on the Houston. The person with the sign to "clap" is "Doc" Jenkins. The emcee wearing the bow tie I think is Irwin. Others may be able to identify more of the crew in the pictures.

Best wishes, Chuck Boehme



Enjoy the Rest of the Summer

Stay Safe

**Consider Getting All
Vaccines & Boosters
Available for You**

