

USS SAM HOUSTON VETERANS' ASSN., INC.



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The Raven

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FROM THE CHAIRMAN

Shipmates & Associate Members:

After a long period, I am able to devote time to producing a long-awaited newsletter. The previous edition was distributed in early November 2017. Thus, you have not missed any editions and were informed of anything significant via e-mail and postal mail. Fortunately, the long delay did not involve any health issues; the problem was that I got involved with many other projects that I considered worthwhile. I had not properly evaluated the time that each project would entail, and I slowly became overwhelmed. Because the projects are worthwhile, I worked things out at the cost of delaying the newsletter—about a 15-month delay. I can probably do better in the future.

I am producing this newsletter in the midst of the coronavirus crisis and hope that you have not sustained any consequences beyond those inconveniences that are encountered as the result of social distancing, wearing masks, social-gathering restrictions, and other annoyances. In anticipation of things returning to some degree of normalcy by the time of our reunion (10-12 Sep 2020), it remains scheduled unless government restrictions prohibit having it in some way. I hope that you will attend the reunion if appropriate restrictions are rescinded or eased and you will feel safe and comfortable attending the reunion.

This will be a lengthy newsletter as many of you have submitted articles for this newsletter. Hopefully, I will not have omitted any submittals. If so, I apologize and regretfully request that you resubmit your information. I thank all who submitted articles.

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

THANKS FOR YOUR MONETARY CONTRIBUTIONS

I thank all who sent contributions to the SHVA as a result of the fund-raising campaign at the end of 2019; we were almost out of money. Your contributions will be spent wisely for the good of the association.

If you did not contribute during that campaign and are able to part with any amount of money, it is never too late to contribute. While any amount is appreciated, I suggest \$20—just to throw out a number. Please send your contribution as a check or money order payable to “USS Sam Houston” to our treasurer at the following address:

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

For those who are relatively new to the organization, the SHVA does not impose mandatory dues as one of the criteria for being a Member in Good Standing as is with almost all other military-fraternal organizations. When I began laying the groundwork for forming the SHVA in mid-2007, I wanted a different organization, and the most logical way to accomplish that would be to operate with voluntary contributions from the members. This was easy to imagine, but I was not sure it would work. I decided to go with it, and if didn't work, I would charge dues. Afterall, the idea is the submariners' way of helping each other; we submariners lived that way.

Initially, I was spending a lot of my own money in support of the SHVA. As years passed, I began to receive contributions. Now, the members are supporting the organization such that, I had been spending much less of my money.

So if you are able to contribute, please do.

I thank you in advance,

Howard Dobson

HOW YOUR SHVA CONTRIBUTIONS ARE USED

I'll start this discussion by mentioning that postal correspondence uses the least amount of money. Most of the official communications is accomplished via e-mail. But, postal fees are incurred. Of the 465 individuals who are receiving correspondence, 20 are receiving hard copies of our official documents that primarily comprise newsletters, Reunion-Information Packets, rosters, Membership Memos, and postcards. I use postcards primarily to seek members whose e-mail addresses have become undeliverable and their phone numbers are no longer in service. I also use them for contribution and reunion reminders. Another significant mailing involves the sending of Membership Certificates and Certificates of Remembrance to relatives of our shipmates who leave for Eternal Patrol. Whenever I distribute a newsletter, I also send a roster that is up-to-date at that moment. Newsletters have typically been about 26-page documents (13 sheets of paper), and our rosters have crept up to 53 pages (27 sheets). Postage alone for that two-document mail piece costs about \$2.60. This isn't too bad considering that the cost of mailing large envelopes has decreased since 2019. When First-Class postage increased to \$0.55, the price to mail large envelopes that were greater than 1 oz. decreased!

Stationery does consume our funds but not to a large degree. The greatest and necessary expense is for my attendance at some conferences for Military-Reunion Planners and at Familiarization (FAM) Tours in potential reunion-host cities. I am a member of Military Reunion Network (MRN), a national organization which networks Military-Reunion Planners and representatives from businesses that support the reunions, such as Convention & Visitors Bureaus (CVBs), hotels, area attractions, vendors of numerous types, event insurance agents, legal advisors, and more. MRN has different types of 3-day events, and all are held in various cities throughout the year. Each conference is an educationally centered event although some touring of the cities in which they are held occurs. Because things are constantly changing, especially in the hotel industry, planners need to know how those changes might affect their reunion-planning tasks and their reunions. I attend 1 or 2 events yearly to stay updated. I pay the registration fees (\$100) from personal funds, and the SHVA usually pays for my travel to and from. Everything else between my arrival and departure is covered by the sponsors: the hotel stays, meals, tour coaches, admission fees at attractions, and more.

FAM Tours are sponsored by CVBs and a few hotels in that city. These are strictly “wine-and-dine” events—no conferences/education—with the intention of convincing the planners to bring their reunions to that city. These 3-day

HOW YOUR SHVA CONTRIBUTIONS ARE USED (cont.)

events do not have registration fees. In some cases, transportation costs are reimbursed if the CVB has received a grant or is hard-pressed for business.

I usually attend one or two events yearly, and one is the “Educational Summit” by MRN—it’s the “big one.” The event is held in various cities. Any other events that I attend are in cities that might be suitable for our reunions. I don’t attend for personal pleasure. Over the years, I’ve visited many reunion-suitable cities. This is helpful when members suggest specific cities for our future reunions because there’s a chance that I might have some insight.

For reunion planning, one situation exists without exception: never book a reunion at a hotel without first performing a Site Inspection of that hotel. Promotional information that hotels provide mention only the good stuff. This is because Military-Reunion Planners deal with the Group Sales staffs of hotels. These people are no different than sales staffs of any other business: they concentrate on the good stuff and avoid or side-step the not-so-good things. For example, one hotel sent literature that showed the hotel’s fancy entrance, pictures of a nice indoor swimming pool, and pictures of the insides of the guest rooms and meeting rooms. When I got there, I realized that it was a former motel! All guest rooms were accessed from the outside—with no internal halls; the swimming pool was in a separate building as were the meeting rooms. If guests wanted to take a dip or head to a meeting room, they had to travel outdoors. A situation completely unsuitable for our reunions!

Military reunions are arranged through the Group Sales staff of a hotel because specific dates for the reunion must be established, a block of guest rooms must be set aside for the group, meeting rooms are to be reserved, and any group meals established. What all of this means is that the group must sign a contract with the hotel for its services. The bottom line of the contract is that the group agrees to guarantee the hotel a specific revenue for guest rooms and for food and beverage. One of the many subjects that MRN provides is superior help with the terms of hotel contracts—and some of the details of contracts change often. Thus, it’s important that I be aware of matters related to military reunions so that I can arrange our reunions such that they are trouble-free, enjoyable, and memorable.

MILITARY SERVICE AND A SOCIAL SECURITY “EXTRA EARNING”

Art Allum [EM1(SS), Blue, 1960-1964] requested that I inform our members about a most important matter that can boost their Social Security (SS) Benefits if they are not yet eligible for SS. This “extra earnings” can boost their SS Benefits by a maximum of \$1200/year (\$100/month)!

Two circumstances of active-duty service exist for qualification:

- From 1957 through 1967
- From 1968 through 2001

After 2001, no special earnings for military service are issued.

The 1968 through 2001 period will apply to our members who have yet to file for SS. ***If you are in this category, you will receive your extra earnings automatically as the SSA has received your extra earnings information.***

I know that this is true because when I applied for SS in 2012, the SSA had incorporated my extra earnings in its computation for my benefit. I was shown the computation that included the Extra Earnings of \$100/month.

You might have heard or might hear that the extra earnings are not automatic—you must request it. If so, you probably heard it from someone whose active service was in the first category: 1957 through 1967. For that category, one did have to bring a DD-214 and request the extra earnings. (The computer age did not exist then.)

For an SSA document with details, use the following link: <https://www.ssa.gov/pubs/EN-05-10017.pdf>. (This link and all in this newsletter are safe if you get a warning.)

Call me if you do not have Internet access and desire a hard copy of that SSA document.

HUMOR: “THE CHIEF”

The Navy Chief noticed a new Seaman and barked at him, “Get over here! What’s your name, sailor?” “John,” the new seaman replied. “Look; I don’t know what kind of bleeding-heart, pansy crap they’re teaching sailors in Boot Camp these days, but I don’t call anyone by his first name,” the Chief scowled. “It breeds familiarity, and that leads to a breakdown in authority. I refer to my sailors by their last

names only: Smith, Jones, Baker, whatever. And, you are to refer to me as ‘Chief.’ Do I make myself clear?” “Aye, aye, Chief!” “Now that we’ve got that straight, what’s your last name?” The Seaman sighed, “Darling; my name is John Darling, Chief.” “Okay, John; here’s what I want you to do”

MONOGRAMMED USS SAM HOUSTON BALL CAPS

I have not forgotten the ball caps that a few of you paid for at the 2018 reunion even though the stock ran out. Regrettably, I had forgotten to place the order for caps until late in 2019. I placed a large order to ensure that I would have enough items for our 2020 reunion. I thought that I would have received the order by now, but probably won't get the caps until the coronavirus crisis slacks off. Nonetheless, I have the list of those prepaid for caps at the 2018 reunion and of other members who prepaid later. I'll mail the caps to you as soon I receive them.

Howard Dobson

CLEANLINESS OF MEMORIAL BENCHES AT PATRIOTS POINT

Some of you might remember that the cleanliness of all granite memorial benches installed at the Cold War Submarine Memorial at Patriots Point became an issue with me a couple of years back after one of our members visited the memorial while in the area. He sent me pictures of our bench whose horizontal seat was heavily stained.

I immediately conversed with **Jack Harden** [RM2(SS), Blue, 1963-1966, *Eternal Patrol*] who lived in Charleston. He decided that we both should investigate and invited me to stay at his home. In the summer of 2018, we went to the memorial armed with a granite cleaner, rags, brushes, and gallons of water. We learned that the material of the stain was easily removed with water alone and some "slight elbow grease" on our bench. That was because the seat is polished and the elevated portions of our engraved logo on the bench are polished. But the elevated portions of the logos of some benches are not polished. We had to use the granite cleaner and brushing to remove those stains on one such bench. Another bench was overgrown by an adjacent bush!

Jack had suspected that we would make no progress toward rectification by dealing with the Executive Director and was wondering what else could be done. I informed our members of this situation, and someone asked me to contact retired CAPT "Rusty" Pickett who lives in Charleston and was associated with the development of the property from its inception. He would have a great relationship with the Executive Director. What was significant about my contacting him was that he happened to be the CO of the boat whose bench was overgrown by the bush! Rusty's dealings resulted in the Charleston Base of the USSVI being granted permission to maintain the benches. With that, we can be assured that the situation has been resolved.

QUALIFICATION FOR VFW MEMBERSHIP

Bill Posson [RM1(SS), Blue, 1975-1978] requested that I clarify a criterion for membership in the Veterans of Foreign Wars (VFW). Many members might have been told that they do not qualify for membership because they were submariners, and in many cases—mostly those who served on Fast Attack boats—either because they cannot reveal what they did, where they were, or simply did not know either. The VFW changed its requirements a few decades back to allow membership to anyone who received the Deterrent Patrol Badge. (I was caught in that confusion back then.) If you aren't a member of the VFW and desire to join, you will need proof that you received the badge.

The American Legion does not have this restriction.

A MESSAGE FROM SHIPMATE, AL STEER

Al asked that I share his message. I received it on 28 Feb 2019 as a reply to my e-mail notification that Jack Harden had departed for *Eternal Patrol*:

Thank you Howard, both for this poignant tribute and for your diligence maintaining the SHVA. I, like many others, enjoy the fruits of your labor with very little participation from us. For that I apologize.

I left "Sam" 48 years ago and have enjoyed numerous directional changes in my life since. My current "direction" is settling down for the late Fall/Winter years of my life. I have lived well and done much, and I am grateful for all of the wonderful people and experiences I have enjoyed.

Feel free to share this e-mail with our shipmates. I enjoy touching base with old friends when I have the opportunity.

Smooth sailing to one and all.

Al Steer, Nuke ET1, 1967-1971, Gold

REUNION-MEMORY BOOK-2018

The long-awaited Reunion Memory Book for our 2018 reunion in Long Beach, Calif. (picture below) is ready for purchase. **Brad Lawrence** [IC2(SS), Gold & O73, 1972-1973] has nearly completed the design. The book is available in two formats: a) 12" X 12" hard cover, and b) 8.5" X 8.5" soft cover. The hard cover version costs \$57.50; the soft cover, \$37.50. The prices include postage and handling. The books will have about 25 pages.

Place your order with Brad by sending a check or money order payable to "Brad Lawrence" at the following address:

Brad Lawrence
PO Box 539
Aguila AZ 85320

Ensure that you state:

- Which book version(s) you are ordering.
- Quantities of each.
- Your postal address.

Contact Brad if you want the electronic files of any pictures in the book; e.g., your portrait. He will send the file to you for royalty-free use.

You do not have to order the Reunion Memory Book immediately; you can order the book at any time by following the instructions above. What's more is that you can order books for prior years; contact Brad to obtain a cost.

2018 Reunion of the USS Sam Houston Veterans' Association - Long Beach, CA / Queen Mary



Reunion Memory Book

September 6 - 9, 2018 Long Beach, CA
The Queen Mary, Catalina Island,
Warner Brothers Studios, Los Angeles
Holocaust Museum, Historic LA Farmers Market

SOME CORONAVIRUS HUMOR TO LIFT YOUR SPIRITS!

I thought that I'd put some humor early in the newsletter to give you laugh early on. **Art Allum** [EM1(SS), Blue, 1960-1964] sent me some humor related to the coronavirus crisis. I got a kick out of it and decided to share it.

Quarantine Humor

- ◆ Half of us are going to come out of this quarantine as amazing cooks; the other half will come out with a drinking problem.
- ◆ I used to spin that toilet paper like I was on the "Wheel of Fortune." Now, I turn it like I'm cracking a safe.
- ◆ I need to practice social distancing from the refrigerator.
- ◆ Still haven't decided where to go for Easter: the living room or the bedroom.
- ◆ Every few days, try your jeans on just to make sure they fit. Pajamas will have you believing all is well in the kingdom.
- ◆ Home schooling is going well: two students suspended for fighting, and one teacher fired for drinking on the job.
- ◆ I don't think anyone expected that when we changed the clocks, we'd go from Standard Time to the Twilight Zone.
- ◆ This morning I saw a neighbor talking to her cat. It was obvious she thought her cat understood her. I came into my house, told my dog, and we laughed a lot.
- ◆ So after this quarantine, will the producers of "My 600 Pound Life" just find me or must I call them?
- ◆ Quarantine Day 5: Went to this restaurant called "The Kitchen." You have to gather all the ingredients and make your own meal! I have no clue how this place is still in business.
- ◆ My body has absorbed so much soap and disinfectant lately that when I pee, it cleans the toilet.
- ◆ Quarantine Day 6 of Homeschooling: One of these little monsters called in a bomb threat.
- ◆ I'm so excited. It's time to take out the garbage. What should I wear?
- ◆ I hope the weather is good tomorrow for my trip to "Puerto Backyarda." I'm getting tired of "Los Livingroom."
- ◆ Classified Ad: Single man with toilet paper seeks woman with hand sanitizer for good clean fun.
- ◆ Day 7 of Homeschooling: My child just said, "I hope I don't have the same teacher next year"; I'm offended.
- ◆ Better 6 feet apart than 6 feet under.

REMEMBER, NO STORM LASTS FOREVER. HOLD ON, BE BRAVE, HAVE FAITH.

WANT THE LATEST NEWS ABOUT THE US NAVY?

If so, you can subscribe to the type of information of your interest. Visit the following website:

<https://www.navy.mil/submit/emailService.asp>.

You may subscribe to any of the following types of information:

NAVY NEWS SERVICE

- Breaking News
- Top Stories
- Headlines
- Feature Stories
- Local Stories
- Today in History
- Sexual Assault Prevention Response
- Chief of Naval Operations (All)
- CNotes
- CNotes (Plain Text)

NAVY PHOTOS AND VIDEO

- Navy.mil Photos of the Day
- Navy.mil Video Updates
- U.S. Navy on YouTube
- U.S. Navy on Flickr

ALL HANDS MAGAZINE

- All Hands Features
- All Hands Video Update
- Plan of the Day

SOCIAL MEDIA

- Navy Live Blog
- U.S. Navy on Twitter

Unsubscribing is also accomplished via the website.

Jim Hoey [ETR2(SS), Gold & O72, 1971-1973] submitted this article.

THE 2020 REUNION IS A “GO”—SO FAR

As of this writing, the reunion will be held regardless of the anticipated low attendance. Cancelling the reunion could likely generate a legal argument concerning the SHVA owing the hotel money in the form of cancellation damages (penalty). Although the hotel contract contains a Cancellation Clause, it does not include the sliding-scale monies owed. This gives me a way out because of the simple rule that, “if it’s not in the contract, it’s not enforceable!” But, even getting to this point might require that I deal with the courts in Omaha, Neb. That will result in travel and lodging expenses—money that neither the SHVA nor I have.

Low attendance at the reunion will not result in any financial damages payable to the hotel. This is the result of my choosing a hotel that neither imposes guest room-attrition damages and a Food and Beverage (F&B) Minimum. Thus, there will be no unused guest rooms to pay for, and the SHVA pays only for the final counts given for group meals and beverages. Those final counts are provided about a week before the reunion.

I have always preferred hotels that do not impose guest room-attrition damages and F&B Minimums. This was the case for each of our reunions except aboard The Queen Mary. We fell short of the F&B Minimum by almost \$1100! To avoid just giving the hotel that money, I arranged for an open bar during the banquet. Although we did not drink that amount of booze, we drank a portion of it.

Omaha was a suggested host city during our Business Meeting at the 2016 reunion. In early 2017, I submitted a Request for Proposal to Visit Omaha (the CVB) for a 2020 reunion. The Comfort Inn & Suites Omaha Central provided a proposal that did not impose guest room-attrition damages and a F&B Minimum among many other favorable concerns. I contacted Visit Omaha to learn if they had an upcoming FAM; they did and placed me on the list although the dates had yet to be established. I requested that I be placed in the Comfort Inn & Suites Omaha Central during the event if that hotel would be part of the event. If not, Visit Omaha would arrange that I stay at that hotel for one day and night after the FAM. I would meet with the hotel’s Group Sales Staff and perform my Site Inspection of the hotel in either case.

Attending a FAM is the best way to evaluate a potential reunion-host city. These are 3- or 4-day events that cost only transportation fees to and from the cities; everything in the middle is free! These events include visits to many of the area attractions, restaurants, hotels, etc. on someone else’s dime! The FAM was later scheduled for early summer 2017, and I would be placed in the desired Comfort Inn & Suites.

When I signed the contract with the hotel for our 2020 reunion, I had no idea that the advantages of not having guest room-attrition damages and an F&B Minimum would have a major significance in the spring of 2020 thanks to the coronavirus.

Some groups that had scheduled reunions in late spring and early summer are facing dilemmas because of a combination of virus-related issues and hotel contracts. They are faced with cancelling their reunions or having them with reduced attendance. In either case, many groups will owe hotels financial damages; they will pay cancellation damages. In addition, they will be liable for the balance of any F&B Minimum. Also looming might be guest room-attrition damages. I am a member of another military-reunion group that is in this predicament because it has a reunion scheduled for mid-August in New Orleans. The hotel has informed the group that it is enforcing the contract as written. Not only will the group be subjected to the fees mentioned, but it might also incur additional costs because of low attendance. These can include paying for its meeting rooms because of low attendance if so indicated in the contract. These rooms typically cost \$400-\$600 daily. This could result in an additional cost of \$2500 for the reunion if it is not cancelled!

That reunion group will be indebted to the hotel for about the same amount of money if it cancels the reunion or not! The only saving factor would be a termination of the contract. A termination has no financial damages. Termination would be the result of a supervening event (e.g. war, labor strike, extreme weather, or other disruptive circumstances) or effect beyond the control of a party that cannot be reasonably anticipated or avoided that makes it illegal, impossible, or impracticable to fulfill the terms of a contract. You say, “the coronavirus certainly fits that definition.” Not so fast! While the coronavirus restraints exist “today” and some group members are deciding “today” that they will not attend the reunion, this method of thinking cannot contribute to a termination. Termination applies to adverse situations that would exist during the scheduled reunion, not to predictions of what might exist at the time of the scheduled event. If at the time of the group’s reunion the travel restrictions and grouping restraints are lifted, then no supervening event will exist during the reunion. The group will likely fold if it cancels the reunion or not.

I was lucky because of my preferences for contract terms. The coronavirus has proven that I am doing what’s best. I’ll continue in this manner. Favorable hotels are hard to find, but do exist. I’ll just pick another city if a desirable city does not have a suitable hotel. Many potential host cities have become available to the SHVA because I will no longer limit the selection to cities served by Southwest Airlines. All cities with national/international airports have become candidates, thanks to the results of the Reunion-Planning Questionnaire recently completed.

BLUE CREW PICTURES FROM 1964

Pictures submitted by **Melvin "Doc" Holliday** [RM2(SS), Blue, 1962-1966]



Bob Foster
[STC(SS), Blue, 1960-1966, COB; *Eternal Patrol*]
above picture, facing, nearest center



Herbert "Jack" Harden
[RM2(SS), Blue, 1963-1966, *Eternal Patrol*]
left picture, far right



ANYONE KNOW ANYTHING ABOUT THIS PATCH?



In January 2020, I was searching the Internet for something and somehow came across the patch shown at the left. I tried to find some information about it but came up with nothing. Does anyone have an idea what the patch is about? I think that a real clock can be purchased somewhere.

COLD WAR RECOGNITION CERTIFICATE



Art Allum [EM1(SS), Blue, 1960-1964] requested that I inform our members of the availability of the certificate shown at the left for those who qualify. The qualification criterion is that the individual served at least one day during the Cold War era: 02 Sep 1945 to 26 Dec 1991. One must visit the website whose address follows to download an application then complete and mail it along with a copy of proof of service to the address on the form.

<https://www.hrc.army.mil/asset/13546>

If you do not have Internet access, call me at 302-764-1197. I'll mail you a hard copy of the application.

ETERNAL PATROL SINCE THE LAST REUNION

The following shipmates have been reported to have received Final Orders for Eternal Patrol since the 2018 reunion:

LastName	FirstName	Rate	Crew	OnShip	OffShip	Passed
Baker	Frederick C	EMC	B	1966	1969	2/26/1973
Baroman-Coggins	Michael K	MS2	SSN	1986	1988	3/3/2017
Bitz	Ronnie G	MM	SSN	1981	1985	2/2019
Burden	Karl	MM1	unknown			4/4/1998
Caldo Sr	William J	QMC	G	unknown	1966	6/28/1973
Cantrell Jr	Claude F	RMC	B	1961		1/18/2010
Clark	Gary B	IC2	G	1969	1972	5/6/2019
Clark	Leroy	EN1	G	unknown		1/24/2003
Collins	Wendell R	ETN2	B	1960		9/16/2000
Conrey	Thomas R	LT	B	1964	1966	3/2/2019
deBeaumont	Kenneth	CS1	G	1967	1972	11/23/2013
Derouin	James "Bill"	ET1	G	1960	1964	7/12/2019
Duncan	Charles W	YNC	G	1961		4/28/1972
Dyer	George A	EN1	B	1961	1966	1/18/2013
Findley	Richard A	FTB3	O72	1972		2/13/2010
Garrison	Billy W	EMC	G	1960	1964	10/11/2018
Harden	Herbert "Jack" P	RM2	B	1963	1966	2/19/2019
Kemp	William M	IC2	unknown	1978	1980	6/1/2018
Koeppen	David E	ETC	G,O72	1971	1974	9/8/2019
Maag	Richard "Dave"	HMSN	SSN	1988	1991	1/28/2020
Reynolds Sr	Robert G	EN2	B	1960		3/14/2018
Stackleather	Steve L	RMCS	SSN	1984	1988	12/5/2018
Tash	Ronald W	QM2	B	1963	1964	4/29/2015
Ward	Maynard L	RM2	G	1961		7/20/1997
Zimmerman	Ronald G	ETN2	B	1968	1969	5/21/2019

MARK MANZER AND THE BLUEBACK (SS 581) MUSEUM SUB

Mark Manzer [STS3(SS), Gold & SSN, 1979—1982] who is the Treasurer of the SHVA was featured in the following article with pictures published in The Columbian newspaper of Vancouver, Wash. on 04 Dec 2019. The story came about because a reporter from the newspaper happened to attend one of Mark's Technical Tours in the fall of 2019. The reporter thought that it would be good idea to do a story about a local sub veteran. (The local veteran would be someone from Vancouver, Wash.—the headquarters of the newspaper. The sub is located at the Oregon Museum of Science and Industry [OMSI] in Portland, Ore.) The reporter asked the museum staff if any tour guides were from Vancouver. Mark gave the museum permission to give his contact information to the reporter. The reporter was surprised to learn that he would be with Mark—again! The article follows.

PORTLAND — Mark Manzer sat aboard the nuclear submarine USS Sam Houston as it glided through the Pacific Ocean's depths. The sonar technician listened through headphones to the noises picked up by the sub's hydrophones. He remembered a time on watch when hours had passed in silence, but a sudden sound startled him: the eerie moan of a whale. "It was pretty scary," he said. "It scared the heck out of me."

It's those Cold War-era experiences that make Manzer, 60, a unique guide for the USS Blueback submarine permanently stationed at the Oregon Museum of Science and Industry. The Salmon Creek resident is one of 30 volunteers who gives tours of the Blueback, and nine staff members also work with the submarine.

The sonar room aboard the Blueback is lit with a soft teal light. Wires draped overhead twist between pipes and nozzles, and tall, metal computer cabinets dotted with red and white pin lights line most of the room, leaving Manzer just enough space to stand.

"It's pretty much the same setup," he said, comparing it with the Sam Houston's sonar room, where he served from 1978 to 1982.

Manzer gives a three-hour version of the tour called the "Tech Tour" twice a month on the Blueback, and the cost of each ticket is \$15. There's also a 45-minute version that's geared more toward children. OMSI, which celebrated its 75th anniversary in November, has been home to the Blueback for 25 years.

During Manzer's service on the Sam Houston, he and nearly 100 sailors would board the black sub and deploy from Pearl Harbor, Hawaii. They stayed submerged for more than a month at a time with the order of getting lost; the submarine carried ballistic missiles to launch in case of a conflict, and the Navy didn't want it to be located by Soviet forces.

"We didn't know where we were other than the people responsible for direct control of sub," he said. "Even if we did, that would be classified."

The Blueback is similar to the Sam Houston, partly because the Navy built them in overlapping times. But there's one major difference: the Blueback was the last diesel sub to enter the U.S. Navy, while the Sam Houston was one of the first nuclear-powered subs.

Manzer's job as a sonar technician was basically to be the eyes and ears of the submarine. He'd sit on a stool for hours with headphones and turn a red wheel that would connect to many hydrophones at the bottom of the sub, spanning 360 degrees, to sense anything around.

"With no windows, the sub has to rely on ears, much like a bat or dolphin," he said. "You can do so much just listening." He heard snapping shrimp, moaning whales and the whirring propellers of passing ships during his patrols.

Manzer was born in Omaha, Neb., where he would read stories about World War II submarine exploits and was astonished by how the subs sank so many Japanese ships with a small fleet. So he joined the Navy out of high school. "I knew I wanted to be on subs from the very beginning," he said.

After his service in the Navy, he moved to Portland, and then to Vancouver in 2002. Manzer now lives in Salmon Creek and works at Riverview Community Bank as a commercial loan underwriter.

Every two years, Manzer flies to a meetup of former USS Sam Houston crew to "tell sea stories, lies and exaggerations," he said with a smile and a laugh.

(Pictures related to the article are on the next page.)

MARK MANZER AND THE BLUEBACK MUSEUM SUB (cont.)



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.

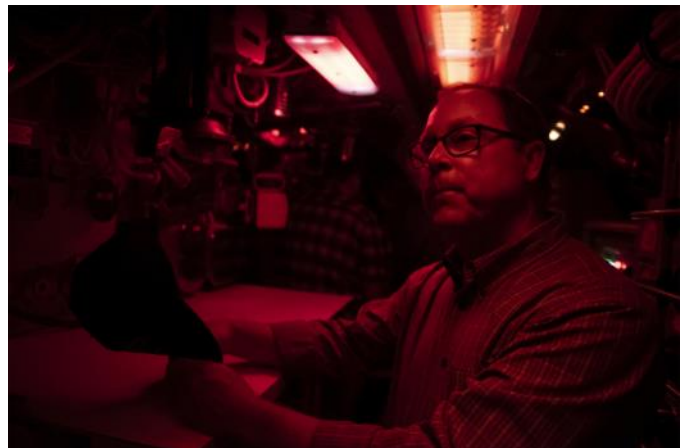


A Picture From the Dock



Control Room "Rigged for Red"

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



This newspaper article and pictures are reprinted with permission of the Assistant Metro Editor of The Columbian.

SECNAV VISIT ABOARD USS SAM HOUSTON

Unfortunately, I forgot who sent me this "Check-Off List."

SSRN609(G)
NOTICE 5050
27 April 1964

CHECK-OFF LIST

<u>ITEM</u>	<u>RESPONSIBILITY</u>	<u>COMPLETED</u>
1. Topside Clean and Ready	LT HENDERSON	_____
2. Below Decks Clean and Ready	XO, Duty Officer All Department Heads	_____
3. Clean Linen on All Bunks	COB	_____
4. Crew Briefed	XO	_____
5. Side Boys Designated	COB <i>ARGENTRIGHT-STRIKLAND OSLER-HADLEY-BEARL-DUNN DAAVO - FOSTER, J.</i>	<i>BB</i> _____
6. Side Boys Inspected and Rehearsed	NAV	_____
7. Uniform Promulgated:	XO	_____
CO-XO-NAV Blue Service		
Officers & CPOs Blue Drill		
Enlisted Clean Dungarees		
8. PIO Ready	LTJGDUNCAN	_____
Polaroid Camera	HAGER, EN1(SS)	_____
Regular Camera	HAGER, EN1(SS)	_____
Ship's Pictures, Framed	LTJG DUNCAN/CONREY	_____
Ship's Plaques Ready	LTJG SCHMIDT	_____
10. Stewards - white jackets with INSIGNIA.	LTJG DUNCAN	_____
11. Wardroom Ready	LTJG DUNCAN	_____
12. Section Watch Posted	COB	<i>BB</i> _____
13. Battle Bill Posted	COB	<i>BB</i> _____
14. Weapons Rehearsal (BSM)	XO	_____
15. SECNAV Flag Ready	NAV	_____
4-STAR Flag Ready	NAV	_____
16. Flashlights & Wiping Cloths	LTJG SCHMIDT	_____
17. Tour Route Specified and Tracked	XO	_____

ENCLOSURE (1)

SECNAV VISIT ABOARD USS SAM HOUSTON (cont.)

SSBN609(G)
NOTICE 5050
27 April 1964

- 18. One periscope in commission and raised XO _____
- 19. Radio Ready with simulated WSRT message LTJG MURPHY _____
- 20. Battle Safe Drill Run LTJG MURPHY _____
- 21. CO Remarks Prepared CO _____
- 22. Guest Book, pen and blotter ready LTJG DUNCAN _____
- 23. Below Deck Watch FULLER COB BB
Topside Watch MARONE
Sentry DILLON
- 24. Tender informed of jobs to be worked during the visit -ENGINEER _____
- 25. Additional Items:

WEBSITE WITH LOTS OF HISTORY ABOUT USS SAM HOUSTON

Jim Hoey [ETR2(SS), Gold & O72, 1971-1973] received from a friend an e-mail that contained a link to some information about our boat. Jim sent the link to me, and I glanced through the information. It is essentially a detailed history of the boat in one place, and it has a few good-quality pictures. The site also contains a blog.

The address of the website follows:

<https://theleansubmariner.com/2019/06/03/uss-sam-houston-ssbn-609-the-runaway-raven/>

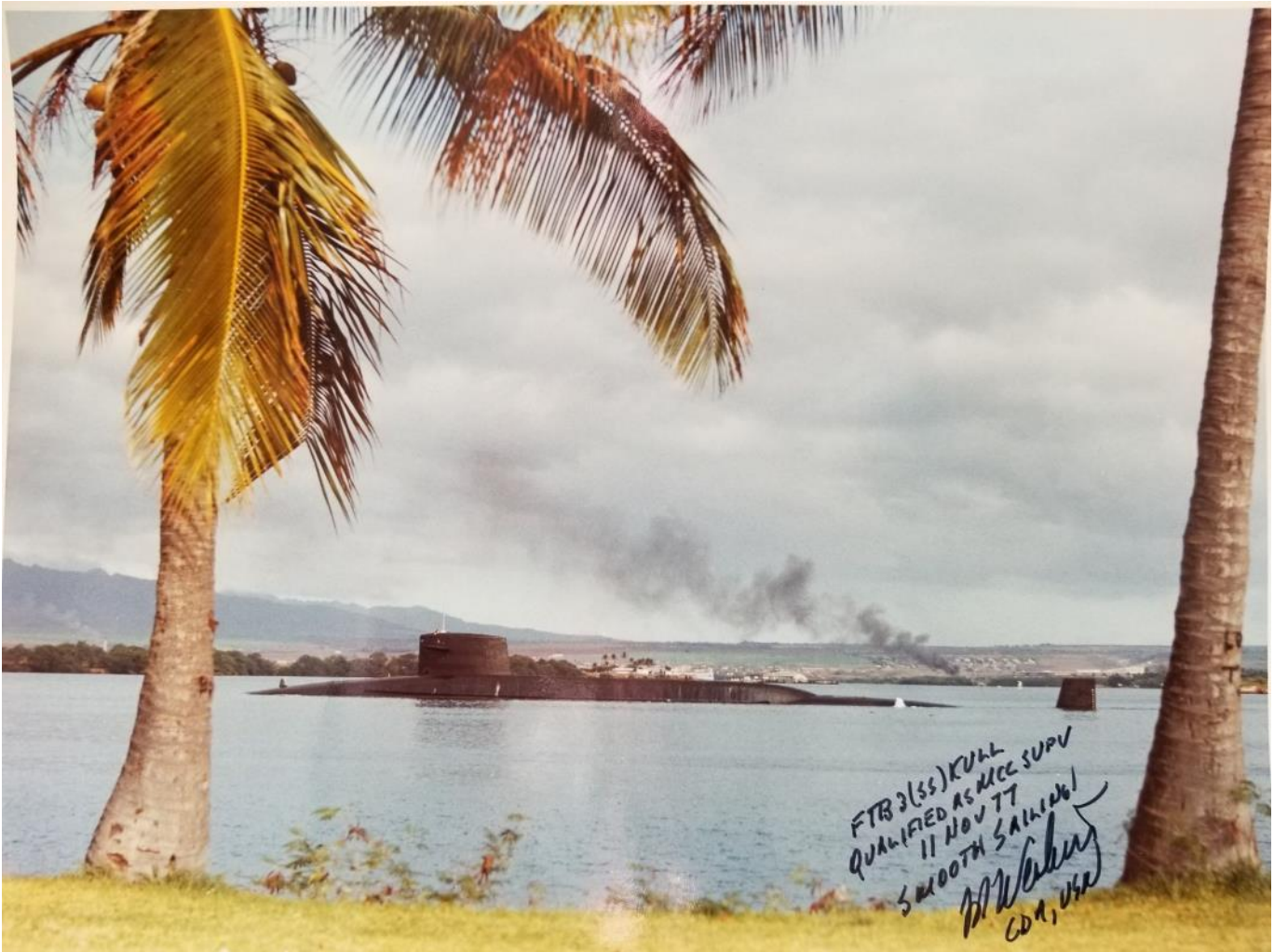
WEBSITES SOUGHT WITH VIDEOS RELATED TO USS SAM HOUSTON

Occasionally, some websites such as YouTube will have videos related to USS Sam Houston. If you happen to come across any such videos, please send me a link. I'll inform our Historian, **Brian Rieck** [MT3(SS), Blue & SSN, 1978-1981] and our members by some means depending upon when I would receive the information, its significance, and when I plan to issue a newsletter or Membership Memo. Significant information will be sent immediately via e-mail. I'll also attempt to download the file/video.

Howard Dobson

SOME PICTURES RELATED TO "BACK THEN"

George Kull [FTB1(SS), Gold, 1977-1981] located some pictures and documents from back then.



Signature is that of CDR John P. Weikert.

Location is Pearl Harbor.

KAYAKING BUBBLEHEADS



Bill Sauer [MT2(SS), Blue, 1974-1977] (left) and **Jim Hoey** [ETR2(SS), Gold & O72, 1971-1973] engaging in one of their favorite leisure activities. Bill visited Jim, and they decided to paddle on Palma Sola Bay, Fla. in June 2019.

SOME PICTURES RELATED TO "BACK THEN" (cont.)

Commanding Officer
USS SAM HOUSTON (SSBN609)

takes pleasure in commending

Missile Fire Control Technician (Ballistic) Third Class
George Phillip Kull
United States Navy

for service as set forth in the following

CITATION

"For meritorious achievement as a member of the Missile Fire Control Division in USS SAM HOUSTON (SSBN609)(GOLD) from August through November 1977 during a strategic deterrent patrol. While completing a comprehensive and demanding qualification program for Missile Control Center Supervisor Petty Officer Kull displayed exceptional competence and devotion to duty. The rapid and exemplary manner in which he accomplished this goal was indicative of his positive and enthusiastic attitude and was of great benefit to the effective operation of the Missile Fire Control Division. By his superior achievement and outstanding performance of duty, Petty Officer Kull reflected great credit upon himself, his command and the United States Naval Service."



J. P. WEIKERT
Commander, United States Navy
Commanding Officer

SOME PICTURES RELATED TO "BACK THEN" (cont.)



I never received this "unofficial" Qualification Certificate, but it seems to be of concern to some sea monsters that were of little interest while I was aboard!

P.S.: In the title of the document, "Missle" is a misspelling! Typical of the many such misspellings that occurred with the enlisted members

PAT PECORELLI AT HOME



Pat Pecorelli [IC2(SS), Gold, 1969-1972] at home in July 2019.

Photo submitted by Howard Boone

HOME AWAY FROM HOME

David "Doc" Jenkins [HMCS(SS), Blue, 1964-1966] provided these pictures that he called "Home Away From Home." The area is Holy Loch, Scotland for those who were never there.

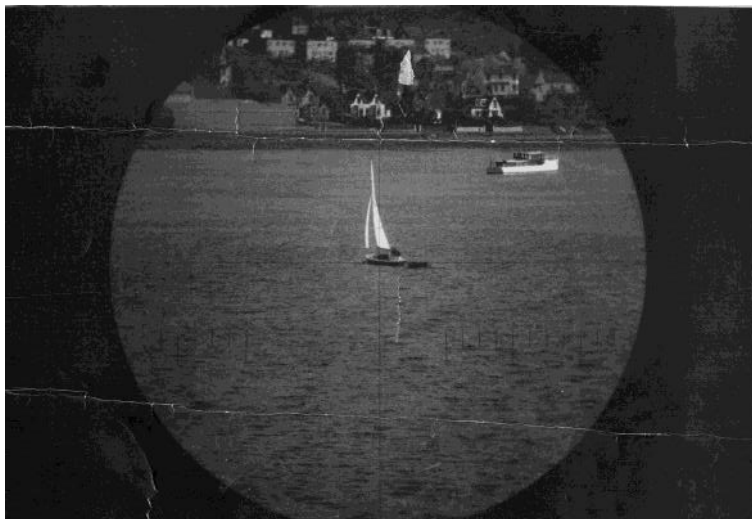
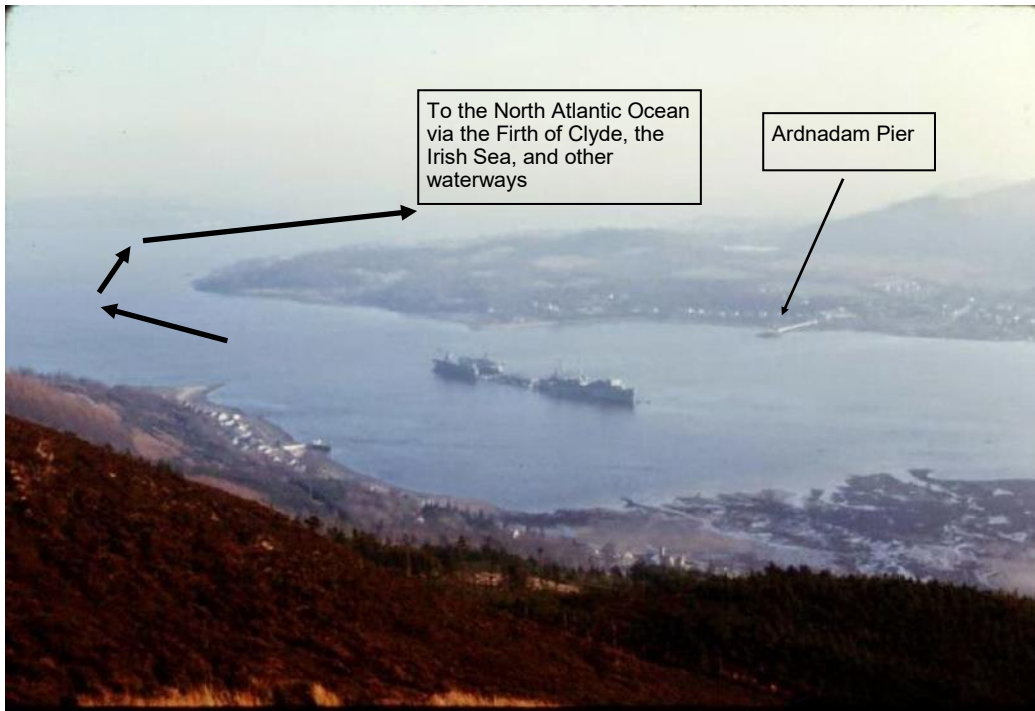


Photo # NH 96830 USS Hunley in Holy Loch, Scotland



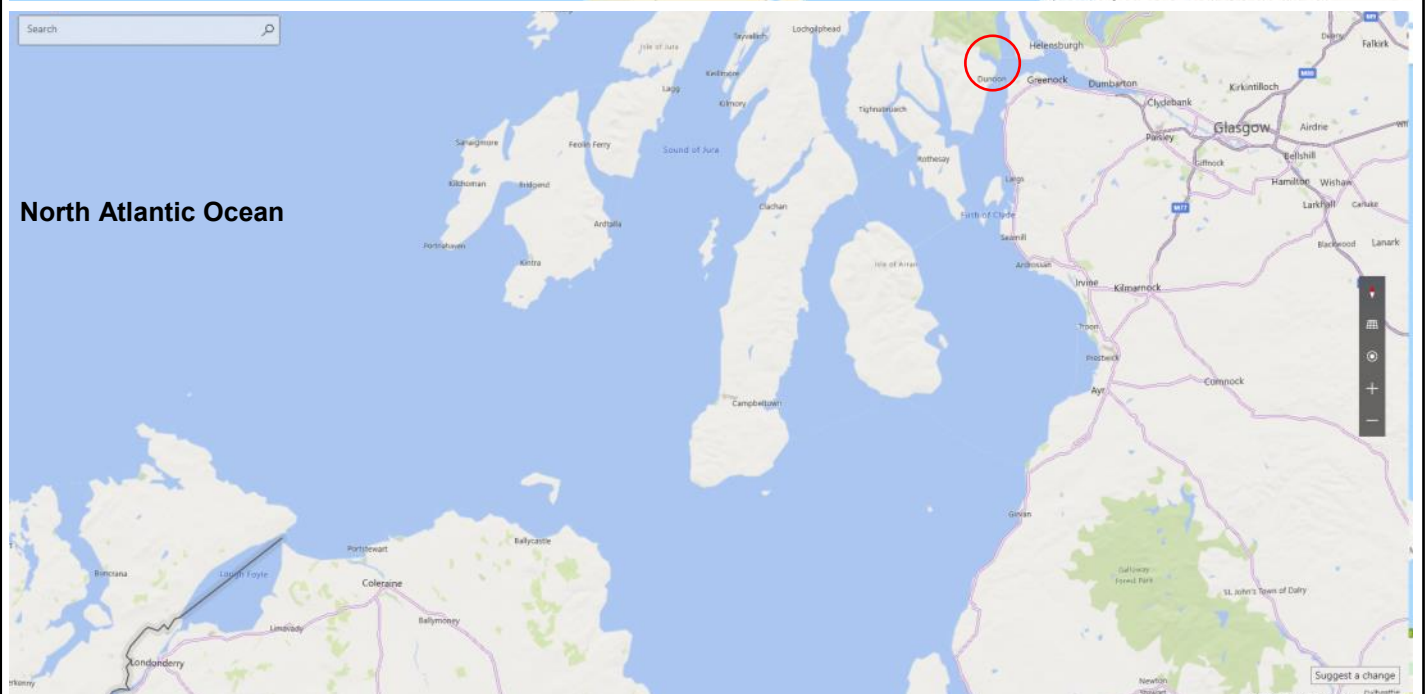
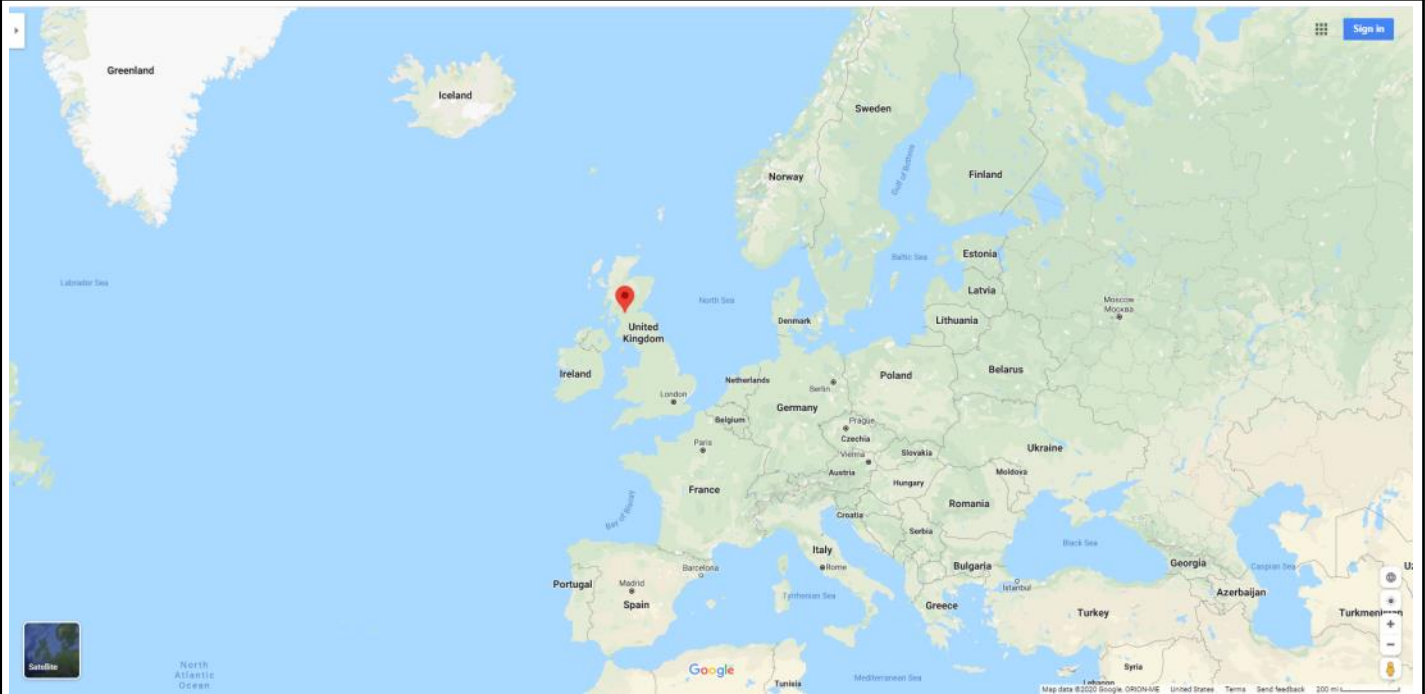
BIRD'S EYE VIEWS OF SITE ONE, HOLY LOCH, SCOTLAND

Pictures found and submitted by Howard Boone; probably in the mid-1970s. The pictures were provided by Paul Davis who served on the tugboats.



Picture of boaters at Holy Loch taken through the periscope: submitted by **Morgan Evans** [RMC(SS), Blue, 1976-1979].

GEOGRAPHIC LOCATION OF HOLY LOCH, SCOTLAND



En route to patrol, the boat would navigate south through the Firth of Clyde then eventually into the North Atlantic Ocean. Somewhere after entering international waters, we would encounter those pesky Russian “trawlers.” Of course, we were aware that they were loaded with electronic spy gear and torpedoes!

I remember being at my Maneuvering Watch Station upon return from a patrol when a Back 1/3 engine order was given. That was shortly followed by a Back 2/3 which progressively reached Back Emergency. I later asked what that unusual event was about and was told that we were trying to avoid a collision with a trawler! The Russians were noted for getting dangerously close to anything operated by the US military. I experienced a situation in March 1968 while serving aboard USS Willis A. Lee (DL 4) in the Mediterranean Sea when a Russian destroyer got so close that those on the main decks could have spoken to each other! We were whistling and cheering at the Russian women onboard! After the Russian destroyer continued on its way, one of its gun mounts rotated toward us. I was concerned that the Russians might have been angry at us for ogling their female sailors. If so, they shouldn't have put on the show for us!

A TRUE SEA STORY

Jerry Henderson [ICCS(SS), Blue & O72, 1969-1975] submitted the following true incident. The names of the guilty have not been changed to protect their innocence because they were not innocent.

The Haddo Challenge

There are three things that you should keep in mind while reading this story:

- 1) It is a hell of a lot better story if you were actually there or if you have a good frame of reference for the life we led along with the everyday demands of serving on a submarine.*
- 2) This occurred over 40 years ago and my memory never was that good.*
- 3) My wonderful blonde wife of 35 years swears that if I were to walk into a room with more than three other blonde women, I would never be able to locate her.*

Due to a recent promotion, my detailer had informed me that a transfer was imminent, and I could no longer be assigned to destroyers. But since he was a nice guy (so he said), I could have my choice of a carrier, a cruiser, or I could volunteer for submarine duty. Being partial to the comradeship of small commands and remembering all those ASW Exercises where our Sonarmen had never been able to detect any submarines even though we could go on deck and see their beacon flashing in the not so far distance, I decided that a submarine would be the best choice for me.

In January of 1970, I was flown to Rota and joined USS Sam Houston crew that was near the end of the refit period. Only one or two of the other chiefs on board would talk to the nonqual E7 that had intruded upon them. Much to their relief, there wasn't an open bunk in the Goat Locker; so, I was shuffled off to the Lower Level Operations Compartment. Needless to say, at this point I was wondering if I had made a mistake in volunteering for subs. Other than qualifying on my first patrol, it was pretty lonely and uneventful.

Early one morning of the next refit—my second patrol cycle—a Fast Attack moored at our starboard side. The word was that she was USS Haddo (SSN 604) that had just come from the Med. Now this was not too much out of the ordinary, but this event would soon be forgotten in the busy activities of the morning; that is, until around 1100 when there was a knock at the Goat Locker door and several unfamiliar chiefs entered our quarters. One introduced himself as the COB of the Haddo and asked for our COB. When our COB arrived, the Haddo COB announced with bravado that they had come to challenge our chiefs to a contest of skill and wit. He further stated that he knew that the Haddo chiefs could prevail in any contest against lowly boomer chiefs. The challenge went kind of like this: "Meet us at the Rota Chief's Club at 1800 tonight. Anything you can do, we can do better and longer. Loser buys a bottle of whiskey."

Of course, due to the serious nature of this challenge, there was much consternation in the Goat Locker that day; until, that is, we remembered our secret weapon in the form of Keith D. White, MTC(SS). MTC White, being essentially bald and shaped pretty much like a pear, did not look much like a secret weapon, but underneath that flawed exterior was a man of HY80—okay, maybe mild steel. Although he showed absolutely no outward signs of being such, he worked out every day and was surprisingly strong. I was made aware of this during my first patrol when I allowed my disdain for his "poor physical appearance" to be known to him. Fortunately for me, MTC White was a gentle soul and demonstrated his physical powers to me in a manner that left me with a more respectful attitude without any bloodshed.

So on that evening at the appointed time, we assembled at the CPO Club; Haddo chiefs and we in the room where the dance floor was. The band was starting to set up, but since it was still early in the afternoon, we had the room pretty much to ourselves.

A TRUE SEA STORY (cont.)

Our COB walks to the middle of the dance floor and announces to the assembled masses that we are about to witness “our first miracle of the afternoon.” With this, MTC White proceeds to one corner of the dance floor and stands there long enough for the Haddo chiefs to develop a full blown sneer while wondering what Chief White could possibly do that the Haddo’s laundry queen couldn’t.

After much anticipation, our COB asked the band for a drum role. With the sound of the drums beating in our ears, MTC White runs toward the center of the dance floor, jumps into the air, turns a flip and lands on his feet—much to the surprise of everyone including ourselves. After the thunderous applause from our table and the one early CPO Club guest subsided, MTC White bows and takes his seat.

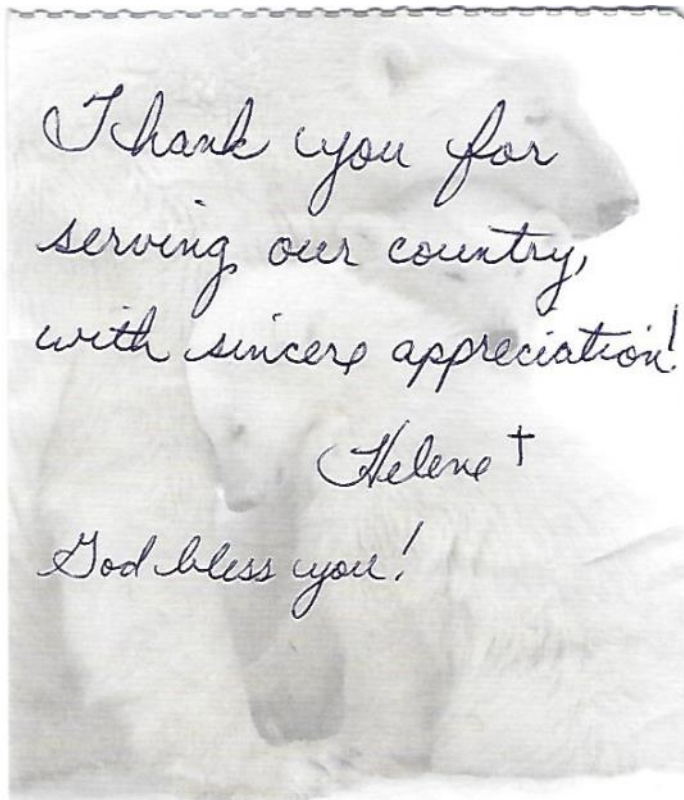
Now everyone’s attention is directed at the Haddo table, and at this point, the assembled Haddo chiefs are looking a little worried—like they might have to buy some whiskey. After a brief discussion amongst themselves, the Haddo COB stands up and announces, “Okay, we can’t do that. What are you guys drinking?”

The Old Number 7 was great and enjoyed by all, but the savor of the moment was much better. Thanks to the Haddo Challenge, I now knew that I had made the correct choice when I volunteered for submarine duty. It was a good day!

Jerry Henderson

Ed. Note: **Keith D. White** [MTC(SS), Blue, 1970-?] left for Eternal Patrol on 20 Jan 2001.

A RECOGNITION OF MILITARY SERVICE



About 18 months ago, I was eating at a fast-food restaurant and was wearing my USS Sam Houston bucket hat. A lady who was leaving the restaurant in the midst of my meal, dropped a small note (left) on my table, said nothing, kept moving, and left the building. I was in the process of taking a bite from my sandwich and picked up the note afterward. I read the note, then decided that I should thank her. But when I looked through the windows at the parking lot, I saw no one. I didn’t get a good look at her anyway.

The significance of the situation is that the woman took time to express her appreciation in writing; thus, it had to be sincere as opposed to a spontaneous oral statement. I wanted to thank her for taking the time to write the note.

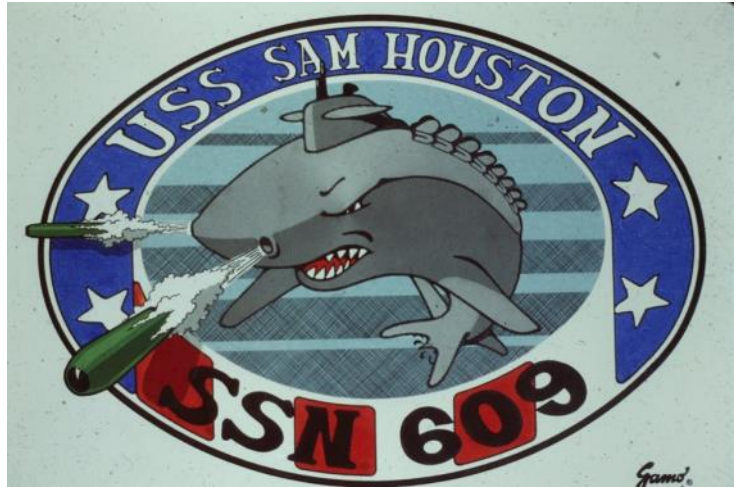
Many people, including children, orally thank me for my service, but I sometimes wonder how sincere their statements are. With this lady, I had no doubt that her expression of appreciation was sincere.

Howard Dobson

MISC. PHOTOS FOUND ON FACEBOOK

Howard Boone [EM2(SS), Gold & O72, 1971-1974] submitted this assortment of pictures that he found on Facebook. The pictures might not have a close relationship with each other.

Does anyone recognize anyone in the pictures?



What is the guy lying on in the above picture? The area seems to be aft of the missile tubes.

Who is the CO in these pictures and who is receiving what might be his Sub-Qual Certificate?



ARIZONA SILENT SERVICE MEMORIAL UPDATE

08 Mar 2019



Tim Moore
Arizona Silent Service Memorial
P.O. Box 86155
Phoenix, AZ 85080
Phone: 602-574-3286
E-mail: seawolfssn63@gmail.com



Greetings Friends,

This correspondence is being sent to all who have made donations in support of the **Arizona Silent Service Memorial** over the past few years. I thought you might be interested in our progress.

We began this journey on 24 Apr 2014 when the State of Arizona Senate Bill 1401 was signed into law authorizing the **Arizona Silent Service Memorial** to be erected in Wesley Bolin Memorial Plaza, the 'front yard' of the Arizona State Capitol.

The first year was primarily one of organization and deciding on a design concept that would be suitable. That being accomplished, it was determined that we would need to raise \$100,000 in cash to begin construction. We got aggressive with our fundraising campaign in the last half of 2015 and have been pursuing that goal ever since. 2018 proved to be a banner year for us in that we raised over 40% of the funds required to begin construction. With the end of 2018, we reached a major milestone by not only reaching our initial fundraising goal but surpassing it by some \$10,000.

We are now ready to start the construction phase of our project and have secured a construction company. Sunland Asphalt & Construction, Inc. who has been in business serving Arizona and other parts of the Southwest since 1979 has agreed to take on our memorial project.

We had an initial construction startup meeting on Wednesday, 06 Mar 2019, to formulate some plans for the construction process. We can now facilitate getting our final design specs which will provide for our final cost estimate and complete the documentation required by the state. Our next milestone will be a Ground-Breaking Ceremony which we hope to have by late spring or early summer. Our desired timeline is to complete the memorial over the summer and have a Dedication Ceremony in the fall. Perhaps a ceremony sometime around the Veterans Day timeframe will work for us. I will keep you posted

That being said, we want to continue our fundraising efforts to subsidize construction costs and other incidental expenses associated with the project. I sincerely appreciate your past support and encourage you to tell your family members, friends and business associates about this project, perhaps some of them would also be supportive. Thank you.

Sincerely,

Tim Moore, Chairman
Arizona Silent Service Memorial
PO Box 86155
Phoenix AZ 85080
Phone: 602-574-3286
E-mail: seawolfssn@outlook.com

Website: www.arizonasilentservicememorial.org.

Ed. Note: The SHVA purchased a paver brick for this memorial.

MEMORIAL BRICK INSTALLED AT DETERRENT PARK

After our 2014 reunion in Seattle and conducting our Memorial Service at Deterrent Park on Naval Base, Kitsap, Bangor Submarine Base, the group decided to purchase a memorial brick for installation at the park which has been installed. The Letter of Acknowledgment follows:



United States Submarine Veterans Bremerton Base

P. O. Box 465, Silverdale, WA 98383-0465
<http://gertrude-check.org/>



February 22, 2019
Mark Manzer
10118 NE 41st Ave
Vancouver, WA 98686

Dear Mark,

On behalf of Bremerton Base of United States Submarine Veterans, thank you for the USS Sam Houston Vets generous donation. It will be used to help us, "Perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their country", by doing good works in their memory.

The donation will be used to have the brick engraved and installed in the missile deck of the USS WOODROW WILSON full scale top side mock up at Deterrent Park in the Naval Base, Kitsap, Bangor Submarine Base. The plan is to have the brick engraved and installed with others on Sunday, 26 May 2019 at 0900.

You will be notified when the bricks are placed on the missile deck and provided with a locator index identifying exactly where the bricks are located.

It was very thoughtful of your association to make this donation.

The brick engraving will be as follows: (Is this what you want?)

CREWS OF
USS SAM HOUSTON
SSBN/SSN 609

Please contact me if the proposed engravings are in error.

Should you require a hard copy of this correspondence, please contact me.

Sincerely,

A handwritten signature in black ink that reads "Don Bassler".

Don "Red" Bassler
Deterrent Park Brick Order Coordinator
USSVI, Bremerton Base
360-602-0250
up-scope@wavecable.com

PRIDE RUNS DEEP

AN INTERESTING COMPARISON SUBMITTED BY DAVID "DOC" JENKINS

Arguably, one of the most-asked questions that submariners hear once they reveal their sordid past is: "What's it like living on a submarine?" Every generation probably has its own version of life onboard.

A Diesel Boat sailor would certainly have a very detailed description of what it was like never to be able to shower, the cramped spaces of a boat that was jammed with machinery, and very little space for people and comfort.

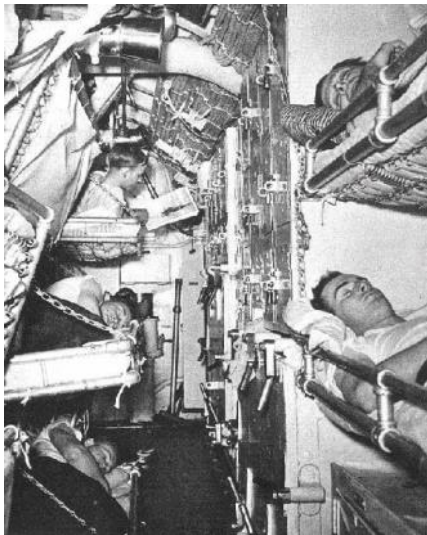
Later submarines would be larger to accommodate the large weapons and the nuclear power plants that drove them to greater depths at faster sustained speeds than their older ancestors could dream of. But in the end, you are living on a craft that was designed by engineers and, in most cases, built by the lowest bidder. You separate yourself from the surface world for long periods of time and sacrifice more than you are aware of at the time. Ask anyone who has served when they were younger and now deal with all manner of health issues.

So, what follows are some of the alterations needed to convert your home such that it would resemble life aboard a diesel submarine.

1. *Buy all the groceries and supplies you think you'll need for 2 months, with the following exceptions: no milk, cereal, fruits, vegetables, or alcohol. Take what you buy home and bring it one item at a time into the house. You may not keep any food in your cabinets or closets as these will be set aside to store spare parts. You may not use the refrigerator as this will be turned into a freezer. Any pre-made candies, cookies, or snacks must be kept in bed with you.*
2. *Lock the door, close the windows, draw the shades and tear out the phone. (Modern update: no cell phones, either.)*
3. *Turn on the oven with the door open; turn the air conditioner all the way up. Set up enough fans so that the whole house is windy.*
4. *Replace all your lights with 100-watt bulbs and turn them all on.*
5. *You may sleep on any shelf you choose.*
6. *Whenever you are not asleep, your "bed" must be occupied by any garbage man you do not like.*
7. *You must wear the same clothes a week at a time. You may do laundry once a month. You must sleep with your dirty laundry in a bag in bed with you.*
8. *Every week on Saturday morning, you must go to the basement, crawl between the pipes and clean the same 10-foot by 10-foot area for four hours.*
9. *You may be in the shower for 10 minutes at longest, but you may not run the water for more than 60 seconds.*
10. *You have one week to study the instruction manuals for every appliance, utility, and piece of equipment in your house. At the end of this week you must be able to quote any passage out of these from memory and pass a written exam. Until you can do this, you may not have access to TV or radio, and you may not sleep for more than 3 hours at a time with 9 hours awake between sleeping.*

INTERESTING COMPARISON SUBMITTED BY DAVID "DOC" JENKINS (cont.)

11. *After this week, you must walk around the house for 6 hours and record every temperature, pressure tank level, setting, and complete status of every piece of equipment in your house. You may not go to the bathroom or eat during this 6 hours. These 6-hour periods must start every 15 hours.*
12. *Once a week when you would otherwise be asleep, take your television completely apart and put it back together.*
13. *You may not go to the bathroom for one hour after you eat because during that time you have to clean it.*
14. *Each Monday through Friday morning whether you would normally be awake or not, you must pretend to start a fire in your house, put on a gas mask, and pretend to put the fire out. Wear the gas mask for at least one additional hour each time.*
15. *Each Monday through Friday afternoon whether you would normally be awake or not, you must study the same instruction manuals for 2 hours that you studied the first week.*
16. *Continue the above for 3 months even though you have only 2 month's worth of food.*



These pictures are included as visual reference for readers who have never been aboard any submarine—museum or not.

Typical berthing area aboard a diesel submarine and a toilet (aka, "head").



Typical berthing aboard a nuclear submarine and a toilet.



COMMISSIONING OF USS INDIANA (SSN 789)

Jim Hoey (left in the picture below) attended the commissioning of the boat at Port Canaveral on 29 Sept 2018. After the ceremony, visitors were permitted onboard. Jim met Richard Kitchen (beside Jim in the picture) who was assigned to **USS Sam Houston** in the summer of 1972 as a Nav ET. If anyone knows how to contact him or can provide some information that might help me contact him, I'm interested. Jim gave him information related to the SHVA, but I never heard from him.



Ed. Note: I had reservations to attend the commissioning of USS Delaware (SSN 791) in Wilmington, Del. on 04 Apr 2020. The coronavirus crisis forced cancellation of that event. The Navy did something else somewhere else that served as a Commissioning Ceremony.

A POSTPONED EVENT THAT CONCERNED USS SAM HOUSTON

The coronavirus crisis forced the postponement of an event sponsored by the Naval Submarine League in partnership with the Smithsonian Institute in Washington, D.C. that had been scheduled for 23 Apr 2020. That event, "Cuban Missile Crisis," concerned the role that an American nuclear-powered submarine in the Mediterranean Sea played in quelling tensions. That submarine was **USS Sam Houston**; the situation: its port of call at Izmir, Turkey in the midst of a patrol. Someone who was aboard at the time informed me of the exact date, but I forgot. **Tim Oliver** (LT, Blue & O72, 1970-1972), Executive Director of the Naval Submarine League, knows the date of the visit.

Nonetheless, the event has been rescheduled for 17 Nov 2020 at the same location. If anyone is interested in attending, please contact me. You'll have to purchase an advance admission ticket to attend; I'll let you know how.

Howard Dobson

ANOTHER PROUD VETERAN OF THE BOAT



For privacy concerns, I am withholding the name of the member who has this license plate.

MISC. PICTURES



Chris Noble [TM2(SS), B & O72, 1972-1975] submitted the pictures on this page. The picture at the left is **USS Sam Houston** moored at Bangor Sub Base for loading Polaris A3 Missiles after the overhaul that began in 1972 at Charleston Navy Yard. The boat was preparing for a "Demonstration and Shakedown Operation" (DASO). This operation primarily involved a series of missile-and-launch tests.

Below, **Rob Scott** [MT2(SS), Gold, 1976-1979] (rear) and **Greg Thomas** [MT2(SS); Gold, O72, Gold; 1972-1976] are at the Launcher Panel in the Missile Compartment



Polaris A3 Missile Launch During DASO



FIVE FORMER MISSILE TECHNICIANS OF USS SAM HOUSTON



Picture submitted by **Rob Scott**. Five former MTs met at the Naval Undersea Warfare Center & Museum in Keyport, Wash.; date not provided. All served aboard in the late 1970s. From left to right are: **Lenny Lynch** [MT2(SS); no other info], **Rob Scott**, **Mike Pawelak** [MT2(SS); no other info], **Phil Mieczynski** [MT2(SS), Gold, 1976-1980], and **Gary Lindquist** [MT3(SS), Gold, 1978-1979].

MORE HUMOR

God appeared and said, "I want the men to form two lines: one line for the men who were true heads of their household, and the other line for the men who were dominated by their women.

"I want all the women to report to St. Peter."

Soon, the women were gone, and the two lines of men remained.

The line of the men who were dominated by their wives was a 100 miles long, and the line of men who truly were heads of their household had only one man!

God said to the long line, "You men should be ashamed of yourselves; I created you to be the head of your households! You have been disobedient and have not fulfilled your purpose! Of all of you, only one obeyed; learn from him."

God turned to the one man and said, "How did you manage to be the only one in this line?"

The man replied, "My wife told me to stand here!"

PICTURES FROM KEVIN O'DONNELL

The following pictures were among a bunch that **Kevin O'Donnell** (LCDR, Blue, 1961-1963), Plank Owner and Ship's Photographer, sent to share.

Kevin O'Donnell



The Commissary Staff



MORE HUMOR: THIS INCIDENT REALLY HAPPENED!

I (Howard Dobson) served aboard USS Willis A. Lee, DL 4, for 9 months while awaiting an opening in Nuclear Power School and am a member of the Destroyer Leader Assn. A crew member who served aboard long before me submitted his recollection of the following incident:

U.S. Warship in Dry Dock Attacked in Boston!

It was a cool, dark early morning as I stepped off a train from New York City that came to Boston's South Station at 5 a.m. on a Monday morning in 1956. I was coming back from a weekend liberty and was returning to my ship, USS Willis A. Lee (DL-4), which was in dry dock undergoing repairs from a grounding that had occurred in a winter storm in Narragansett Bay in Rhode Island a few months before.

I took a cab down South Street, and as I approached the pier, I noticed a lot of flashing lights from emergency vehicles around the dry dock holding the Lee in its great cradle. I approached the ship and asked one of the emergency workers what was going on at such an early hour. Here is the unusual story as he told it to me.

"At about an hour before, one of the ship's cooks came back from liberty and drove onto the pier with his large, shiny car, and parked facing the dry dock. The Buick evidently was having some kind of transmission problem, so the cook raised the hood and tried to tinker with the gear shift mechanism, mounted on the steering column of the car. The engine was running, and the 'sometime' mechanic inadvertently knocked the transmission into Drive, causing the car to jump forward, knocking the sailor down, and accelerated, running toward the lifelines surrounding the dry dock. Although the cook got up and ran, he could not catch up with the car, and it burst through the lines and went over the edge of the open pit!

"The crash of the car as it struck the bottom some 40 feet or so below missed the ship but made enough noise in this quiet, dark, pre-dawn peace that it startled the OOD on watch on the Quarterdeck into sudden wakefulness. Not knowing what on earth could have caused such a loud crash just off the bow, he got a Quartermaster up and told him to sound the General Alarm, thinking, at the worst, his ship may have been attacked in some manner.

"Now, all sailors have participated in a General Alarm test many times, and the reaction was sudden and predictable. Men running to Battle Stations everywhere, mostly in their skivvies, donning life jackets and helmets, manning the ships' guns, and preparing all the ship's readiness areas, in preparation for an enemy attack—of some sort. No one (except for the poor cook!) had any idea what had happened, but on this dead-quiet, dark early Boston Monday morning, the crew was ready for any event—even an enemy attack by a Buick in a dry dock!

"Meanwhile, while the ship's crew was frantically manning their stations, in all of the confusion, one man—the cook—stood at the edge of the dry dock, staring quietly down at the wreckage of what once was his beloved Buick!

"As I went aboard, things were just starting to settle down and people were securing from their stations, laughing at the poor cook's misfortune, and storing up memories (like mine) about the time their ship was attacked by a Buick in Boston that they would someday tell their grandchildren.

"I doubt that the Captain was eager to have an official writeup done on how his ship repelled this unexpected attack on an early Monday morning, quite unlike Pearl Harbor in its historical telling!"

USS THRESHER MEMORIAL INSTALLED AT A SCHOOL IN MASS.

Dave Middleton [FTB2(SS); Gold, O72, & Gold; 1971-1975] sent the picture of the USS Thresher Memorial below in April 2018. The memorial is installed at 1st LT Charles W. Whitcomb Middle School in Marlborough, Mass. He mentioned that the city would elevate the memorial that was probably accomplished long ago.



Beyond the obvious reason for the memorial, Dave had a few other reasons for sending the picture:

- He graduated from the school in 1969. (It was a high school then.)
- Three graduates from that high school perished aboard USS Thresher.
- One of the streets for access to the school was named "Thresher Dr."

A PARODY

Larry Check [ETN2(SS), Gold, 1967-1970] sent the lyric below. It's sung to the tune of "Puff, the Magic Dragon" made popular by Peter, Paul, and Mary in 1963. Larry says that an Electrician (name unknown) on the Gold Crew wrote the song. Mikey Bradley mentioned in the lyric is the Engineering Officer, **Michael Bradley** (LCDR, Gold, 1967-1970).

Puff, The Vacuum Dragon

Puff the vacuum dragon lived in an RFT,
And frolicked in a surge tank 'neath a blanket made of steam
Little Mikey Bradley loved that rascal Puff,
And fed him things like chemicals and other fancy stuff.

Vacuum dragging starboard or port as the case may be,
What does vacuum dragging mean to an NQP?

Together they would travel on a boat with a great big sail;
Mikey kept a lookout perched in maneuvering near its tail.
Noblemen and admirals would low when 'ere they came,
And HGR would wave to them when Puff roared out his name.

A dragon lives forever, but not so little boys;
Lube oil sumps and giant pumps make way for other toys.
One gray night it happened, little Mikey came no more;
For, he was standing conning watch and Officer of the Floor.

The surge tanks were empty and the boilers boiled down dry.
Puff had lost his vacuum; hotwell levels went too high.
Without his life-long friend, Puff sat down and cried;
For Puff that mighty dragon had died.

AN EXERCISE IN THERMODYNAMICS!!!!!!

A professor posed the following bonus question on a mid-term, chemistry exam at Texas A & M University:

Is Hell Exothermic or Endothermic?

(For us non-chemists, *exothermic* means “gives off heat,” and *endothermic* means “absorbs heat.”)

Most of the students wrote proofs of their beliefs using Boyle's Law or some variant. (For us non-chemists, this law states that a gas cools when it expands and heats when it is compressed.)

The answer by one student was so profound that the professor shared it with colleagues via the Internet which is why the rest of us have the pleasure of enjoying it. This student provided the following analysis:

“First, we need to know how the mass of Hell is changing with time. So, we need to know the rate at which souls are moving into Hell and the rate at which they are leaving. I think that we can safely assume that once a soul gets to Hell, it will not leave. Therefore, no souls are leaving.

“As for how many souls are entering Hell, let's look at the different religions that exist in the world today. Most of these religions state that if you do not practice their religion, you will go to Hell. Since there is more than one of these religions and since people do not belong to more than one religion, we can project that all souls go to Hell. With birth and death rates as they are, we can expect the number of souls in Hell to increase exponentially. Now, let's look at the rate of change of the volume in Hell because Boyle's Law states that in order for the temperature and pressure in Hell to stay the same, the volume of Hell must expand proportionately as souls are added.

“This gives two possibilities:

If Hell is expanding at a slower rate than the rate at which souls enter Hell, then the temperature and pressure in Hell will increase until all Hell breaks loose.

If Hell is expanding at a rate faster than the increase of souls in Hell, then the temperature and pressure will drop until Hell freezes over.

“So which is it?

“If we accept the postulate given to me by a beautiful co-ed, Anabella, during my freshman year that ‘it will be a cold day in Hell before I have sex with you’ and take into account the fact that we had sex last night, the second possibility must be true. Thus, I am sure that Hell is exothermic and has already frozen over! The corollary of this theory is that since Hell has frozen over, it follows that it is not accepting any more souls and is, therefore, extinct. This leaves only Heaven; thereby, proving the existence of a Divine Being which explains why, last night, Anabella kept shouting ‘Oh, my God!’”

THIS STUDENT RECEIVED AN A+.

I HAD NO IDEA!!!

For decades, I've been telling folks, “I wouldn't touch it with a 6-ft. pole.” I had no idea that the statement would someday become national policy!

NUCLEAR POWER TRAINING UNIT WINDSOR (Conn.)

NPTU Windsor was one of the Nuclear Power Training Units used by the Navy. Combustion Engineering designed and built this unit adjacent to its main campus in Windsor Locks, Conn. The S1C design of the prototype unit led to the S2C design installed in USS Tullibee (SSN 597). I and many other nukes trained at this prototype in 6-month stints. The facility was operational from 1959-1993.

Howard Boone sent the monochrome picture below; I found the others to supplement his—including one of my coffee mug.



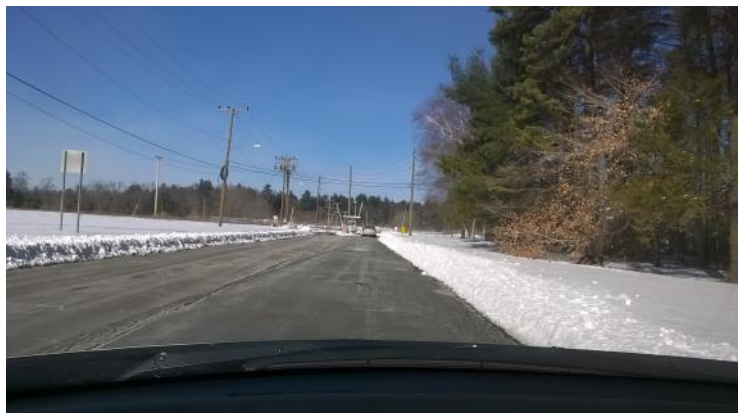
The picture above was likely taken during construction because equipment is not installed atop the tank in the middle. That equipment is seen in the aerial picture view. That tank was full of water, surrounded the Reactor Compartment, and served as an external radiation shield.

The picture below is an aerial view of the complex. The black tube near the middle of the picture is the prototype. Near the upper left corner are 3 Quonset Huts. Trainees stayed there if they needed additional time for study. The corporate headquarters of Combustion Engineering was just beyond the upper mid-portion of the picture below.



At the right is a picture of the access road (Day Hill Rd.) to the property. **Ray Higgins** [MM1(SS); Gold, O66, & Blue; 1965-1970] took the picture in Jan 2015 during his investigation into what might be happening on at the property.

A guard shack that many of us passed through is at the far end of the road, but it has since been removed. The road today is in poor condition as it is no longer used and maintained. All structures on the property were removed many years ago.



Did You Know That Ginny Pigs Can Be Trained to Come When Called?

Once upon a boomer patrol, the FTs took a pair of these live pocket pets to sea. We kept them [free range] in the "Block House" (Missile Control Center). They were potty trained and taught to come when called. Had these creatures boarded the sub while the boat was state side, it would have posed no problem.

This particular pair caught a MAC (Military Airlift Command) flight at Quonset Point R.I. and arrived in the United Kingdom (Scotland) some 10 hours later. On the plane the leading FT took them out to play and show off to one of the rent-a-stewardesses contracted for the MAC flight to Scotland. As we got off the plane, he dumped them into my peacoat pocket. Everything was going just fine until I was standing in front of a UK Customs Agent with a seabag at my side when the peacoat I was wearing suddenly whistled and squeaked as it became animated and began to jump and bounce about my body. The pocket pets had chosen the worst possible time to become overtly amorous. I looked the Customs Agent right straight in his eyes which had popped open to the size of a half-dollar coin and said, "Nothing to declare." I then turned, threw the seabag on my shoulder, and marched off as my peacoat danced wildly about my body. The agent was too shocked and stunned to say anything until after we'd gotten to the boat.

I was told that the home-bound crew received an unusually thorough and extensive checking out by UK Customs on their way home!

The moral of this story: keep pocket pets in separate pockets when traveling!

Once Upon an FBM Patrol out of Holy Loch, Scotland, UK.

I had overnight liberty and spent it in Paisley at a little pub that took in paying guests. I asked for a room, and a stunning young lady with the most beautiful bluish-green eyes I'd ever had the pleasure of looking into, showed up, smiled, handed me a book, and asked me to sign the register—which I did. Then handing me a key and with a twinkle in her eye, asked, "What time shall I knock you up!"

Like a deer in headlights, I froze! My mouth went Death Valley dry; I couldn't speak. I knew what I heard, but I also knew that I didn't hear what I thought heard. Blushing as my heart red-lined, I could hear its drum roll in my ears. I struggled to find a reality check, when a voice behind me said, "Yank! She wants to know what time you want to wake up." As I exhaled and started breathing again, I heard myself say, "6 a.m. please."

The YETI (Abominable Snowman) Is Captured!

At sea on patrol, reading was the only respite from the reality the sailors lived in. We were so hungry for the printed word that we read everything from the fine print on candy bars, gum, and toilet-roll wrappers to the Bible in all available printed versions. We read technical manuals, reports, instruction sheets, navy regulations—every book on board. The written word was our link to the world we'd left behind, and it was cherished, caressed, memorized, recited, never thrown out; it just wore out.

Once upon several life times ago, on a long black submarine that closely resembled the USS Sam Houston, there lived a group of trusted miscreants under the crafty guidance of Sparks, a Chief Radioman who ran the ship's newspaper, "Raven On." Legend has it that the pioneer Sam Houston kept a raven for a mascot/pet; hence, the name for the ship's newspaper. (Please don't confuse this black bird with Sam Spade's Maltese Falcon.) It was a weekly (very weakly), publication that consisted of world news and sports snatched from the Radio Shack, ship's gossip, locally created cartoons, trivia plagiarized from an encyclopedia (Britannica as I recall), a crossword puzzle, jokes, and mind teasers—all of which had no social-redeeming or political value outside the ship's hull. The only reason the "Raven-On" existed was to serve a captive audience seeking the printed word.

Into this cloistered culture starving for the written word came Sparks and his band of literary thugs with a little over 12 to 14 weeks of spare time on their hands while they waited and prayed for world peace to break out. Being highly respected crew members, they were assigned responsibility for a thankless job no one would volunteer for—publication of the "Raven On."

All radio traffic, incoming and outgoing, was read by the Commanding Officer and only that which he approves goes in or out. World news and sports were recorded (printed) via a teletype unit that monitored the Armed Forces Network

SEA STORIES SUBMITTED BY TOM MURRAY [FTB2(SS), GOLD, 1965-1966], (cont.)

whenever we could get the signal. Great rolls of yellow paper set in the teletype machine would spit out gibberish or English whenever we got anything that looked like a good signal.

Starting into the 3rd week of patrol, a "Raven On" headline declared, "YETTI CAPTURED IN TIBET BY RUSSIAN SCIENCE TEAM IN THE HIGH HIMALAYAS." The height, weight, and other vital statistics described a giant creature that was obviously grandfather to the Cardiff Giant, and everyone realized it was a hoax. The next week's publication had a short paragraph with a correction to the previously published statistics. The errors in reporting, according to an AP Correspondent was caused by an over-zealous Kremlin press corps. More modest and believable statistics and a description that faintly resembled an albino silverback male gorilla were quoted.

To keep a rightfully skeptical crew off balance, Sparks when alone, would unroll the yellow teletype paper, type in the news story he wanted to print, then re-rolled the paper; thus, averting suspicion of the hoax. This way the news always came to the CO first, and it looked like normal news input, broken up, repeated, and most important of all, it came in on everyone's watch! Nothing pointed to the "Raven On" staff. The CO, being an honorable man, didn't leak any of the news but waited for it to be published in the ship's newspaper before he would discuss it.

By the 5th week, the news reported that the UN had met in special session and accepted the USSR's offer for a UN world science team to provide a joint study. The remainder of the story was about the squabbling and posturing of the worlds' scientists—from a national-interest perspective. There followed several weeks of good reporting on the UN debates and arguments over funding and who's in charge, all carefully reported, as best as one can to a can of people under the sea.

Two weeks before the end of patrol, the "Raven On" reported *Life Magazine* was publishing a special photographic issue devoted to the Yeti, much to the dismay and complaints of *National Geographic*, *Look*, and a host of world-wide news magazines. It was rumored that *Life Magazine* had spent millions for the exclusive information to be published the day before we would return to Holy Loch. This primed the crew for a takeover of the first available newsstand they could find, but they had to wait two more weeks for the patrol to end. The "Raven On's" headline during the last weeks of patrol was YETI ESCAPES! There was paragraph of news on the Yeti escaping and carrying off two Russians: a lab technician and a scientist—both women—and disappearing. (What else would you expect from a sailor who just spent over 90+ days at sea?)

The boat surfaced in the Irish Sea, then headed east up the Firth of Clyde made a left turn into Holy Loch and moored alongside USS Hunley. The Commodore came aboard to greet the CO, welcomed him back, and as requested via special radio message sent by the CO, hand-deliver copies of the latest issue of *Life Magazine*. There followed a lot of excited talk in the wardroom and raised voices. The Commodore expressed an opinion that the CO had spent too much time at sea and obviously needed a desk job! The CO countered with his copies of the "Raven On," including his copies of the yellow paper. As the Commodore sat reading he began to grin, then giggled, and finally was roaring with laughter. The CO realized that he and the crew had been had! Once the CO's initial reaction to keel haul, flog, and draw-and-quarter someone passed, he began to laugh also. Several day's later when Sparks and his band of literary thugs saw it was safe, they came out of hiding. And, that ain't no sh??!

Others will remember this story from a somewhat different perspective. They are entitled to and should be encouraged to tell it their way. Somewhere in the middle of the various sea stories is the truth; but few will recognize it.

MEMORIAL PLAQUE INSTALLED AT THE US NAVY MEMORIAL



The plaque at the left is a replica of the Commemorative Plaque that the SHVA had installed on the Commemorative Plaque Wall at the US Navy Memorial in Wash., D.C. in 2013. The dimensions of the unmounted metal plaque are 7 in. by 3 3/4 in. You can purchase a mounted plaque from the memorial. I think that the cost was/is about \$150. (I've forgotten as 7 years have passed.)

If you wish to purchase a plaque, I'll contact the memorial and get the details.

Howard Dobson

RESULTS OF THE REUNION-PLANNING QUESTIONNAIRE

In an effort to identify changes needed during the reunion-planning stages that might help boost attendance at our reunions, I sent a Reunion-Planning Questionnaire to members near the end of 2019. The results of that survey indicate that one change is immediately required: host cities no longer need to have service by Southwest Airlines. Early on when Southwest expanded to provide national service, it was a discount airline. Apparently, Southwest "eased up" its fares over time such that its fares became comparable to its competitors. But while I was developing the questionnaire, **Brad Lawrence** informed me that Southwest should not be considered to be a discount airline. He said that he often gets cheaper fares with other major airlines. The results of the questionnaire showed that our members preferred airlines other than Southwest! Thus effective immediately, I will no longer consider only host cities where Southwest Airlines provides service. Many more cities have become eligible to host our reunions.

Some other results of the questionnaire will require discussion among our board members to determine what changes, if any, need to be considered or implemented. Examples include whether we should consider cruise ship reunions and should we concentrate on particular portions of the country for our reunions. Resolving these other matters is not of immediate concern because planning for a reunion begins about 2 years in advance of that reunion. Some concerns might involve posing more refined questions to our members in a subsequent questionnaire.

AN ODD CONCURRENCE

Back in mid-summer 2017, a shipmate informed me that **Ed Covey** (LT, Gold, 1960-1964, Plank Owner) had departed for Eternal Patrol. I think that the shipmate had provided a phone number, but if not, I somehow was able to obtain it. Ed had no contact information on the roster, and I wanted to send his wife or a relative a Remembrance Certificate.

I eventually spoke with his wife and requested an address to send the certificate. I was surprised when she gave me the following street address:

53 Ooga Ooga Lane

SEEKING INFO ON JOHN C. CALHOUN (MMCS; M DIVISION)

Dan Hass, the great nephew of **John C Calhoun** [MMCS(SS), Gold, 1963-1966] and [MMCS(SS), Blue, 1970-1972] seeks information about John. This is not the first mention of Dan's quest; it appeared in an earlier edition of "The Raven." A shipmate (forgot his name) responded to Dan that he had submitted a cartoon to me a while back that involved John, and that the sender saw the cartoon in our newsletter. I checked every edition of our newsletters and found no such cartoon. The sender said that he sent the original to me, but I can't find that document either.

At this point, I'm requesting that anyone with any information about John—including cartoons and jokes—contact me. I will coordinate between you and Dan for exchange of the information. I want to ensure that our Historian receives any significant information about John.

FINAL HUMOR

An older gentleman walked into a jewelry store one Friday evening with a beautiful young girl at his side. He told the jeweler that he was looking for a special ring for his girlfriend. The jeweler brought out a \$5,000 ring. The old man said, "I don't think you understand, my good man. I want something very special for this gorgeous creature." She beamed.

With that, the jeweler went to his special stock and brought another ring over. "Here's my best, sit. A stunning diamond and ruby ring at only \$140,000," the jeweler said. The young lady's eyes widened and her whole body trembled with excitement. The old man saw her reaction.

"We'll take it!" The young lady hugged him energetically and gave him a kiss that sucked the air out of the jewelry store. The jeweler asked how payment would be made and the old man stated, "by check." "I know that you need to make sure my check is good; so, I'll write it now and you can call the bank Monday to verify the funds. I'll pick the ring up Monday afternoon," he said.

On Monday morning, a very angry jeweler phoned the old man. "There's no money in that account!" "I know," said the old man with labored breathing, "but can you imagine the weekend I had!"

UNFOUND SHIPMATES ON OUR ROSTER

When you have time on your hands and are looking for something to do, please review the names in the “Vet-Sought” section of our roster. It contains about 1200 names of shipmates with information that is either incomplete or shipmates who have not responded to my attempts to contact them. If you can contact any of these shipmates, please do so and ask them to contact me for joining the SHVA. If you have any information that might be different than that on the roster, please give me that information.

I have access to some limited information available from public records that might provide an address for sought individuals. If I have the correct spelling of a person's name, even only a state of residence can help eliminate some individuals that might appear on lists for a particular name.

If anyone wants to volunteer to help track down some of these shipmates, I'll gladly accept the help.

In a related matter, some shipmates listed in the Vet Sought section might be on Eternal Patrol. If you are aware of such cases, please let me know. If you suspect that a shipmate might be on Eternal Patrol, also let me know. I might be able to verify the suspicion.

If you have any information about someone who is not on our roster, please give me whatever information you have—even if you might be uncertain about some of the information. Sometimes, I might be able to get correct information.

CLOSING

I hope that this newsletter met your expectations. It has much more content than any previous issues because it contains almost 2 years of information submitted by our members. Please continue to submit information. If you do not have Internet access, want to share your recollections, and do not want to write it, please call me; I'll put you on a speaker-phone and record the conversation. Afterward, I'll convert that conversation into a newsletter article.

Our newsletters serve as quasi-historic records whose value might be dubious!

Our 2020 reunion is a go with activities as planned. Hopefully by the beginning of August 2020, restrictions implemented will have been lifted or greatly relaxed and you might feel comfortable and safe with all aspects related to attending the 2020 reunion. If the crisis remains as was in April 2020 or another one rears its ugly head, the 2020 reunion will likely be put off till 2021; other than this, we're on for 2020.

If you need a copy of the Reunion-Information Packet 2020, download one from our website [www.USSamHouston.org](http://www.USSSamHouston.org). The packet is also located on the Facebook page located at <https://www.facebook.com/groups/ussamhouston1/?ref=share> and under the Announcements Tab on that Facebook page. If you do not have Internet access, call me to request a hard copy.

