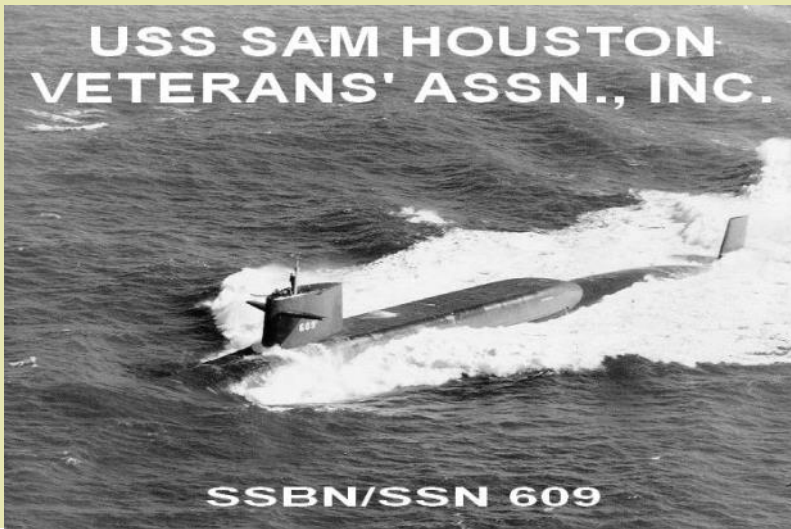


USS SAM HOUSTON VETERANS' ASSN., INC.



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1st Edition 2014



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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 all of you and your families have good health and are enjoying the favorable weather that has finally begun after a brutal winter has released its hold on most of the country. Much has occurred with the SHVA since issuance of the prior newsletter last year—the most significant of those being the installation of our Commemorative Plaque at the US Navy Memorial in Wash., D.C. and the issuance of the Reunion-Registration Packet in March 2014.

Soon, the Reunion Committee will resume planning for our 2016 reunion to be hosted outside of the Wash., D.C. area in nearby Reston, Va. The reunion period has yet to be determined. For planning purposes, it will be from a Thur. morning through Sat. evening sometime in Sep-Oct 2016.

On a sad note, ADM (ret.) Kinnaird McKee received orders for Eternal Patrol of 30 Dec 2013. Many of us might be unaware that he succeeded ADM Hyman Rickover and, prior to that, served as an early XO aboard Big Sam! I also learned that five other shipmates are on Eternal Patrol.

This newsletter contains a variety of articles on diverse subjects. Please read on.

Howard Dobson [ETR2(SS), Gold, 1969-1972]
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2014 REUNION

On 15 Mar 2014, I sent Reunion-Registration Packets for the 2014 reunion in Seattle, Wash. to all. I hope that you can attend this bound-to-be-memorable event with your wives/partners, other family members, and/or friends. If you did not receive a packet or have misplaced it, you can download a copy from our web site <www.USSSamHouston.org> or contact me (Howard Dobson) if you do not have Internet access. Although the packet contains thorough details about all aspects of the reunion, feel free to discuss anything about the reunion with me.

THE DEADLINE FOR REGISTRATION IS 04 AUG 2014. Any registrations received and hotel reservations made after 10 Aug, might either not be subject to discounts or not be accepted. The deadline is a few days before the contracted cutoff dates so that I can provide final counts for group meals and tours. The hotel purchases food for our group meals a few days before our reunion; likewise the tour operator purchases admission tickets to our scheduled attractions.

Because of the importance of bringing proper ID for entry onto the naval bases, I will review them. Some confusion exists about which documents one must present for the sub tour, and Base Security has yet to provide clarification. But the two recommendations below will undoubtedly meet requirements. The sub tour requires both proof of ID and proof of citizenship. The confusion exists regarding which types of documents provide proof of ID, proof of citizenship, or both. To avoid being denied the sub tour, either of the following two stand-alone documents will provide both proof of ID and proof of citizenship:

- **An ENHANCED Washington State Driver's License (must have "enhanced" imprinted on it)**
- **A Passport**

Anything else—even in combinations—is asking for trouble. I have the "compliant" Driver's License from the State of Delaware, and it is equivalent to the enhanced license of Washington State and similar licenses of other states. In other words, I had to present a combination of documents to the state to prove my ID and citizenship to obtain the license—the same situation necessary to obtain an enhanced license of Washington State. Nevertheless, Base Security informed me that my compliant license is unacceptable as a sole ID document because it only fulfills the proof-of-ID requirement. Thus, you can see that the federal government does not comply with its own requirements in this case—a situation that none of us will find astonishing! Bring a Passport if you do not have an enhanced Washington State Driver's License and you want to enter the base. Don't wait until the last minute to apply for a Passport.

Do **NOT** register anyone for the sub tour if he/she has a felony on record—access will likely be denied.

Also, some of those who have made hotel reservations mentioned that they will be charged for parking at the Red Lion Hotel. OUR REUNION ATTENDEES DO **NOT** PAY FOR PARKING AT THE HOTEL. Confusion exists because those who stay at the hotel who are not with a group are charged for parking. Some of the hotel employees who were taking reservations were unaware that our reservations are with a group despite the mention of the "Sam Houston Reunion." A note now exists on the reservation system to remind the hotel staff of this. Nevertheless, review your receipt at checkout to ensure that you are not charged for parking. If you are charged, have it removed at that time.

"WEAR YOUR DOLPHINS TO WORK DAY"

Billy Truslow [MM1(SS); Gold, Overhaul '66, Blue; 1963-1970] mentioned that 11 April is "Wear Your Dolphins to Work Day." It is a movement begun by "Dennis," a CPO (ret.) and former COB of a boomer. He chose this date because on 11 Apr 1900, the US Navy accepted the design of its first submarine, USS Holland. Dennis' concept is a parallel to days such as "Take Your Daughter to Work Day." Perhaps, you won't mind supporting Dennis' effort and wear your dolphins proudly on that day (or the last Friday of the week that precedes 11 Apr of a year). You can read more about this at the following link:

<<http://wearyourdolphinstowork.com/index.html>>

Incidentally, you can purchase medals, ribbons, and the like from many Internet vendors. I recommend Medals of America as it is one-stop shopping because most of the items are available not only as regulation styles and sizes but also as hat pins and lapel pins.

<<http://www.medalsofamerica.com>>

COMMEMORATIVE PLAQUE INSTALLED AT THE US NAVY MEMORIAL

Thanks to contributions of our members that totaled \$3500, the commemorative plaque procured by the SHVA for display at the U.S. Navy Memorial in Washington, D.C. was installed in early Jan 2014 on Panel 6 of the Commemorative Plaque Wall.



We were fortunate to have our plaque located on a panel that contains only plaques of submarines. At the top of Panel 6 is the large commemorative plaque procured by the United States Submarine Veterans, Inc. (USSVI). Our plaque measures 7 in. X 3.75 in. with the border being 6.75 in. X 3.5 in. and is imprinted on a 16-gauge, archival-matte finish, aluminum plate.

You may obtain a replica of our plaque with the same dimensions as the original for \$150.00. These are mounted on a handsome, hardwood base as shown above. You can obtain an order form at the following link:

<http://www.navymemorial.org/sites/default/files/order-plaque-replica-form.pdf>

I've included an order form with the hardcopy mailing of this newsletter for those without Internet access. The SHVA will not obtain a supply of the plaques.

During our 2016 reunion in the D.C. area, a visit to the memorial will be on our tour agenda.

COMMEMORATIVE PLAQUE INSTALLED AT THE US NAVY MEMORIAL (cont.)

The Dedication Ceremony for the plaque occurred on Sat., 10 May 2014 at 11:00 a.m. at the memorial. The following shipmates attended the event that included a Memorial Service:

Billy Truslow [MM1(SS); Gold, Overhaul '66, and Blue; 1963-1970]: Master of Ceremonies
John "JJ" Hyland (LT, Gold, 1964-1968) and (CAPT, SSN, 1981-1983): Keynote Speaker
Art Bivens (CDR & CO, Gold, 1967-1970): Speaker
Charles "Mickey" Garverick (LCDR, Gold, 1968-1970)
Bill Sauer [MT2(SS), Blue, 1975-1977 and SHVA Vice Chairman] and Sally Sauer
Howard Dobson [ETR2(SS), Gold, 1969-1972]



Art Bivens



John Hyland



Billy Truslow



The Group

John Hyland was the conversion CO; i.e., the last CO of the SSBN and first CO of the SSN.

MEMORABILIA OF CHIEF JOHN WALSH

Martin Walsh (Associate Member), son of **John Walsh** [ETCS(SS), Gold, 1966-1969, (Eternal Patrol)], submitted the following pictures of items of his father:



A Cribbage Board

Many readers might have played the game on this board.

Retirement Plaque
The individual plates mention the schools that John attended and the boats on which he served.



USS THRESHER MEMORIAL UPDATE

A message from the USSVI mentioned that a key feature was installed at the memorial located in Kittery, Maine in early Dec 2013. A local sculptor, Thomas Berger, attached a large bronze plaque to a 12-foot-high standing stone at the memorial. The plaque lists the names of all 129 men lost aboard the boat in 1963. Berger also installed a 4-foot, black granite carving of the profile of the boat that he donated for the same stone.



POLARIS MILITARY TARTAN

David Hill [ETC(SS), Blue & Gold, 1962-1970] sent the following message:

"I am taking my family to Holy Loch this August. We are going during the Cowan Games at Dunoon. While I am there, I want to get some things in the Polaris Military Tartan. Do you mind circulating this to see if there is any interest from anyone else in purchasing something?"

"Here is a link to an example, since most have forgotten:
<tartanregistry.gov.uk>. It is a general link about all registered tartans.

"<<http://www.tartanregister.gov.uk/Results.aspx?search=253929&page=1>> is a link to the Polaris Military Tartan design."

Because of copyright issues with pictures on the web sites, I am not able to provide pictures of the fabric in this newsletter.

If interested, please contact David by either of the following means:

Postal Mail:
4776 Ray White Rd
Keller TX 76248

E-Mail: d_b_hill@verizon.net

Phone: 817-846-5772

AN ALASKAN CRUISE IS AVAILABLE AFTER OUR 2014 REUNION

Larry Ferrell [MM1(SS), Blue, 1968-1970] requested that I mention the availability of a 7-day, Alaskan cruise that departs Seattle on Sunday, 14 Sep 2014. Our reunion ends in the late evening of Saturday, 13 Sep. The ship returns to Seattle on Sunday, 21 Sep. For details about the cruise or to book it, go to the following link or contact your Travel Agent:

http://www.hollandamerica.com/find-cruise-vacation/CruiseDetails.action?voyageCode=A445&Src=email_send_cruise

THIS CRUISE IS NEITHER ASSOCIATED WITH OUR 2014 REUNION NOR AFFILIATED WITH THE SHVA. IF YOU ARE INTERESTED, MAKE YOUR OWN ARRANGEMENTS.

If you go on this cruise, you will have the company of Larry and his wife, Deborah.

CLARIFICATION ON THE CAPTURED-TORPEDO INCIDENT

An article in the 4th edition of 2013 of "The Raven" concerned the Russians somehow nabbing one of Sam's practice torpedoes fired by the Blue Crew. That article, submitted by **Morgan Evans** [RMCS(SS), Blue, 1976-1979], mentions that the incident might have occurred before heading out for Patrol 50.

Scott Engh [QM2(SS), Gold, 1977-1980] says that he remembers hearing about the Russians capturing that torpedo. Because Scott has a patch which indicates that the Gold Crew made Patrol 50. Thus, the actual Patrol Number remains somewhat of a mystery.

Scott also made the following unrelated comment:

"Great picture of the Officers' Sub School. Neat Corvette in the picture [in the 4th edition 2013 of 'The Raven']. I remember the place well. I stood lots of middle-of-the-night watches there—as an enlisted rag hat. The Coke machine would offer up a free Coke every hour or so—kept me awake as long as I kept standing for the 4 hours."

A SITUATION OF SPECIAL INTEREST

Charles "Chip" Porter [ETN2(SS), Gold & Overhaul '72, 1971-1976] wrote:

"This may be an unusual request. I am wondering if any of my shipmates who spent time on Guam with the boat have experienced sickness that has been related to exposure to herbicides. I was diagnosed with diabetes in my 40s. It was a real surprise, as I have no family history of this affliction. Now, I have been diagnosed with Chronic Lymphocytic Leukemia, which my doctor said is caused by 'something altering my DNA.' Both of these maladies are recognized by the VA as 'possibly related' to exposure to Agent Orange.

"We know that Agent Orange was plentiful on Guam in the 70s. From what I can find, though, only 5 guys have been granted disability ratings specifically for exposure while on Guam. I know that the government doesn't want this 'can of worms' opened. The Vietnam (alone) military guys have cost the government a fortune, but we'll all be gone soon enough.

"Can you put something in the newsletter inquiring if the 'Guam Vets' are experiencing unusual (unexpected) ailments? I'm really interested to see what comes of it."

Best regards,

Chip Porter

Phone: 520-455-0454

E-Mail: chipporter1@q.com

ADM KINNAIRD McKEE ON ETERNAL PATROL

On 30 Dec 2013, ADM (ret.) Kinnaird McKee received his orders for Eternal Patrol. His major accomplishment was being the successor to ADM Hyman Rickover in Feb of 1982. A month later, he was promoted to a 4-Star Admiral. McKee was the XO of the Gold Crew aboard Big Sam in late 1962 and made three patrols. I had spoken with ADM McKee via phone in early 2013 about the existence of the SHVA, but he was not interested in becoming a member.



OTHER SHIPMATES ON ETERNAL PATROL SINCE THE LAST NEWSLETTER

William Wade Moore [CSC(SS), Gold] received orders on 05 Dec 2013

Jim Cannell [ETR2(SS), Blue, 1960-1962] received orders on 24 Dec 2013

Hubert "Country" Coleman [QMC(SS), Blue, 1969-1970] received orders on 11/4/1984
(More information about "Country" and how I learned of his passing are on the following page.)

Walter Dywane Sedlacek [XO, SSN, ?-1991(Decom Crew)] received orders on 5/1/2014

Leland "Rusty" Brandt [MTC(SS), Gold, 1975-1978] received orders on 3/25/1999

MILITARY FUNERAL HONORS FOR VETERANS

From the USSVI:

"Military Funeral Honors is a way to show the nation's deep gratitude to those who, in times of war and peace, have faithfully defended our country. This ceremonial paying of respect is the final demonstration a grateful nation can provide to a veteran's family. By law, an Honor Guard Detail for the burial of an eligible veteran shall consist of not less than two members of the Armed Forces. One member of the detail shall be a representative of the parent service of the deceased veteran. The Honor Guard Detail will, at a minimum, perform a ceremony that includes the playing of Taps and the folding and presentation of the American flag to the next of kin. Taps will be played by a bugler, if available, or by Ceremonial Bugle or electronic recording."

Funeral Directors will make arrangements for an Honor Guard Detail.

MORE INFORMATION ABOUT HUBERT “COUNTRY” COLEMAN

I learned of the passing of **Hubert “Country” Coleman** [QMC(SS), Blue, 1969-1970 (Eternal Patrol)] by happenstance—while attending a conference for military-reunion planners held in Mystic, Conn. during the last week in Apr 2014. Members from organizations that support military reunions in a variety of ways were attending. The Dir. of Sales of a hotel in Norwich noticed that I was representing **USS Sam Houston** and mentioned to me that she believed her would-have-been, father-in-law had served aboard the boat. After checking with her husband and mother-in-law, she learned that her hunch was true. Country’s widow also mentioned that **Billy Truslow** should remember him.

Katie, the wife of Tyrone Coleman, obtained additional information about Country for sharing with the members of the SHVA. He served on 4 other boats: USS Patrick Henry, USS George Bancroft, USS Ethan Allen, and USS Stonewall Jackson. Country was the first to receive the “Neptune Award.” The following excerpt from the June 1979 edition of *All Hands Magazine* explains the award.

Currents

Chief Quartermaster Wins First Neptune Award



When Hubert T. Coleman made his first patrol in *USS Patrick Henry* (SSBN 599) in 1962, he had no idea he would one day receive an award for the individual on active duty with the most strategic submarine patrols. QMC(SS) Coleman, who is presently stationed at Submarine School, New London, Conn., will become the first recipient of the Neptune Award presented by the Deputy Chief of Naval Operations for Submarine Warfare for the most SSBN patrols completed – 23. “Twenty-three is a pretty healthy number,” he agreed. “I never started out to set any records in the first place.” Chief Coleman, who edged out EMCM(SS) E. G. Kite because his record-setting 23rd patrol had the earliest completion date, has served on five different submarines during his 18-year career. He feels life aboard a submarine is something special. “Every boat is an individual,” he said. “The closeness of the crew is what makes life aboard a submarine a little better. I’d recommend it to anybody.” Chief Coleman sees more specialization among the men who wear the Dolphins in today’s Navy. He said there is more emphasis on qualifying in rate than in the past. Chief Coleman readily admits he’s a little partial towards submarines. “If I had to do it over again, I’d probably do the same thing,” he said. “As far as type of command, I think a submarine is probably the best.”



PARADE FLOAT OF THE USSVI's GRAYBACK BASE

Larry Check [ETN2(SS), Gold, 1967-1970] submitted the pictures below of the himself (center of the top picture) with the parade float of the Grayback Base (Atlanta, Ga.) of the USSVI. The base has won many awards in parades such as 1st Place in the Atlanta Veterans Day Parade.



A LOCAL YOKEL IS SANTA

Thomas O'Neal [ETR2(SS), Gold, 1964-1966] was Santa Claus at the Wadesboro, N.C. Christmas Parade.



Picture reprinted by written permission from *The Express* 16 Dec 2013

COMMENTS ON "THE BAILOUT" CONTINUE TO CONTINUE

Gary Kosegarten [TM1(SS), Blue, 1967-1969] provides his rendition of this infamous incident of 1968":

"It was about 11:30 a.m., and I was sitting in the forward-most table in Crews Mess with my back to the wall and facing aft. I was at the table with some of my shipmates: 1st Class Torpedoman, D. A. Foster, 1st Class Quartermaster, Ken Berry (I think!), and others that I can't remember. We were getting ready to go on watch in the Torpedo Room around the corner. And if I recall correctly, we were having fried chicken and mashed potatoes when, all of a sudden, the sub lurched and began a sudden, accelerated descent at a 45-degree angle. Everything flew toward the Torpedo Room: coffee, sink water, dishes, cups, and the Mess Cooks!

"At first, we thought it was a drill and cursed out the Wardroom. However, it didn't take long when we heard "Bailout" to realize this was no drill and silently waited for the inevitable sinking. I don't know about the others, but I blessed myself and said a prayer.

"Suddenly we could hear the air rushing into the ballast tanks from the Emergency Blow and the Main Engines thrusting our boat astern. As I recall, the sub shuddered briefly and began a slow ascent astern and continued to accelerate until we sprung out of the water. I remember we had to run the air compressors a long time to charge the air banks.

"I seem to remember skinny Quartermaster Ken Berry sitting across from me eating the chicken bones and all!

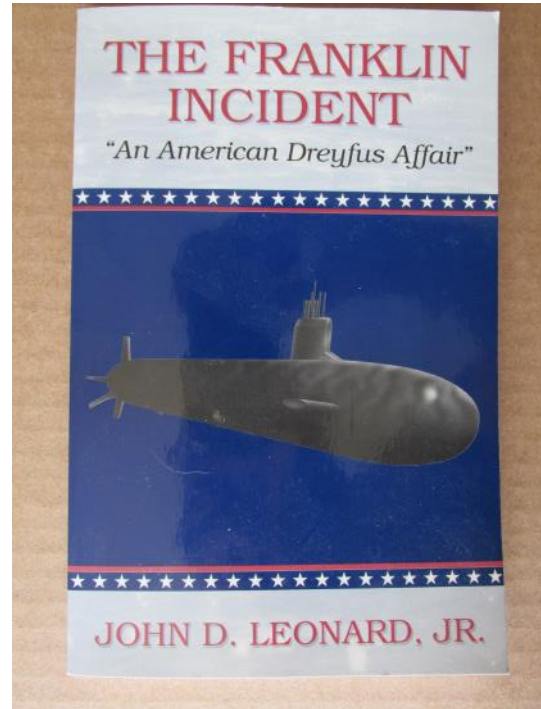
"I'm not sure who was on the throttles that helped save us, but I believe his name was Roberts. He was on the Robert E. Lee with me."

A BOOK AUTHORED BY ONE OF OUR OWN

John Leonard (CDR & XO, Gold, 1965-1968) authored the book *The Franklin Incident "An American Dreyfus Affair."* He later commanded USS Abraham Lincoln and USS Benjamin Franklin. But a group of senior officers attempted to have him relieved for cause because of an incident that occurred in Sep 1973 during his command of the latter boat. The story of his fight to clear his name, other naval officers who brought honor to themselves in this fight, and the work of a spunky Navy Judge Advocate General (JAG) officer that led the charge to clear his name are revealed in his book.

Available at book sellers nationwide.

ISBN: 0-9758154-0-3

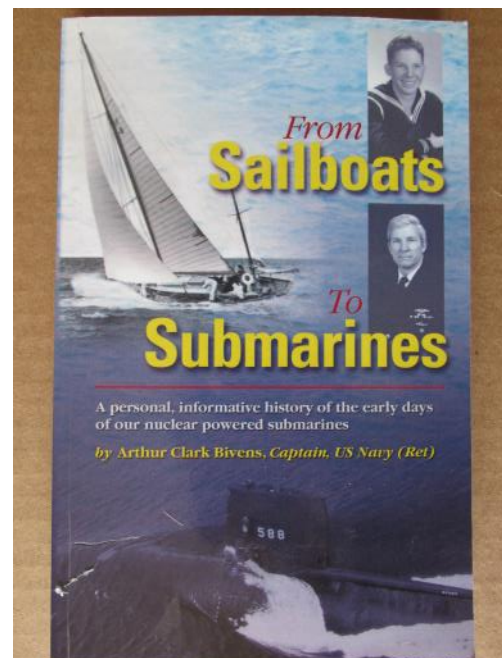


ANOTHER BOOK AUTHORED BY ANOTHER ONE OF OUR OWN

Arthur Bivens (CDR & CO, Gold, 1967-1970) authored the book *From Sailboats to Submarines*. The book is a personal account of his life from childhood through the publishing of his book. It has much detail about submarines, submarine life, and his naval career.

This book is also available at book sellers nationwide.

ISBN: 0-7414-2152-6



RETIRED SUB OFFICER WRITES A SUB-THRILLER NOVEL

"I'm Rick Campbell, a submarine officer who retired last year after thirty-two years in the Navy. As I approached retirement, I decided to try my hand at writing novels and ended up with a book deal with Macmillan/St. Martin's Press, one of the biggest publishers in the country.

"My first book, a submarine thriller titled *The Trident Deception* is getting fantastic reviews. Booklist has even hailed it as **the best submarine novel written in the last 30 years—since Tom Clancy's classic *The Hunt For Red October!*** My publisher is very excited about the book and is heavily promoting it; and the book will be featured at the front of all Barnes & Nobles nationwide for two weeks. However, over 1000 novels are published each week, and my publisher can keep me at the front of bookstores for only so long before it's swept into oblivion by the tidal wave of new books. [Ed. Note: the display likely occurred this past Feb or Mar.]

"I've got a short window for my book to become a success. If the book doesn't catch on, publishers these days won't give you a second chance—they'll toss you aside and look for the next hot thing. The book is getting great reviews, but that'll amount to a hill's worth of beans if not enough people hear about the book. The publisher is very excited about the book and is sinking a ton of money promoting it at Barnes & Noble and will also be advertising on Fox News (computer, tablet, and mobile) starting March 11th—totaling 2.3 million impressions (ads). I'm doing my best to help—reaching out to those I think would enjoy reading the novel.

"You can find out more about *The Trident Deception* as well as read the first 3 chapters at:

rickcampbellauthor.com

"If you like what you read, you can order the hardcover from Amazon or Barnes & Noble, etc. or the eBook (for your Kindle, Nook, iPad, or Android device)."

Overview

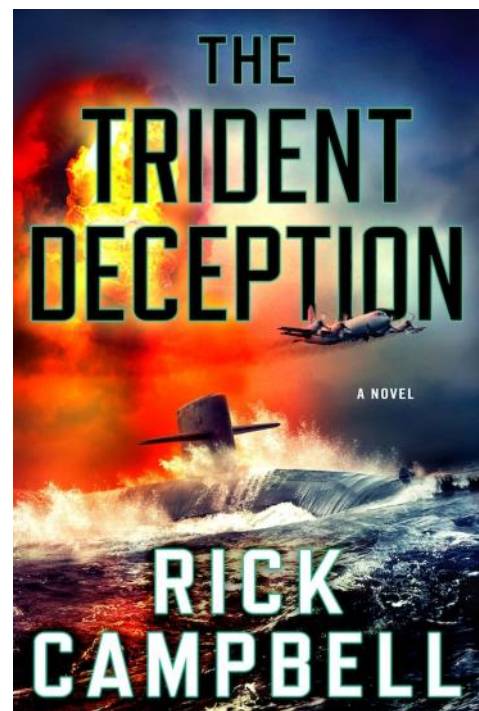
"The best submarine novel since Tom Clancy's *The Hunt for Red October*.—Booklist (starred review)"

The USS Kentucky—a Trident ballistic missile submarine carrying a full complement of 192 nuclear warheads—is about to go on a routine patrol. Not long after it reaches the open sea, however, the Kentucky receives a launch order. After receiving that launch order, it is cut off from all counter-orders and disappears into the Pacific while it makes the eight-day transit to the launch site. What the Kentucky's crew doesn't know is that those launch orders haven't actually come from the U.S. government.

Rogue elements within the Mossad have learned that Iran has developed its first nuclear weapon and, in ten days, will detonate it—and the target is Israel. The suspected weapon complex is too far underground for conventional weapons to harm it, and the only choice is a pre-emptive nuclear strike. With limited time, this rogue group initiates a long-planned operation called the Trident Deception. They'll transmit false orders and use a U.S. nuclear submarine to launch the attack.

In this thriller from Rick Campbell, with only 8 days before the Kentucky is in launch range and with the submarine cut off from any outside communication, one senior officer, the father of one of the officers aboard the submarine, must assemble and lead a team of attack submarines to find, intercept and neutralize the Kentucky before it can unknowingly unleash a devastating nuclear attack.

ISBN: 9781250039019



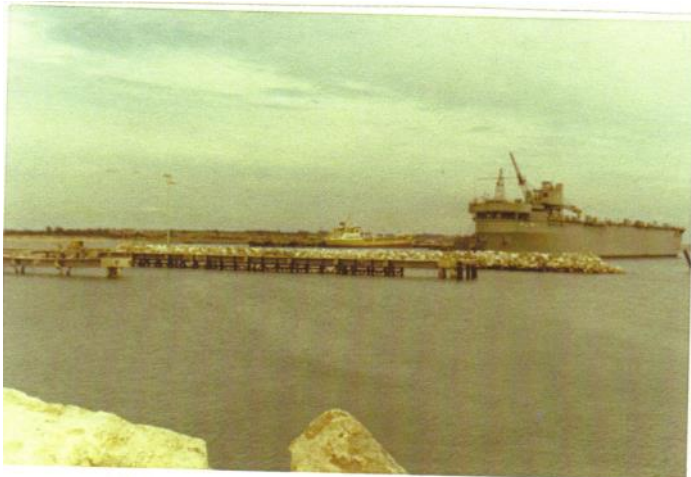
INFO FROM JOE SALEEM

Joe Saleem [MM3(SS), Overhaul '72 & Gold, 1971-1974], who races cars, associates with some renowned people. The picture below contains some of the “regulars” at the “Welcome Home Veterans—Living Military Museum” in Mooresville, N.C. Joe is second from the left. The couple in the center is Kurt Busch, a recent NASCAR Stock Car Champion, with his girlfriend, Patricia Driscoll, who is the CEO of the Armed Forces Foundation.



Joe commented on an article in a previous newsletter:

“In a previous edition of ‘The Raven,’ **Mike Snare** [ETR2(SS), Blue, 1968-1972] mentioned that a carrier of the Spanish Navy moored in Rota had no planes, no guns—nothing! Mike’s mention was a sidebar to a newsletter article which mentioned that a sub being constructed for the Spanish Navy would likely not float!. Joe submitted the following pictures of that carrier, ‘Delado,’ that he had taken in May 1971.”



LACK OF SOME HISTORICAL INFORMATION FOR USS SAM HOUSTON

Mike Kearney [ETN2(SS), Blue & Overhaul '72, 1971-1974] noticed that a gap exists in the historical information for **USS Sam Houston** on the Wikipedia web site. He says:

"[The information] is actually very good, except for a gap between 1974 and 1981. It closes the earlier paragraph with 'As of May 1974, Sam Houston was still in port at Charleston, South Carolina.' That text must have been cut-and-pasted from a 1974 report.

"I was on board during that overhaul, and about the time I got discharged, the Houston was sent over to Hawaii for Pacific SSBN operations. That whole Pacific phase isn't mentioned. I recall that it left for Hawaii (without me) in either late '74 or early '75, but I don't have dates.

"I thought that you could use "The Raven" to poll our SHVA community and see if anyone has knowledge and wherewithal to volunteer to edit that Wikipedia article. It's a good resource for old guys like me with failing memory. I understand that the public can submit changes to Wikipedia articles, but I haven't tried it before."

Just a suggestion,

Mike

Ed. Comment:

Identical information about the boat seems to exist on web sites other than Wikipedia. One will find information about most U.S. warships on other web sites such as Navsource.org and Hazegray.org (both are nongovernment web sites), and the information is identical among the web sites. I don't know which of any web site had the initial information. The information about most naval vessels, especially during the Cold War period, lacks detail. Most of the missing information seems to occur from the 70s and beyond. I believe that all of the initial information about naval warships originated from the US Navy, but the Navy stopped releasing information in the 70s probably for national-security reasons.

Obtaining information to fill the gaps is not an easy task for a number of reasons, and Mike identified one of the easiest to conquer: find a volunteer. But the volunteer would not attempt a research on the Internet for missing information as that would be futile. Such information is available only from the memories of those who served aboard the vessels during those times when details are missing. Thus, filling the gaps requires both convincing others to provide what they remember, and having someone to receive that information. Many reunion groups have Historians to receive information, but few receive any information. Most veterans do not desire to take the time to type or write what they remember because they don't remember when something occurred and cannot easily find out.

*If anyone from **USS Sam Houston** wishes to provide some chronological data, I'll accept it, at least initially. If I receive a large amount of information, I'll seek a Historian to collate the data and figure out what we would do with it both in the short and long terms.*

Howard Dobson

THE NAVY LOG OF U.S NAVY MEMORIAL

While attending the Dedication Ceremony for our Commemorative Plaques at the U.S. Navy Memorial, Paul Haley, Director of Planned Giving, mentioned that 98 of our shipmates are enrolled in the Navy Log maintained by the memorial. SHVA members located to date total 414. It's a good idea to enroll in the log because that can help others with whom you served, especially on other naval vessels or shore duty stations, can locate you. Enrollment has no fee, and you will not be required to join the U.S. Navy Memorial. You can also post a picture of yourself in the log.

To enroll, visit the web site <www.navylog.org>. For those without Internet access, you may enroll either by calling the memorial at 800-628-9564 or by completing the form mailed with this newsletter.

I urge you to enroll if you desire that other veterans with whom you serve might contact you and if you don't mind having your information being available to the public.

Howard Dobson

1975 BLUE CREW DASO DOCUMENT

Don Pybas [[TM2(SS), Overhaul '72 & Blue, 1972-1975] sent a document with a subtitle "Blue Crew Missile Launch, 26 April 1975." This 4-page document is included with the mailing of this newsletter.

ENJOY THE SUMMER

Hope to See You at the Reunion.

Howard Dobson