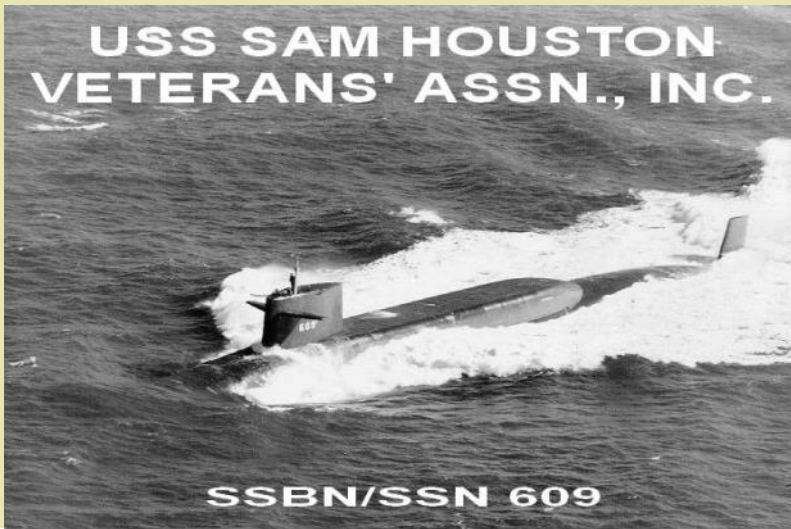


USS SAM HOUSTON VETERANS' ASSN., INC.



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2^d Edition 2013



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



The Raven

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

FROM THE CHAIRMAN

Shipmates & Associate Members:

I hope that you and your families are well and that you are preparing to enjoy the summer. Also, I hope that you will be able to attend the reunion next year in the Seattle, Wash. area sometime between the beginning of September and mid-October 2014. Planning is progressing—carefully.

Based on information that I have received regarding the 50th Anniversary Memorial Service for the USS Thresher, it was a magnificent event. I am aware that some members of the SHVA attended the service either on their own accord or in support of the event. I've included in a subsequent article some pictures of the service that I received. The Thresher Memorial Booklet that I sent to members via e-mail generated a few comments, and some of these are included.

Contributions toward the commemorative plaque to be installed at the US Navy Memorial in Washington, D.C. have been disappointingly few. We have about 14 months left to provide full payment (\$3000.00); otherwise, we will lose the \$500.00 down payment made. More on this topic inside.

On a sad note, I received notifications since issuance of the previous edition of the newsletter that four shipmates are on Eternal Patrol—only one received his Final Orders since of the previous edition of the newsletter. Those shipmates are included in a subsequent article.

Because of time constraints, I will probably issue three newsletters yearly instead of four although I will try to issue four yearly. As usual, I will send any significant info that occurs between editions of the newsletter via Membership Memos.

Please note a change of my postal address effective 18 July 2013 as indicated below. All other contact information for me remains unchanged. You will need my address if you send me items or hardcopies of anything or order ball caps, boat medallions, and other items for sale.

CURRENT

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50th ANNIVERSARY MEMORIAL SERVICE FOR USS THRESHER

Larry Ferrell [MM1(SS), Blue, 1968-1970], our Storekeeper and the Commander of the Maine Base of the United States Submarine Veterans, Inc. (USSVI), took some pictures at the ceremonies and directed me to some taken by others. Although the Thresher Base of the USSVI was primarily responsible for arrangements of the ceremonies, the Maine Base, under Larry's direction, helped in other ways such as being ushers and performing other tasks. Larry writes:

I ran into *Bob Bishop* [MMCS(SS), Blue & Gold, 1960-1970] at the Thresher Memorial Service. Had a good visit with him. I tried to represent as many of us as I could at the services both at the Thresher Family Memorial Service held at the Portsmouth High School and at the Kittery Thresher Flagpole Memorial Dedication since most of us would have attended if the opportunity were there.

The Thresher Submarine Veterans organization is to be highly commended for their picking up the service after the Portsmouth Naval Shipyard dropped the ball.

The Kittery Thresher Memorial Flagpole was quite impressive and was a fitting tribute. It is 129 feet tall (one foot for each man lost on USS Thresher) and is visible from I-95 as you drive by the Portsmouth Naval Shipyard entrance gate. The Maine Submarine Veterans made a considerable contribution to the memorial (as did the Thresher Base), and we are getting an engraved Contributor Stone at the memorial.

Larry continues:

Here are some pictures from the Thresher memorial events. They did a memorial ceremony at the Kittery Memorial by raising the flag to full mast, then lowering it to half-mast to recognize the loss of USS Thresher and then back to full mast. It was a moving and fitting memorial.

I attended the Kittery Memorial on Sunday and took pictures of the flag-raising event. The same people were in attendance at the Kittery Memorial as at the Portsmouth High School, except they had Maine Congress people speaking (Susan Collins) and New Hampshire reps.

The flag shows up well when viewed from I-95 while driving through Kittery in either the north or south direction. It makes for a good tribute.

Larry concludes:

I will make a trip down when they finish the project [the flagpole memorial] sometime this summer and take pictures of our "MAINE SUBMARINE VETERANS" Contributor Stone on the Memorial Walkway.



Larry stands with the USS Thresher model float.



The flag at half mast at the memorial in Kittery.

50th ANNIVERSARY MEMORIAL SERVICE FOR USS THRESHER (cont.)

The following photos are some of those available from the web site <Smilebox.com>.



50th ANNIVERSARY MEMORIAL SERVICE FOR USS THRESHER (cont.)

Jim Royal [EN2(SS), Gold, 1964-1966] says:

Thanks for the book. It's been a long time. What I do remember is reading a top secret report that the Engineer left in the Engine Room in 1964. Since I was cleared for top secret, I read it. The captain [of USS Thresher] stated that if I were not the captain, I would not go out; she is not safe. They were instructed to go out—for the press—even though they were not seaworthy. They x-rayed all hull fittings, and 35 % failed. There were cracks in the hull around some of the fittings, even some bolts were missing. The flooding started in the Engine Room, there was not a general alarm lever to pull, was it the M 1? There were ballast tank blows in progress until the valves iced over. (Part of the subsequent SUBSAFE program was the installation of air dryers.) We got to listen to the recording to the sub rescue ship above; its was eerie. They made it to the surface—just the bow and stated “we are going back down.” A Radioman who got in a fight and was stabbed the night before, ended up on the Houston. We called him “*Black Bart*”; he had many tattoos. He gave us some more info—nothing big.

[Ed. Note: *Black Bart* was Richard Bartsch [RM1(SS), Gold, 1965–?, *Eternal Patrol*]

Jim continues in a second e-mail:

I wish that I could remember more. All the info I gave you is correct, except that the % of the failed hull connections (35%) was much higher. The major % failed the X-ray which showed tiny cracks in the fittings. They also found that some hull connections were missing bolts and never were installed. The quote by the captain, which is hard to believe, was exact. He was pressured from the higher-ups. Since this boat had the latest technical advances and the press was going out on her, they couldn't delay. It was the 1 MC not the M 1 communications they didn't have in the Engine Room.

For another issue, for what its worth, the Sam Houston had the last working gyro, located in AMR 1, Lower Level. This thing was huge, never worked right, and was discontinued on all future constructions.

Thanks for what you are doing to keep the spirit alive.

Ray Higgins [MM1(SS), Gold & Blue, 1965-1970] says:

Thanks for forwarding the Thresher Booklet.

[Capt.] Zeb [Alford] and I both came to the Sam just days apart, and I am proud to say I served with him for his full tour (even though it included “The Bailout”).

AN OLD, OLD NEWSLETTER FROM US SUB BASE, NEW LONDON, CONN.

The recent newsletter of the Mid-Atlantic Base of the USSVI of which I am a member included a copy of an old—and I mean old—newsletter issued by the U.S. Sub Base, New London. Its date is 10 June 1944—during WWII. I found it to be interesting reading and am including it on the next four pages with the hope that you will also find it interesting. I'm almost certain that no one who served on **USS Sam Houston** was in the service at that time! Anyway, check it out.

Howard Dobson [ETR2(SS), Gold, 1969-1972]

SUB-BASE GAZETTE
 SUPPLEMENT SECTION



U.S. SUBMARINE BASE NEW LONDON, CONN.
SUBMARINES, ATLANTIC FLEET

**THE NEWS OF
 SUBMARINES**

**A MONTHLY
 PUBLICATION**

SATURDAY, JUNE 10, 1944

**U. S. SUBMARINE RESCUES
 FLYERS**

U.S. Submarine Base, Pearl Harbor: Breaking silence concerning underwater activities, the navy revealed yesterday the dramatic tale of 22 rescues by the submarine TANG, during the April 29 and 30th carrier-plane assault against Truk. Lieut. Comdr. Richard O'Kane, skipper of the submarine, told how the submarine completed the rescues, shelled at least one beach at Truk, went into waters which charts showed completely unnavigable, without losing a man from the crew or one of the helpless aviators The Tang's two-day saga began April 29, shortly after the first waves of bombers had smashed Truk's buildings, airfields and military installations. The submarine was patrolling near by, when she was notified one bomber was down a short distance off the reef. The sub crew found the members of the crew floating in the rubber boats and fished them out of the water, unhurt. Next the submarine laid off the reef watching, while two Kingfisher catapult planes tried to rescue Lieut. (jg) Robert Kanze, shot down inside the lagoon as he chased a Japanese fighter over the enemy's anti-aircraft guns. Just for luck, the sub shelled the beaches at Ollan Island when one call forced the submersible to pass close inshore. On the first trip past Ollan O'Kane said the shore batteries replied to the sub's deck gun ineffectively. In a half dozen subsequent trips in the same area, the shore guns remained silent.

The second morning of rescue work started with Kanze's rescue, plus that of two flyers whose plane had overturned and sunk when Kanze tried to climb aboard: While this was underway, the submarine's crewmen saw another bomber go into the ocean. O'Kane turned the sub's nose past Ollan again to a spot where they picked up its crew While this pickup was under way, the Tang had a call from the eastern side of the island. En route to this rescue, it spot-

(Continued on Page 4)

**PRESIDENTIAL CITATION
 TO SUB TRIGGER**

May 11, 1944—The Presidential Unit Citation has been awarded the U.S.S. TRIGGER for outstanding performance in combat during the fifth, sixth, and seventh war patrols of the submarine, on which she inflicted severe damage on enemy shipping.

The citation, signed for the President of the United States by Acting Secretary of the Navy James Forrestal reads:

"For outstanding performance in combat during her Fifth, Sixth and Seventh War Patrols against the enemy. Employing highly daring and hazardous tactics, the USS TRIGGER struck at the enemy with consistent aggressiveness, seeking out and pursuing her targets with dogged determination regardless of unfavorable attack conditions. Her exceptionally notable record of severe damage inflicted on hostile shipping and the gallant fighting spirit of her officers and men reflect great credit upon the United States Naval Service."

"VIRTUALLY UNCHALLENGED"

Biting deeper into Japan's vital but thinning merchant fleet, U. S. submarines operating in Pacific and Far-Eastern waters have sent 13 more merchant ships and one destroyer to the bottom in recent forays . . . victims of the unflagging submarine campaign which military observers here believe is not the least reason for Japan's present drive which won the Peiping-Hankow Railroad, in order to by-pass sea routes along which U. S. submarines now surge virtually unchallenged.

The LATEST SCORE	
of U. S. Submarines in the war against Jap shipping	
SUNK	589
PROBABLY SUNK	36
DAMAGED	114

**U. S. SUBS BEAT
 U-BOAT RECORD**

A UP survey, summarizing Navy Department communiques, shows that American submarines during the last six months have sunk a total of 203 enemy vessels in the Pacific and adjacent waters. This is a monthly average of more than thirty-three ships, or slightly better than one a day. The UP compares this with the German success in the middle part of 1942, when German U-boats in the Atlantic sank Allied ships at the rate of about three a day. Would this suggest to you that the German submarines in 1942 were doing three times as well as the American submarines during the last six months? Not at all. Actually, the figures show, on analysis, that our submarines, ship for ship, are more than twice as efficient as the German submarines in the terms that count: the terms of damage inflicted on the enemy.

First of all, we must consider the distances. . . . Our submarines must cruise on an average of three times as far to get to their hunting grounds as the German submarines had to in 1942. Thus the German submarine could stay 50 per cent longer "on station" than can ours in the Pacific. Next, we must consider opportunity. In 1942 the Allied powers were laboring under terrific handicaps in the matter of escort; even so, we were probably able to give better escort than the Japanese are today, but let that margin be balanced roughly by the excess of "targets in area". Let us say on the whole that the German opportunities were twice as great. Finally, we must consider the number of submarines available for average daily use. It is recognized that the Germans had well over twice as many submarines in the Atlantic in 1942 as we can possibly have in the Pacific today.

Putting these various figures together, what is the result? First, each German submarine should have done 50 percent better than each of ours, because it had 50 per cent longer "on-

(Continued on Page 4)

The SILENT SERVICE

(Reprinted with permission from N. Y. World Telegram.)

By JESS STEARN.

SUBMARINE BASE, NEW LONDON, Conn., May 15.—The shortest known route to Japan is by way of New London. From this bleak Connecticut port come the men who have made the waters of Japan their happy hunting ground. From here by the thousands they come, the pick of Uncle Sam's fighting Navy, straining for the enemy's throat, strangling his lifeline, grinding away at his empire, giving him no rest night or day—neither asking nor receiving quarter.

Comprising little more than one per cent of our rapidly expanding navy, they have sunk two-thirds of the Jap ships accounted for by that navy—at last word sinking 589 definitely, 150 probably. Pearl Harbor was still smoldering when they were on their way to Japan, with everything in sight fair game. And, even then, with a good share of our navy resting on its sides, and with but few subs available for the Tokyo run, their watchword was circle and attack. Attack, always attack, for sinking Japs is

their business, and business, they say, is good.

When not spawning their tin-fish on the Mikado's doorstep they were periscoping the Japs at their horse races, photographing the sacred shrine of Fujiyama, prying unnoticed into the mysterious movements of the enemy. Submerged by day, unseen by night, they have gone where nothing else has dared.

At Corregidor, with two of every three relief ships sunk before Manila Bay, the subs always got through. They brought food, ammunition and hope to the men of Bataan and slipped away under Jap noses with gold from the banks of Manila, with secret archives of state and with the President of the Philippines and others who were to keep alive the spirit of resistance in their people. They rescued Australian aviators and American nuns from Japanese-occupied islands and they put Carlson's gallant raiders on Makin and took them off.

Relentless hunters of the sea, they have known themselves what it is to be hunted by friend and foe alike,

mistaken for the enemy by twitchy-fingered pilots of our own and taken for what they are—the scourge of Japan—by the enemy. Without them, without their daring and their enterprise, there could have been no Gilberts, no Marshalls, no Truks.

Six Crews Honored.

For achievement surpassed by none, six crews have been honored by their President, and, from one of their leaders—for whom Gilmore Hall here is named—has come a cry as stirring as any in this war. Riddled by machine-gun fire, lying bleeding and helpless on his surfaced deck, and with a Jap destroyer coming on, Cdr. Gilmore gave his last order to his men below.

"Take her down," he commanded. They took her down.

For where they have gone, for what they have done, submarine losses have been slight and submariners everywhere regard their pig-boats as the safest things that swim, pointing out that in the life of every cruiser or destroyer there comes a time when it wishes it could submerge. Recently

Submarines are a service almost their own, with a tradition all their own. This bewhiskered gun crew, returning from a successful South Pacific patrol, is checking its deck gun for future action. The four replicas of Japanese flags on each side of the conning tower denotes two enemy warships and two enemy merchantmen sunk.



MID-ATLANTIC BASE SUBMARINER



Trained to fight below surface, far from home, they have become known as members of the Silent Service -- so ingrained is the knowledge that a stray phrase, an unguarded word may mean death. They are shown (above) at gun drill aboard a sub.

the wife of a young submariner who was transferring to cruisers caught up with him before he could sail and furiously set him right. "You get off that darn thing," she snapped, "and get back on submarines where you belong. Don't you ever think of your family?"

Since the war, 20 submarines have been reported overdue and presumed lost. While the number of American subs is one of the best-kept secrets of the war—there were 113 at the start—these 20, it may be said, are an inconsiderable part of the under-sea navy which has been groomed here for the Pacific.

A naval station since 1868, New London is now the site of the only submarine school in the land. Every submarine skipper prowling the Pacific today, every member of his crew, is a product of this school.

They have come here from the surface fleet, naval stations and boot camps—volunteering for submarines, eager for action, and few, once they make the grade, are disappointed. In some cases, within 10 months of arrival, they have finished their schooling, put to sea, met and bested the enemy, and, properly decorated for valor, have returned here as the

seasoned nucleus for new submarines putting to sea.

While submariners pride themselves on the best jobs in the fleet they are, significantly, the best-paid men in the navy, receiving 50 per cent more than they would in the surface fleet, and everything possible is done to create the happy illusion that a submarine is a mildly scaled-down version of the Waldorf-Astoria. Every submarine is completely air-conditioned, replete with showers, radios, phonographs, books, ice-cream freezers, portable washing machines, and individual bunks with beauty-rest mattresses and indirect lighting.

Given the Best.

Although they may not see the sun for months, most submariners return from patrols with tropical tans, for lolling under the sun lamp is one of the favorite indoor sports, along with poker and acey-deucey. Submariners, envied by the rest of the navy, raid the ice-box whenever they like, and, when not on duty, don't wake for meals if they prefer not to. Their food is the best in the world today, and they are always glad to get back to their boat, even when putting up for 25 cents a day in \$50-a-day suites in the Royal Hawaiian Hotel, Honolulu.

now a rest center for the submarine service. For at sea submariners can take what they like from a well-stocked larder, including 2400 pounds of prime beef, 1000 pounds of butter, 300 dozen eggs, 1000 pounds of sugar, storerooms of frozen turkey and chicken, strawberries and cream.

However, it is not for these things—for food or for privilege—that men come to New London to train for submarines, but for fellowship, camaraderie and the chance to shine—for these, and for the short route to Japan.

There is no fol-de-rol on a submarine, no spit-and-polish, no gold braid. This is the Dungaree Navy, and men, thrown together as they are, value each other for what they are, knowing the mistake of one may mean the lives of all. On a submarine, they stress here, where reliability is everything, it is equally important for skipper and mess-boy to do the right thing at the right time—so they tell this story:

A mess-boy was ordered up to stand his first watch and the skipper thought it wise to stress the importance of this new duty. "Jack," he

(Continued on Page 4)

SUB MENACE TO JAPAN DOUBLES

There was a time when Germany thought that her U-Boats would win the war. Happily for us that time seems definitely to have passed. We never placed an equal dependence on our own submarines; but in the Pacific they are proving a more effective weapon than even the most optimistic dared to hope. The Japanese light cruiser, two destroyers and nine other vessels recently reported sunk in that area of action bring to 739 the number of enemy vessels sunk or damaged by American submarines alone. This is a sizable section of Japan's total tonnage, probably more than she can replace.

Indeed, with her limited shipyard capacity, Japan has done well if she managed to replace merely the fighting craft lost to our torpedoes. These have destroyed 45 Japanese warships, probably sunk ten others and damaged 14 more. The long list of other victims are merchant craft, from small coasters to huge liners, which Japan needs as badly as she does her warships. It is only by shipping that her sprawling empire is held together.

The Silent Service

(Continued from Page 3)

said, "I want you to remember that if you make one slip, it may be the end of \$7,000,000 worth of machinery." Jack was attentively silent. "Yes, Jack," the skipper said, "\$7,000,000 depends on you." The skipper allowed this to sink in, added, "And besides the \$7,000,000, Jack, I hope you realize the lives of your shipmates depend on you. Think of that, Jack, 70 lives depending on you."

He gave the mess-boy a penetrating look. "And now, Jack," he said, thinking the mess-boy properly impressed, "now do you realize how important it is you keep a good lookout?"

Jack nodded solemnly. "Yes, sir," he said, "I do—but haven't you forgotten one thing, sir?" The skipper turned, puzzled. "What's that, Jack?" "There's me, sir."

U. S. Submarine Rescues Flyers

(Continued from Page 1)

ted an additional downed pilot in the sight of Kuop Island. The Tang went in after him and there just off the reef where the water was supposed to be unnavigable the pilot, after floating all night, was picked up. Another pilot, who had been in the water for an hour, also was rescued.

Then the sub went after three rafts on the reef. . . . Lieut. (jg) John Burns beat them and picked up a fighter who just had struck the water, and the crews of two torpedo planes. With seven pickups aboard Burns taxied five hours before the sub got to him. By then the plane had been ruined by water and the sub had to sink it with its deck gun.

The sub wasn't through. There still was one more crew — this one back in the sub's old spot just a little off Ollan where Japanese batteries were. The sub went back around Truk at full speed. Just as darkness fell, the pilot on the water used his next to last Very pistol shell. A searching night fighter saw it and summoned the sub. From the water, the sub hoisted aboard two more. The battle of Truk was over. No man remained afloat near the naval stronghold. The submarine Tang turned its nose to the east.

—Baltimore Sun.

U. S. Subs Beat U-Boat Record

(Continued from Page 1)

station." Thus the results obtained by each German submarine in 1942 should have been 1.5 times the results obtained by each American submarine during the last six months. Second, since the opportunities were twice as great, it follows that each German submarine should in an equal period of time have been able to destroy twice as many ships as each American submarine; hence, applying the previous figure, each German submarine should have accomplished three times the results obtained by each American submarine. Finally, we come, to look at the over-all results. If under the above conditions the numbers of submarines had been equal, then the results obtained (three ships a day sunk by the Germans as against one ship a day sunk by the Americans, each during a period of maximum efficiency) would be exactly comparable, and we might assume that the ship-for-ship efficiency was equal. But since it took the Germans at least twice as many submarines to accomplish their results as it did the Americans, then we must assume that, ship for ship, our submarines have been doing twice as well as the Germans were able to do at the height of their under-water power. And since basic figures of these calculations have been largely weighted in favor of the Germans, we may come to the inescapable conclusion that the average American submarine today is more than twice as efficient as a fighting machine as the average German submarine in 1942.

—Major George Fielding Eliot
New York Herald Tribune.

Sub Paragraphs

BASCOS N. TIMMONS, CHICAGO SUN — That Navy communique (No. 518) which disclosed twelve more Japanese vessels sent to the bottom, including three combat vessels, was actually read at the Navy Department the day before it was released. It was held up because of the funeral of Secretary Knox. Seems there were some Navy men who thought it best that the Navy issue no other news that day. There are others in Washington, however, who think it would have been a fine tribute to "the old man" to announce a major victory by Navy submarines on the day he was placed in a hero's grave at Arlington.

Washington, June 5—Sixteen more Japanese vessels have been sunk by United States submarines in the Pacific and Far East, increasing the total sent to the bottom by our underwater raiders to 589, the Navy announced today.

A communique disclosed that the latest toll included a large transport, a large cargo vessel, seven medium cargo vessels, two small cargo vessels, four medium cargo transports and a small cargo transport.

U.S. NEWS — Oil—Japan is suffering from an oil shortage; is hard pressed by the loss of tankers to U.S. submarines. Japan's oil supply line is exposed and slender. Food—Japan's shipping situation is not far from desperate; is growing worse by the week. Without adequate merchant shipping, Japan will strangle. Result is that the time is near when U.S. can strike some vital blows. A series of dramatic sea-air, even landing, moves can be expected. This war, as a major operation, should approach its last stages not many months after Germany is defeated. Japan is showing less and less ability to keep up in the race on the sea or in the air. U.S. advantage is piling higher. A Japanese defeat is not improbable by late 1945 or early 1946. . . . that's the optimistic view, but it is one widely held.

NEW YORK TIMES, May 13: All naval authorities assert that the disruption of Japan's war program through destruction of her ships by our submarines cannot be overestimated. Not only is Japan having difficulty supplying and reinforcing her garrisons in outlying defense points but she is being restricted in the loot she can bring home from conquered islands. Authorities also declare that a tremendous load is placed on the enemy's shipbuilding facilities.

CONTRIBUTIONS FOR THE COMMEMORATIVE PLAQUE ARE FEW IN NUMBER

As of printing, the contributions received this year for the commemorative plaque to be installed at the US Navy Memorial in Washington, D.C. in the name of USS Sam Houston totals \$1770.00. This total amount is the result of money received from only 17 members of the SHVA! I am in contact with 361 shipmates. Although the suggested contribution is \$25, the SHVA will accept any amount that fits your budget. Please contribute what you can. That commemorative plaque will be a lasting reminder to the public—that includes subsequent generations of our own families—of the service by the crews of **USS Sam Houston**.

Thanking you in advance for your thoughtfulness toward this important matter,

Howard Dobson [ETR2(SS), Gold, 1969-1972]

JOE SALEEM MEMORIALIZES MURDERED STUDENTS & TEACHERS

Joe Saleem [MM3(SS), O72, 1971-1974] writes:

I trust this note finds you well, and I want to thank you for your hard work and dedication in regards to the wonderful **Sam Houston 609** organization, I am sure you do not hear this enough, but "thank you" from the bottom of my heart.

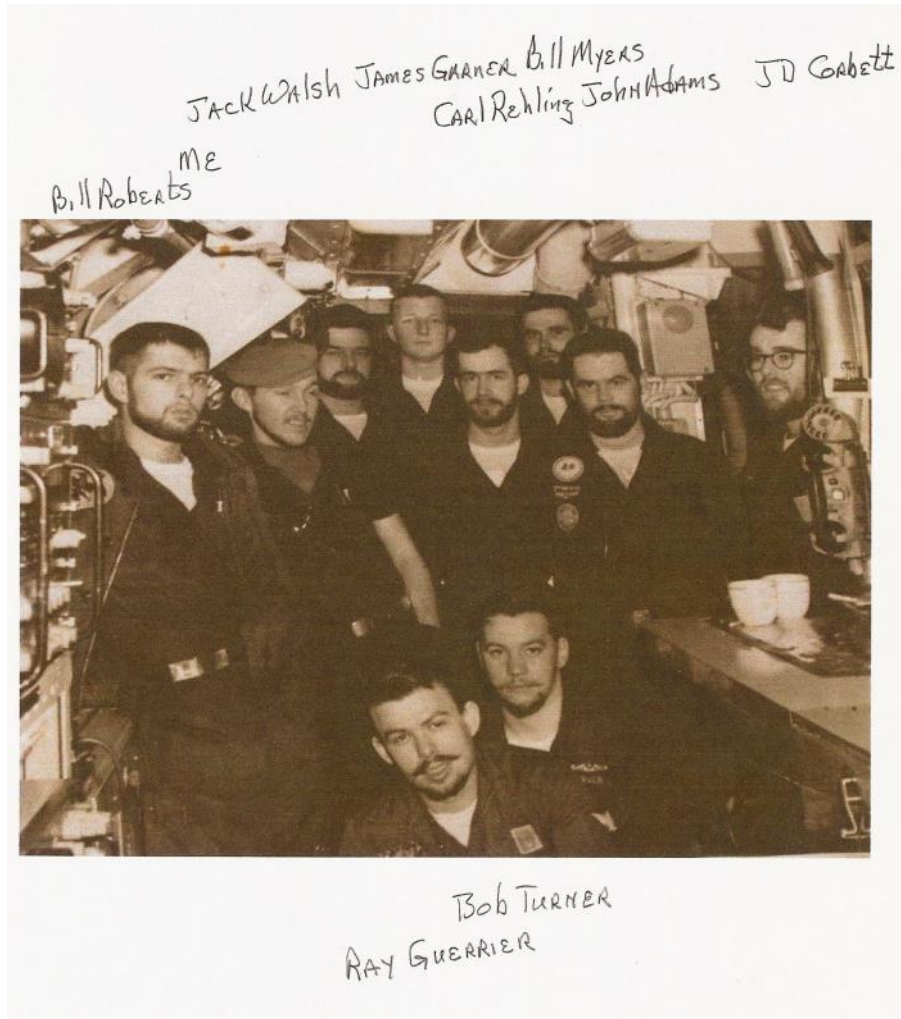
I have been very busy lately, and due to my workload, have been forced to set priorities. In fact, it has been but a month since I sat down and read the 4th edition of the newsletter that included the shots I had sent to you. I was surprised to see the story about *Ray Tortorigi* [STSC(SS), Gold, 1961-1964, Plank Owner, Eternal Patrol] as I had visited Chestelm Nursing and Rehab in Moodus, CT on Christmas Day, 2012, as my Mom is a resident there. Small world! Unfortunately, the reason for my visit to CT in December was for the most tragic of reasons—friends of mine lost their six- and seven-year-old boys and girls in the Newtown/Sandy Hook Elementary School shooting. I had spent over 50 years living and working in the area around Newtown. This cataclysmic event has changed my life forever, and I spend much of my time assisting those 26 families (through various avenues) who suffered the most terrible losses imaginable. I also have new graphics on my race car to memorialize the lives of the six teachers and twenty children, and I will be racing and making appearances with the car in the Carolinas.



PICTURE SUBMITTED BY BUTCH SAVARIA

Bertrand "Butch" Savaria [ET1(SS), Gold & O66, 1965-1968] provided the following introduction to the picture below:

Attached is a picture I found on one of the Sam Houston Sites. I don't remember who took the picture, but I've put names to the faces as I remember them. This picture was taken in the Nav. Ctr. The SINS are off picture to the right, and the control console is behind myself and Jack Walsh to the left. Behind the curtain directly behind James Garner (Maverick) to the left is the BCP and beyond that the Diving Station and the remainder of Control.



NavETs, Gold Crew, 1966

AN UNUSUAL USE FOR THE USS SAM HOUSTON MEDALLIONS!

Tim Bohdan recently asked me about the availability of SSN Medallions for purchase; he wanted to order 10 of them! I asked him why he needed so many. His reply is interesting:

I will use the challenge coins when I officiate lacrosse games. At the beginning of each game, the officials conduct a coin flip with the team captains to determine who defends which goal first. Most of the lacrosse officials are military veterans. We pride ourselves in using unique coins for the coin flip. One official uses his Marine Corps coin. Another uses an American Eagle coin. I plan to use the USS Sam Houston challenge coin, which will definitely be unique. I am purchasing ten coins because I may choose to give a few coins to family and friends as keepsakes. Plus, I'd like to have a couple spare coins in case my lacrosse flip coin ever gets lost.

UPDATE ON THE 2014 SEATTLE-AREA REUNION

Some attendees at the 2012 Business Meeting suggested that our 2014 reunion be held either just before or just after the USSVI Convention to be held in Calif. in 2014 to facilitate travel for those who want to attend both events. I spoke with the wife of the Base Commander handling that convention, and she gave me dates such that 04-06 Sep 2014 would be suitable for our reunion. (I could not speak with the Commander at the time because he was in the hospital.) I have since learned that those convention dates are wrong. I have since learned that the correct period for the USSVI Convention is 01-07 Sep 2014. Therefore, the preferred period for our 2014 reunion will become 11-13 Sep 2014, but these dates might not be suitable.

Because of the need to limit the guest room rate to less than \$110/night (all-inclusive price), three of the four hotels that submitted proposals met this requirement. These three are limited-service hotels that present additional planning considerations over full-service hotels (hotels with Catering Dept.). In essence, the Reunion Committee must juggle some "quirks" of each hotel to get the best deal for the money. One of the issues involves the consumption of booze at each of the hotels, and we cannot have a reunion where consuming booze is either prohibited in public areas of the hotel or highly inconvenient. Also, options and conditions for our group meals will have to be evaluated. With full-service hotels, these concerns are not problematic because they have lounges and Catering Dept. and have the appropriate licenses for dealing with alcohol. Limited-service hotels pose concerns and charges that have to be juggled among those that submitted proposals. With full-service hotels, such charges are either nonexistent or are incorporated elsewhere; i.e., "hidden." In any event, the limited-service hotels are more difficult to deal with.

The Reunion Committee must compare all options and charges so that reunion attendees will receive the best value for the money with the least "inconveniences." As an example, Hotel "A" uses a nice restaurant that is adjacent to the hotel as its source of food and catering. Because of this arrangement, the hotel does not allow any group to bring its own snacks, beverages, food, or any such items for consumption into any of its ground-floor meeting spaces—rooms where our Hospitality Room would be. To get around this for groups such as military-reunion groups, Hotel "A" uses guest rooms on the 5th floor adjoined by double doors. The furniture is removed, and tables and chairs are set up. While this is not the best setup, it's workable. Hotels "B & C" use an external catering service, and these hotels permit groups to serve their own snacks, beverages, etc. in the meeting rooms. But, Hotels "B & C" have a \$250 fee for this "convenience."

The situation with consuming booze presents similar issues. Hotel "A" permits individuals to purchase booze at the adjacent restaurant and bring it anywhere into the hotel without incurring an additional fee. But, this situation is inconvenient because of the need to walk to and from the restaurant. Hotels "B & C" have nowhere close to purchase drinks, and this is problematic. A workaround is that attendees would purchase their own booze at a nearby liquor store (free shuttle) and stow it in their guest rooms. Hotel "A & B" have refrigerators in the rooms that facilitate this idea. Hotel "C" does not have refrigerators in the guest rooms which suggests that this hotel is unsuitable. What's important with booze is that the SHVA, as an organization, neither acquires booze nor serves it in the hotel regardless of whether individuals pay for it or not. If either of those situations were to exist, the individual who planned the reunion has personal, legal responsibility for any actions related to the use, misuse, or abuse of alcohol by anyone who consumed it. To avoid this personal legal responsibility, reunion attendees can drink booze that they purchased as long as the SHVA was not involved with purchasing or serving the booze. Thus, the SHVA neither owned the booze, served it, nor sold it. Those who consume booze that they purchased will then be legally responsible for their actions resulting from the consumption of booze—nothing new or earth-shattering in this situation. There will be no designated location for iced storage of personal booze in the Hospitality Room, but ice will be available for cups of booze. Since Hotel "C" has no refrigerators in the guest rooms, this poses a problem for beer and some wine drinkers. **Brad Lawrence** suggested making small Styrofoam coolers available. This is a great idea, but what needs NOT to occur is that those who do not drink pay anything extra in support of those who do. Therefore, if Hotel "C" would be selected, the Reunion-Registration Form would have an entry related to the need for a cooler at a price.

Hotel "B" offers complimentary coffee in the lobby area 24/7 that would be available to our group. This will eliminate the need to ship our coffee urns to and from that hotel and to purchase coffee supplies. Hotels "A & C" do not offer complimentary coffee. Hotels "B" and "C" offer complimentary and varying hot-breakfast items in the lobby. And, these two hotels offer this at a room rate lower than Hotel "A" but not during the preferred period.

Hotels "A & C" can give us the preferred dates, but the room rate is too high with Hotel "C." We can get good rates at Hotel "C" anytime in Oct 2014. We will then prefer early in Oct because the probability of rain increases dramatically as Oct progresses. (The cruise season ends in Oct; that's why most hotels in the area have high rates until then. Room rates increase with an increase in demand.)

These are but a few of the concerns that are being juggled for the best deal. The Reunion Committee will work this out; it's just problematic because aspects that are not handled individually with full-service hotels must be considered separately for limited-service hotels, and this is time-consuming. But, we have time on our side.

Howard Dobson [ETR2(SS), Gold, 1969-1972]

MY VISIT WITH MARK MANZUR WHILE IN THE SEATTLE AREA

While performing my Site Inspections of the potential host hotels for our 2014 reunion in Seattle, Wash., I took a break between hotel inspections to spend a day with our Treasurer, **Mark Manzur** [STS3(SS), SSN, 1979-1982] at his resident city of Vancouver, Wash. Travel to and from Seattle and Vancouver was a comfortable and scenic 3 1/2-hour train ride. Mark gave me a personal tour of the Vancouver-Portland [Oregon] area that included a tour of the museum submarine, Blueback (SS 581), moored at the Oregon Museum of Science & Industry in Portland. This boat is interesting because it was one of the three Barbel Class boats built—the last class of diesel boats built. Its hull is the same shape as today’s nuclear attack boats, and some of its equipment was comparable to that aboard **USS Sam Houston**. (USS Blueback was the last diesel boat to be decommissioned.) It is drastically different inside than the WWII museum boats. Mark is a volunteer Tour Guide for the boat a few times a month. Later, he and his family took me to the Columbia River Gorge that was surprisingly scenic, and we had dinner in that area. I thank Mark and his family for their hospitality. Also, I thanked Adina, his wife, for her support in receiving and depositing donation checks early on when Mark was away from home often while he was training to become a long-distance truck driver. Below are a few pictures from my visit with Mark and his family.



Howard Dobson at the Blueback.



The Manzur Family
 Rear, left to right:
 Char (aka “Shotgun, Charburger”), Edina, & Mark
 Front: Daria



← A portion of the Columbia River Gorge viewed from Chanticleer Point.



Multnomah Falls in the Columbia River Gorge. This is the second highest waterfall in the country: upper falls is 542 ft.; the lower falls, 69 ft. Mark, Char, and Daria trekked to the observation bridge, while the superior intelligence of Edina and myself informed us to conserve our energy.

SHIPMATES ADDED TO ETERNAL PATROL STATUS

Since publication of the previous newsletter, I learned that the following shipmates received their Final Orders:

Walter Dieterle [MM2(SS), O72]: departed in the early 2000's (reported by **Elbert "Bo" Kestler**.)

Troy Smith (EM, Gold Crew, 1964-1966): departed 12 Dec 2012 (reported by **Don Asmund**.)

Roger Cramer [MM2(SS), Blue, 1969-1972]: departed 05 Feb 2013 (reported by **Steve Kloppenburg**.)

Gil Paprocki: departed Aug 2012 (reported by **George Hubbard**.)

Shipmates, you have served your country with great esteem; rest your oars.

NEED A REAL SDV-1 PATCH?

I finally found a vendor that sells a 4-in. diameter, iron-on, Seal Delivery Vehicle-1 patch. I had desired one to photograph because I have had need to print sizes larger than that which appears on the front page of this newsletter. Until now, that was the largest size I could print without distortion [pixelation] occurring. I had requested that any member who has a larger-size file send it to me, and one shipmate did. But now, I can take a higher-quality photograph of the patch that will be suitable for poster size. I will share the resultant computer file with anyone who requests it.

The vendor is BC Patch, LLC <bcpatch.com> that seems to be an Internet-only vendor. The cost of the patch is \$7.15, with my total, including shipping, being \$8.65. If anyone who does not have Internet access wishes to order the patch, please contact me, and I'll order it for you.

Howard Dobson



If you are not a member of the United States Submarine Veterans, Inc. (USSVI), please consider joining this renowned, national organization for submarine veterans. To find a base (chapter) near you, refer to the its web site at <ussvi.org>.