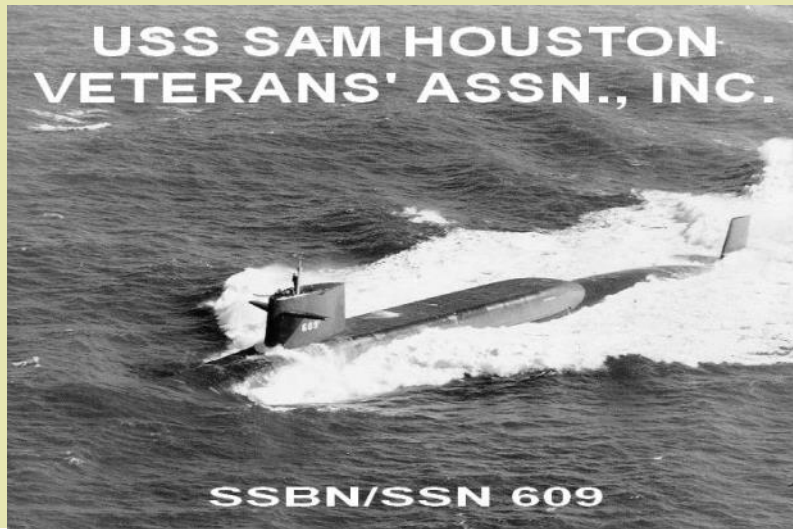


USS SAM HOUSTON VETERANS' ASSN., INC.



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The Raven

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FROM THE CHAIRMAN

Shipmates & Associate Members:

I hope that circumstances related to the 2020 COVID Crisis have had minimal adverse effects on you and your families. As I begin drafting this newsletter on 14 Dec 2020, the first vaccine (Pfizer) has begun arriving a key cities in the U.S. with vaccines of other manufacturers to follow. Hopefully, this is the beginning of the end of the crisis.

Amidst earlier confusion related to rescheduling the 2020 reunion for 2021, I might have released incorrect dates for the 2021 reunion. The 2021 will be held from 23—25 Sep 2020 in Omaha, Neb. **Bill Kiederling** [EM2(SS), Gold, 1969—1972] had arranged our tours and schedule, but some changes are in progress for the rescheduled reunion because other groups had also rescheduled their events. It became a "first come, first serve" situation, and we could not retain the same sequence of events as arranged for our 2020 reunion. The 2021 Reunion-Information Packet (RIP) will detail our final arrangements. I intend to issue the 2021 RIP by mid-March 2021. Hopefully, the 2021 reunion will be held, but postponing it is not off the table. The following article addresses a possible second postponement.

Best wishes to all during the upcoming holiday season,

Howard Dobson [ETR2(SS), Gold, 1969-1972]
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2021 REUNION: POSTPONE THIS ONE, TOO? MAYBE!

Our 2021 reunion is not exempt from cancellation! Any cancellation would occur by 01 Jun 2021 to be favorable with the hotel contract even though a later notification would likely not be problematic. Cancelling and rescheduling the 2021 reunion into 2022 should occur also at an advance time such that most potential registrants would not yet have purchased tickets for public transportation.

The reasoning behind the decision to reschedule the 2021 reunion is that an enjoyable reunion will primarily depend upon the following factors: 1) the attendees' ability to socialize closely, 2) our tour group not being broken into smaller groups that would not normally occur at a venue(s), and 3) an unexpected need to rent an additional coach(es) for our tours. In essence, reunion-related conditions must be as they were before the COVID Crisis hit and with a high probability that any related COVID restrictions will not be reimposed during the reunion. Conducting tours with smaller groups than usual at venues will interfere with the subsequent tour schedule, and I will not have included the cost of an additional coach. The cost of an additional coach for social distancing does not fit well with my policy of providing the best value for the money.

Then there's the situation with our Hospitality Space and our banquet, not to mention visits to local businesses and restaurants. You get the message. Simply put, we need to be able to socialize closely and breathe freely with a high confidence that none of us would contract the coronavirus and any of us would be spreading it.

Although COVID vaccines are being administered, the bulk of the general population will not have received the vaccine until late spring. COVID restrictions can be expected to exist in some degree until then. I've arbitrarily chosen 01 June 2021 to be my reunion-decision date based upon this prediction. Conditions could occur after that date which might result in reinstating prior COVID restrictions to some degree as has occurred in 2020 in many states because some people did not abide by restrictions in place. Also, some other disease or a mutated coronavirus can crop up that would result in conditions returning to square one.

The administration of vaccines will not provide immediate relief from the COVID restrictions. My guess is that those restrictions will remain in some degree into the summer of 2021; hence, the 01 Jun 2021 decision date. It's impossible to predict what the situation might be when our reunion has been scheduled because of some variables. One variable involves those who will choose not to receive the vaccination. In the 2021 RIP, I will require that only those who have received the COVID vaccine register for the 2021 reunion. It's possible that the COVID vaccine might not be available to the general population by then. If so, I will postpone the reunion by 01 Jun 2021.

Thus, I will be advising our members to wait until 01 June 2021 before they purchase tickets for public transportation related to attending the 2021 reunion. Most members will purchase nonrefundable-fare tickets. Should the reunion be cancelled after they would have purchased their tickets, they would likely have to travel somewhere unnecessarily within a year or forfeit the cost of their tickets. Having chosen the 01 June 2021 decision deadline, I will be providing our members adequate time to purchase tickets while providing a high assurance that COVID restrictions will not exist in the country during the time of our reunion.

I'll do my best to arrange a 2021 reunion that will be enjoyable, memorable, and safe. If this means that the 2021 must be cancelled, so be it.

Howard Dobson

A MOST UNIQUE FACE MASK

Bob Launius [HM2(SS), Blue, 1976—1977] decided to advertise where he served his country without speaking a word! Looks great, Bob.



“THE SUBMARINER”

While searching through papers, I noticed one with the above title. I've retyped the document here because the original font was not readily comprehended. The author is unknown but probably one who served aboard USS Jack (SSN 605) as implied by the graphic of a playing card—a Jack—at the bottom of the document. I do not know sent me the document, but I'd like to give credit in the next newsletter to that sender.

Only a submariner realizes to what great extent an entire ship depends on him as an individual. To a landsman this is not understandable, and sometimes it is even difficult for us to comprehend; but it is so!

A submarine at sea is a different world in herself, and in consideration of the protracted and distant operations of submarines, the Navy must place responsibility and trust in the hands of those who take such ships to sea.

In each submarine there are men who, in the hour of emergency or peril at sea, can turn to each other. These men are ultimately responsible to themselves and each to the other for all aspects of operation of their submarine. They are the crew; they are the ship.

This is perhaps the most difficult and demanding assignment in the Navy. There is not an instance during his tour as a submariner that he can escape the grasp of responsibility. His privileges in view of his obligations are almost ludicrously small; nevertheless, it is the spur which has given the Navy its greatest mariners—the men of the Submarine Service.

It is a duty which most richly deserves the proud and time-honored title of “Submariner.”



THE ANSWER WE'VE SOUGHT IS FINALLY KNOWN (pseudo humor)

A Soldier, a Sailor, an Airman, and a Marine got into an argument about which branch of the service was the best. The arguing became so heated that the four servicemen failed to see an oncoming truck as they crossed the street. They were hit by the truck and killed instantly.

Soon, the four servicemen found themselves at the Pearly Gates of Heaven. There, they met Saint Peter and decided that only he could be the ultimate source of truth and honesty. So, the four servicemen asked him, "Saint Peter, which branch of the United States Armed Forces is the best?"

Saint Peter replied, "I can't answer that. However, I will ask God what He thinks the next time I see Him. Meanwhile, thank you for your service on Earth and welcome to Heaven." Sometime later, the four servicemen see Saint Peter and remind him of the question they had posed when first entering Heaven and asked if he was able to ask God for the answer to their question.

Suddenly, a sparkling white dove lands on Saint Peter's shoulder. In the dove's beak is a note glistening with gold dust. Saint Peter opens the note, trumpets blare, gold dust drifts into the air, harps play crescendos, and Saint Peter begins to read the note aloud to the four servicemen:

MEMORANDUM FROM THE DESK OF THE ALMIGHTY

TO: All Former Soldiers, Sailors, Airmen, and Marines

SUBJECT: Which Military Service Is the Best

1. All branches of the United States Armed Forces are honorable and noble.
2. Each serves America well and with distinction.
3. Serving in the United States military represents a great honor warranting special respect, tribute, and dedication from your fellow man.
4. Always be proud of that.

Warm Regards,
God, USN (ret.)

AVOID SENDING ORIGINAL HISTORICAL DOCUMENTS TO ME WHEN POSSIBLE

About 2 years ago, an Associate Member had requested contact information of veteran members who had served aboard **USS Sam Houston** with his uncle who is on Eternal Patrol. I provided a list. The member contacted some on the list and notified me that a veteran member had sent me some information that contained a cartoon about his uncle. I contacted the member who had allegedly sent me the information, and he verified that he did. After searching through all of my Sam Houston items, I didn't find it.

A year later, the situation resurfaced, and I performed another search: nothing found; and again three months later. Another search turned up some papers that I had not found in prior searches, but this one, too, did not turn up the missing document. I have given up at this point.

The problem is that the USPS probably did not deliver the mail piece. That item might have been sent after I had moved and could have been delivered to the old address that remained unoccupied for some time. It's also possible that the mail piece was addressed correctly but delivered elsewhere. This latter situation has been occurring occasionally. I continue to receive mail pieces addressed elsewhere—some items not addressed to me and not even in the same neighborhood!

To preclude future losses, I recommend that you send me high-resolution files of documents—especially those of a historic nature. If this is not feasible, use UPS or FedEx; these are more reliable carriers. If what you want to send is not paper, ship it in a box or large envelope even if the item is small. The USPS seems not to lose the larger mail pieces but still might misdeliver the item.

Howard Dobson

E-MAIL & POSTAL ADDRESSES OF MEMBERS

For some members, I have what appears to be e-mail addresses where they are employed. I prefer to have personal e-mail addresses if you have one. If you don't have a personal e-mail address but your spouse/partner does, I would rather use his/hers. I prefer personal e-mail addresses because members will likely forget to provide other e-mail addresses upon their retirements. When this happens, I have to try to contact them by other means. This becomes problematic and time-consuming if you relocate at the same time. In some cases, I don't have a phone number for you, or I sometimes learn that the phone number is no longer in service. I then resort to sending a postcard and hope for the best. What often occurs with this situation is that my postcard is returned as "UTF": Unable to Forward.

A similar situation occurs when a member moves from his/her home or apartment into a nursing home or similar facility and forgets to inform me. The member might have Internet access and a new e-mail address. The member will probably forget about the prior personal e-mail address that he/she had been using. It then becomes impossible for me to track someone down who resides in one of those facilities. Even if a person had filed an address change with the USPS, I almost always will have had no reason to send the person any postal mail. I would not have received any undeliverable notices for e-mails sent to the person for more than a year. Because e-mail accounts are free nowadays, accounts remain active for years even if it is not accessed; the account cannot be cancelled for lack of payment! Sometimes, I receive a notice from an e-mail server which indicates that a mailbox is over quota. I often resort to postal mail to attempt to contact the member. By then, any forwarding address that the member had provided the USPS will have long ago expired, and the USPS will not forward my postal mail to you and will not provide the forwarding address which was provided. I then place the member into a "Lost" category on our roster. I will not be able to find the member unless another member happens to know his/her whereabouts and then informs me about the change of address.

If a member departs for Eternal Patrol, I need to be aware of that situation. Please place a note with your important papers which indicates that someone should contact the **USS Sam Houston Veterans' Assn.** after you leave for Eternal Patrol. Our members are efficient in informing me of such departures of those with whom they had been in contact, and I thank you. Don't think that someone else will contact me. I'd rather receive 40 notifications of an Eternal Patrol departure rather than none.

Meanwhile, take care of yourself and each other especially during this COVID Crisis.

Howard Dobson

CLARIFICATIONS AND IDENTIFICATIONS RELATED TO AN ARTICLE IN THE PREVIOUS NEWSLETTER

Howard Boone [EM2(SS), Gold & O72, 1971—1974] submitted the following pictures that he found on Facebook that I included in the 2020 newsletter 1st edition. I had posed questions concerning the pictures.



QUESTION: *What is the object that the sailor is reclined upon?*

I received a couple of e-mails related to this picture. A Machinist Mate thought that it might be associated with the diesel exhaust. A Radioman was certain that it was part of a radio antenna because he had worked on that unit. I sent the e-mail from the Radioman to the Machinist Mate, and he conceded.



QUESTION: *Who are the CO and the shipmate receiving something?*

Randy Despain [MM2(SS), Blue, 1977—1980] identified the CO as CDR David Klinger (Blue, 1977—1979). He is unaware of the identity of the submariner with him.

SHAFT INTERVIEW

(Shaft Volume XXXVII, Edition 4)

Good evening, folks. Tonight, we are pleased to have as our guest the famous—rather the “infamous”—Wayne D. Romberg, the Sonar Officer on Big Sam.

Shaft: Good evening, sir.

Romberg: Hi, Shaft!

Shaft: You have certainly become a celebrity lately, sir. What brought all this about?

Romberg: Oh, it's nothing new. I have been screwing things up ever since I came aboard, and they are just now beginning to group all the things I have done together and get some estimate of my true potential.

Shaft: What did you do to win the coveted “I Do It Right the Frist Time Award” this week, sir?

Romberg: Nothing right in the last 4 weeks!

Shaft: That's remarkable, sir! Is this a new pattern in your behavior?

Romberg: Oh, heavens not! I have been screwing up ever since I came aboard.

Shaft: How is it that we never heard about it before, sir?

Romberg: Well, I was aft until this patrol as you know; therefore, many of my exploits never reached the ears of the forward guys.

Shaft: Would you care to tell us about some of them?

Romberg: Sure; be glad to. Let me see now—oh, yes! It all began back with Patrol 29. That was a great patrol! I volunteered for that one. My wife still doesn't know I didn't have to make it. Yes, I was a real “ball of fire” back then.

Shaft: Did you make any mistakes starting out?

Romberg: Oh, heavens, yes! I never did anything right.

Shaft: What did the Engineer have to say about that?

Romberg: Oh, he never knew most of it. The rag hats thought that I was a good guy, and they used to cover up for me.

Shaft: That certainly was fortunate for you, sir.

Romberg: Yes it was, and it only lasted for that patrol, though. After that, I knew my way around and have been getting even with those damn enlisted men ever since.

Shaft: That seems strange, sir. Why?

Romberg: Are you kidding? As screwed up as I was, they would have thrown me out of the Navy, and I wouldn't be here wearing this stupid award now.

Shaft: You have a point, sir. How did you finally end up forward as Sonar Officer?

Romberg: The Engineer shit canned me!

Shaft: Really?????

Romberg: Yup! Last patrol with me as MPA was the final straw. The poor man just couldn't take any more. Hell, look at Buckley; he wasn't always like that. Yes, I sure left my mark in Big Sam's history.

Shaft: But, how did you end up with Sonar?

Romberg: All the Forward Divisions held a competition, and Sonar lost and got me.

Shaft: How do you like it?

Romberg: Oh, about the same. I still get into just as much trouble as before, but the Engineer doesn't keep me awake all night now.

Shaft: What are your plans for the future, sir?

Romberg: Stay in the Navy, of course. With a past like mine, what choice do I have?

Shaft: Well, good night, sir. It sure has been interesting.

Romberg: So long, Shaft.

FAITHFUL REUNION ATTENDEE RECENTLY ON ETERNAL PATROL

A few months back, I learned that **Ross J. Thomas** [STSC(SS), Gold, 1967 –1970 & STSCS(SS), Blue, 1976—1979] left for Eternal Patrol on 20 Jan 2020. He was the COB during his second stint aboard.

Ross had faithfully attended our reunions except our first in 2010 and the 2018 reunion. He had registered for the 2018 reunion, but did not show. I had intended to contact him after the 2018 reunion but forgot.



Tim Moloney [RM2(SS), Gold, 1968—1971] has the following fond memory of Ross:

“A Chief Thomas Story,” or “How I ended up on the Houston.”

So I'm an RMSN, and I've got this dream job. When I showed up at SUBGRU2 for assignment to my first sub, they were going to put me in the holding pool. But they needed an E3 with a Top Secret Clearance to clean a building on the Lower Base [at Groton] where they trained Sonarmen about the Soviet-sub, sound signatures. So, they sent me down there and told me they would call me when a sub needed an RM.

I go there, and it is this little building run by a couple of Chief Sonarmen. They show me the cleaning gear and tell me, “just keep the place clean.” There's not going to be any more classes that week; so, I strip and wax the floors and give the place a good cleaning. After that, I show up in the mornings, put on the coffee, and after the classes are done, I dump the trash and buff the floors. No duty ,no nuthin'; just do this every day.

I'm dating a girl from New Jersey, and we meet up on weekends down at Greenwich Village in New York. After a couple of weeks, the head Chief tells me, “we love having you here, and you are doing a great job. Why don't you leave at noon on Fridays and be back by noon on Mondays; we will cover for you.” I am in Hog Heaven! This goes on for weeks. I don't give a shit if CSG2 ever finds a boat for me!

And then one day, Chief Thomas and the Houston sonar crew show up for training. The crews are usually there for a couple days, and I usually shoot the breeze with them on their breaks. Chief Thomas asks me, “what are you doing here?” “Hmmm,” he says. Next day, CSG2 calls. They tell me they forgot all about me, but Chief Thomas came by and said they should send me to the Houston. So, the game is up, and I was off on my big adventure. It was the right move; he knew it was time this young man got on with his life, and I am grateful to him for doing it.

Fair winds and following seas shipmate,

Tim Moloney

ETERNAL PATROL LIST SINCE THE 2018 REUNION

The following list contains those about whom we learned of having departed for Eternal Patrol since our 2018 reunion. The list has grown rather significantly in the past few months primarily for the following two reasons: 1) investigations that **Ray Higgins** [MM1(SS); Gold, Overhaul '66, Blue; 1965—1970] has been performing, and 2) additions that I've added based on information obtained from the USSVI.

LastName	FirstName	Rate	Crew(s)	OnShip	OffShip	Passed
Arthur	Glen N	LT	B	1961	1963	8/26/2017
Baker	Frederick C	EMC	B	1966	1969	2/26/1973
Baroman-Coggins	Michael K	MS2	SSN	1986	1988	3/3/2017
Barunas Jr	George A	LCDR	G	1964	1968	1/9/2018
Beaton	George E	LT	unknown	1978	1979	8/27/2017
Bitz	Ronnie G	MM	SSN	1981	1985	2/2019
Boley	Patrick K	FTB	B	1976	1979	7/30/2000
Brakefield	Roger D	RM2	B	1976	1979	12/11/2019
Brown	Michael B	CS2	G	1964	1966	2/20/2020
Bryan Jr	Joseph	MT3	B	1963	1964	9/7/2018
Bundy	William F	LTJG	G	1976	1978	12/15/2019
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
Chiasson Jr	George T		unknown	unknown		10/18/2017
Clark	Leroy	EN1	G	unknown		1/24/2003
Clark	Gary B	IC2	G	1969	1972	5/6/2019
Cohen	Jackie L	QMC	B	1964	1968	12/20/2011
Collins	Wendell R	ETN2	B	1960		9/16/2000
Connor	David W	YN3	O66	1966	1967	4/11/2020
Conrey	Thomas R	LT	B	1964	1966	3/2/2019
Criscoe	Scott L	MM1	B	1975		5/28/1998
deBeaumont	Kenneth	CS1	G	1967	1972	11/23/2013
Derouin	James "Bill"	ET1	G	1960	1964	7/12/2019
Dockstader	Rodney E	QM2	SSN	1987	1990	11/22/2019
Duncan	Charles W	YNC	G	1961		4/28/1972
Dyer	George A	EN1	B	1961	1966	1/18/2013
Ennis	Delbert H	EN1	G	1960	1963	12/6/2020
Findley	Richard A	FTB3	O72	1972		2/13/2010
Flaherty	James A	RMC	B	1965		12/1/2007
Flynn	Terrance H	MM2	B	1960	1965	6/3/2016
Fulton	James R	ENC	Aux	1964	1965	3/31/2018
Garrison	Billy W	EMC	G	1960	1964	10/11/2018
Graham	Frank W	CDR	G	1960	1962	9/14/2015
Gynn MD	Thomas N	LCDR	unknown	unknown		12/29/2016
Harden	Herbert "Jack" P	RM2	B	1963	1966	2/19/2019
Harmon	John M	MMC	B	1975		4/17/2005
Hollis	Henry M	TMC	G	1964	1969	4/22/2017
Holt	James A	IC1	B	1971	1971	8/25/2006
James	Ralph M	ET	G,O66,B	1966		12/15/2010
Johnson	David A	MMCS	SSN	1981	1982	2/3/2017
Johnson	Rodney T	ETN2	G	1964	1965	2/15/2018
Johnson	Tommie H	EN2	G	1961	1964	2/18/2019
Kane Jr	David J	ENFN	G	1960		6/8/2009
Kemp	William M	IC2	unknown	1978	1980	6/1/2018
Kerr III	Charles W	TM3	unknown	1962	1963	7/1/1999
Kiger	Charles	LT	B	1966		7/30/2018
King	Raymond L	FTCM	unknown	unknown		4/15/2019
Kingsley	Donald D	CSC	B	1970	1971	4/23/2016
Koeppen	David E	ETCS	G,O72	1971	1974	9/8/2019
Kosegarten	Gary A	TM1	B	1967	1969	10/21/2020
Lehman	Leonard F	EMC	B	1964		10/4/2014
Leonard Jr	John D	CDR	G	1965	1968	7/10/2019
Lindsey	Ray E	ET1	G	1963	1967	6/12/1998
Maag	Richard "Dave"	HMSN	SSN	1988	1991	1/28/2020
McDaniel Jr	Bobby A	MM2	B	1975	1977	1/2/2016
McLean III	Robert D	ICFN	B	1965		10/9/2018
Miller Jr	Robert J	ETC	G	1975	1978	6/2/2015
Moore	Stephen	LT(SC)	B	1970	1970	9/11/2016

ETERNAL PATROL LIST SINCE THE 2018 REUNION (cont.)

LastName	FirstName	Rate	Crew(s)	OnShip	OffShip	Passed
Moriarty	Richard T	MM1	B	1965	1966	4/9/2018
Nelson	Evert C	ETCS	unknown	1980	1981	9/6/2016
O'Neal	Francis X	GS2	B	1960		11/5/2005
Parker	Velton	SD1	unknown	unknown		8/12/2020
Poe	L E	EMCM	B	1960	1961	5/16/2019
Reynolds Sr	Robert G	EN2	B	1960		3/14/2018
Rhodes	Wilmer C	FTGC	unknown	1964	1966	3/5/2020
Rourke	Robert C	SN	B	1960		10/8/2000
Scales Sr	Carl E	SK1	G	unknown		10/1/2019
Skudin	Michael	RM3	B	1965	1966	9/28/2019
Smith	James L	MT	G	1974		4/12/2019
Stackleather	Steve L	RMCS	SSN	1984	1988	12/5/2018
Sullivan	Roy L	HMC	G	1967	1971	6/22/2020
Tash	Ronald W	QM2	B	1963	1964	4/29/2015
Teamer	Franklin H	HM1	G	1962	1965	6/5/2008
Thomas	Peter W	LCDR	G	1967	1970	9/28/2017
Thomas	Ross J	STSC	G	1967	1970	1/20/2020
Thomas	Ross J	STSCS	B	1976	1979	1/20/2020
Walker	James A	YNC	B	1963		2/18/2002
Ward	Maynard L	RM2	G	1961		7/20/1997
Warren	William E	ET1	unknown	unknown		4/11/2019
Weinstein	William	EN1	B	1961		7/22/1966
White	James L	MMC	B	1967	1968	11/15/1997
Wilde	James E	CWO3	O72	1972	1975	12/24/2016
Woolcott	William H	MM1	B	1967	1968	8/6/2020
Yates	Joseph P	GS2	B	1960		6/8/2019
Zimmerman	Ronald G	ETN2	B	1968	1969	5/21/2019

This is not the complete list of our shipmates reported to be on Eternal Patrol. It contains only those whom we learned about since the 2018 reunion.

PICTURE OF TERRY FLYNN

In response to my request in an article in the previous newsletter in which I requested that our members review the roster to determine if they know anything about those listed as "Vet-Sought," **Charlie Klein** [EN1(SS), Blue, 1961—1965] informed me that **Terry Flynn** [MM2(SS), Blue, 1960—1965] left for Eternal Patrol on 03 Jun 2016. Charlie included the picture below.



USS SAM HOUSTON AND PORT OF CALL AT CHINHAЕ, SOUTH KOREA

For some reason, I had believed that **USS Sam Houston** had made the only port of call by an FBM while on patrol at Izmir, Turkey. **Bob Launius** informed me that the boat also made a port of call at Chinhae, South Korea from 20-23 Dec 1976. Perhaps I had misinterpreted "first port of call" with "only port of call."

Bob stated:

*We were told it was the first ever mid-patrol break for a boat of Squadron 11 (from Pearl).
I was on the Con as a Lookout with the Capt. as we entered the harbor at Chinhae.
We had a Soviet Trawler anchored close by.
Our Captain had us blast any music topside that we wanted on a boom box.
I stood Topside Watch from 0200-0400; it was 35 degrees out, and we had one-piece, Arctic Suits.
We played Peter Frampton's "Comes Alive" at full volume!
The 0230 Peter Frampton concert was awesome!
No one on shore could hear the music, but those aboard ships anchored in the harbor—YES!
Our Captain was awesome! He contacted shore to make sure we did not bother the locals!
Our reliefs played country music.*

*My group of knuckle heads took a bus to Pusan! We arrived back the next day in poor shape!
Way fun but very cold but an awesome time!*

*Every time I hear the Frampton song, I flash back to standing that Topside Watch!
Was so lucky to have experienced joining the Navy at 17.
It was really fun, and when you're 18, you don't really need sleep.*

Bob also sent the following pictures taken while the boat was anchored in the harbor:



Bob Launius is wearing the blue cap.



The Russian "trawler" is in the background.

ANOTHER SHIPMATE RECALLS THE PORT OF CALL AT CHINHAE

Allen Hale [ETCS(SS), Gold, 1976—1977] informed me that the Gold Crew of **USS Sam Houston** made a port of call at Chinhae, Korea in 1977 in the midst of a patrol. Allen said that the reason for that visit was explained to the crew merely as “liberty.”

MORE DETAILS CONCERNING THE IZMIR, TURKEY PORT OF CALL

Ed Valentine [TM1(SS), Blue, 1963—1966] recalls the following circumstances during the boat’s visit at Izmir, Turkey in April 1963:

The Izmir port of call occurred on my first patrol aboard Sam Houston (Blue Crew) as a TM3. You brought back a lot of memories, like wearing Dress Blues for a few hours of liberty in Izmir. It was very warm there. The locals avoided us (like the plague!) as we walked down the streets because of our beards and fair skin.

Two patrol boats constantly circled Sam Houston while anchored in the harbor. Also, there was a flat barge that tied up for a short while that had movie cameras, photographers, and many reporters. All this was occurring while we set Readiness Condition 2SQ Bravo! The first, to my knowledge, and the only time that a Readiness Condition was ever set.

I asked Ed what was involved with Readiness Condition 2SQ as I had not heard of it. He replied:

At that time, 2SQ Bravo was a Readiness Condition where we could fire our first missile within 15 minutes after receiving a verified Launch Order from higher authority. The "Bravo" was added so that we could still fire missiles, while in port, at our targets. At that time, if memory serves me correctly:

- 1SQ = Launch sequence and launching missiles.*
- 2SQ = On Patrol, ready to launch within 15 minutes.*
- 3SQ = In transit to or from patrol area.*
- 4SQ = In port, and not ready to launch missiles.*

Ed. Note: We’ll probably never know what prompted the 2SQ Bravo, but I (and the world’s population) are glad that missiles were not fired.

OUR MEMORIAL BENCH AT PATRIOTS POINT IS CLEAN

Don Pybas [TM2(SS), Overhaul ‘72 and Blue, 1972—1975] informed me that his daughter and son-in-law had visited the Cold War Submarine Memorial at Patriots Point recently and informed him that our bench was clean. They included the following picture:



The photo provides evidence that the result of my effort a couple of years back to initiate a program to maintain cleanliness of all benches at the memorial was effective. The outcome was that members of the Charleston Base of the USSVI would maintain the benches. **Bravo Zulu to the Charleston Base!**

AN OLD MAN AND A BUCKET OF SHRIMP (true story)

It happened every Friday evening, almost without fail, when the sun resembled a giant orange and was starting to dip into the blue ocean. Old Ed came strolling along the beach to his favorite pier. Clutched in his bony hand was a bucket of shrimp. Ed walks out to the end of the pier, where it seems he almost has the world to himself. The glow of the sun is a golden bronze now.

Everybody's gone, except for a few joggers on the beach. Standing out on the end of the pier, Ed is alone with his thoughts and his bucket of shrimp. Before long, he is no longer alone. Up in the sky a thousand white dots come screeching and squawking, winging their way toward that lanky frame standing at the end of the pier. Before long, dozens of seagulls have enveloped him, their wings fluttering and flapping wildly.

Ed stands there tossing shrimp to the hungry birds. As he does, if you listen closely, you can hear him say with a smile, "thank you; thank you." In a few short minutes the bucket is empty. But Ed doesn't leave. He stands there lost in thought, as though transported to another time and place. When he finally turns around and begins to walk back toward the beach, a few of the birds hop along the pier with him until he gets to the stairs, and then they, too, fly away. And old Ed quietly makes his way down to the end of the beach and toward home.

If you were sitting there on the pier with your fishing line in the water, Ed might seem like "a funny old duck," as my dad used to say. Or to onlookers, he's just another old codger, lost in his own weird world and feeding the seagulls with a bucket full of shrimp. To onlookers, rituals can look either very strange or very empty. They can seem altogether unimportant . . . maybe even a lot of nonsense. Old folks often do strange things, at least in the eyes of Boomers and Busters. Most of them would probably write Old Ed off down there in Florida. That's too bad; they'd do well to know him better.

His full name: Eddie Rickenbacker. He was a famous hero in World War I, and then he was in WWII. On one of his flying missions across the Pacific, he and his seven-member crew went down. Miraculously, all of the men survived, crawled out of their plane, and climbed into a life raft. Captain Rickenbacker and his crew floated for days on the rough waters of the Pacific. They fought the sun; they fought sharks. Most of all, they fought hunger and thirst. By the 8th day their rations ran out: no food; no water. They were hundreds of miles from land and no one knew where they were or even if they were alive.

Every day across America millions wondered and prayed that Eddie Rickenbacker might somehow be found alive. The men adrift needed a miracle. That afternoon they had a simple devotional service and prayed for a miracle. They tried to nap. Eddie leaned back and pulled his military cap over his nose. Time dragged on. All he could hear was the slap of the waves against the raft. Suddenly, Eddie felt something land on the top of his cap; it was a seagull!

Old Ed would later describe how he sat perfectly still, planning his next move. With a flash of his hand and a squawk from the gull, he managed to grab it and wring its neck. He tore the feathers off, and he and his starving crew made a meal of it—albeit a very slight meal for 8 men. Then, they used the intestines for bait. With it, they caught fish, which gave them food and more bait—and the cycle continued. With that simple survival technique, they were able to endure the rigors of the sea until they were found and rescued after 24 days at sea.

Eddie Rickenbacker lived many years beyond that ordeal, but he never forgot the sacrifice of that first, life-saving seagull. And he never stopped saying, "thank you." That's why almost every Friday night he would walk to the end of the pier with a bucket full of shrimp and a heart full of gratitude.

And now you know another story about the trials and sacrifices that brave men have endured for our freedom.

PS: Eddie Rickenbacker was the founder of Eastern Airlines. Before WWI, he was race car driver. In WWI he was a pilot and became America's first ace. In WWII he was an instructor and military adviser, and he flew missions with the combat pilots. Eddie Rickenbacker is a true American hero. Eddie was born on 08 Oct 1890 and passed on 23 Jul 1973 (age 82).

Submitted by Charlie Klein [EN1(SS), Blue, 1960—1965]

LAST SURVIVOR OF THE LEGENDARY WWII SUB, USS TANG

In Sep 2020, I sent a newspaper article to our members in a special mailing because an event occurred that I felt was significant to any submariner. I won't repeat the details here but will mention the basic situation for the sake of any new members since Sep 2020.

A reporter of *The San Diego Union-Tribune* had interviewed William "Bill" Leibold who is the last survivor of USS Tang (SS 306). That boat was commissioned on 15 Oct 1943 and was sunk in the Formosa Strait by its own errant torpedo on 25 Oct 1944. The boat had conducted a surface firing of the last of its 24 torpedoes when it circled back and struck the Aft Engine Room. Leibold was stationed on the Bridge at the time. Bill was among the 9 survivors of the 87 crew members who survived and were captured and tortured by the Japanese. The captives were released on 22 Aug 1945.

During its short service with the renowned LCDR Richard O'Kane in command, USS Tang is credited with taking out 33 enemy ships, carrying out daring attacks, and rescuing numerous downed airmen.



Former Navy Chief Boatswains Mate of the submarine USS Tang, William "Bill" Leibold is the only remaining World War II survivor of the sub that sank in 1944.



For the complete newspaper article, use the following link:
[Meet the Last Survivor of a Legendary World War II Sub | Military.com.](#)

If you do not have Internet access and desire to read the complete newspaper article, contact me; I'll send you a hard copy.

The Smithsonian Channel aired the TV series "Hell Below" a few months back. The series consists of accurate reenactments related to a few submarines and is available from many vendors in a 2-DVD set for about \$20. It is a 6-episode series, and the one entitled "Fatal Voyage" is a superb reenactment of the history of USS Tang. I recommend that you purchase the DVD set.

By the way, I contacted the USSVI and suggested that the organization conduct its own interview of Bill. He is a unique submariner and deserves recognition on a national level. The USSVI is the perfect organization for such a task. Bill is 97 years old and lives in Escondido, Calif. (near San Diego).

Howard Dobson

AN HIGH-LINE TRANSFER WITH UNUSUAL PASSENGERS

The story below is an article that appeared in a newsletter of the Destroyer Escort Sailors Assn. It describes a unique incident that most naval veterans might find notable. The article was provided by CAPT (ret.) Stephen Synder.

In the spring of 1974, I had command of USS VREELAND (DE-1068). The ship was homeported in Athens, Greece; so, my family along with many other VREELAND dependents lived in the Athens area. When we were notified that VREELAND would be making a port visit to Monaco¹, I got permission for my ten-year-old son to make the two-day transit with me. (He would be joined by an eight-year-old son of one of the Chief Petty Officers on board).

We left Athens on the appointed morning and headed west for Monaco. About 18 hours later, we were diverted to the eastern Mediterranean because of a crisis involving Greece and Turkey. It was beautiful weather, and my son and his buddy were kept busy by the crew doing the kinds of things sailors do at sea during a normal transit (i.e., chipping paint!). After three days, I received orders related to what VREELAND would be doing if Greece and Turkey actually went to war, and I decided it was time to offload my two passengers. USS INCHON (LPH-12), an amphibious assault ship, was in the area; so, I sent the Commanding Officer a message asking if he could pick up the two boys and send them via helicopter to the U.S. Navy airfield at Souda Bay, Crete (the Athens airport was closed during the crisis). His response was a bit of a surprise, as he requested that VREELAND go alongside for a Highline Transfer—the traditional method of transferring personnel between two underway ships in which the individual being transferred is strapped into a metal chair and winched across 100 to 150 feet of churning sea.

Fortunately, the highlining went smoothly, and within half an hour, the boys were in a helo en route to Souda Bay. They spent a week there—watched over by Souda Bay sailors (read that as “watching R-rated movies” according to my son’s account!)—before the crisis ended and the Athens airport opened. They could then be transferred home. My son still describes the experience as “one of the greatest times of his life that he’ll never forget.

1. Ed. Note: Monaco is a small, sovereign city-state and microstate (0.78 square miles) on the French Riviera. It is bordered by France to the north, east, and west and by the Mediterranean Sea to the south.



A Highline Transfer (not this transfer incident)

WHAT CAUSES ARTHRITIS (humor)

A man, smelling of booze and cigarettes, sat down on a subway next to a priest. His tie was stained, there was red lipstick on his collar and face, and a half-empty bottle of gin was sticking out of his torn coat pocket. He opened his newspaper and began reading.

After a few minutes the man turned to the priest and asked, "Tell me Father, do you happen to know what causes arthritis?"

The priest replies, "My son, it's caused by loose living; consorting with cheap, wicked women; too much alcohol; contempt for your fellow man; sleeping around with prostitutes; and lack of a bath."

The drunk muttered in response, "Well, I'll be damned!" then returned to his newspaper.

The priest, thinking about what he had said, nudged the man and apologized, "I'm very sorry. I didn't mean to come on so strong. How long have you had arthritis?"

The man answered, "I don't have it, Father. I was just reading here that the Pope suffers from it."

MORAL: Make sure you have all the details related to a question before offering an answer.

Submitted by Charlie Klein

SHVA DONATED TO THE MILITARY REUNION NETWORK & TO VET TICKETS

As you are aware, the COVID Crisis has taken a toll on many businesses, but the Military Reunion Network (MRN) was an unexpected victim. The Board of Advisors of the SHVA approved a \$500 donation a few months back. **Brad Lawrence** [IC2(SS), Gold, 1972—1973] also made a personal donation to the cause. So what is MRN and why donate to it?

MRN is an organization that networks Military-Reunion Planners with organizations that support their reunions. Those organizations are primarily hotels, Convention & Visitors Bureaus (CVBs), and attractions. The support organizations pay for membership, whereas the Planners do not. MRN arranges for conferences in cities around the country that Planners and representatives from support organizations attend. The support organizations pay a [large] fee for yearly membership and large registration fees to attend conferences. Planners have free membership but pay about \$100 to attend a conference. That \$100 provides a hotel stay for 3 nights, 3 meals daily during the conference, a tour of the some attractions in the area, and associated coach transportation. Thus, the suppliers are footing most of the cost for the Planners. In exchange, the suppliers have the opportunity to convince the Planners to have their reunions at the suppliers' hotels or cities. Because the COVID Crisis adversely affected the hotel and CVB businesses, MRN has lost the income from the lack of renewed memberships of support organizations. Because some positions will not be reestablished and the organizations are limiting expenditures, MRN has lost significant funding that will not return for a year or more if at all. The president of MRN requested that Planners or their group donate to MRN in the interim to prevent it from collapsing.

The conferences held are important to Planners because things are constantly changing primarily in the hotel industry. Planners are kept updated to such changes and how these changes can affect a reunion. This is important because those changes often appear in hotel contracts that must be recognized and properly interpreted. This is where MRN shines! If Planners implement what is learned at conferences, their reunions stand a great chance of being enjoyable and trouble-free. Aside from the \$100 conference-registration fee for Planners, they are also responsible for their travel to and from the conferences. The \$100 fee covers everything in the middle! **Brad Lawrence**, our Asst. Reunion Planner, and I attend one or two conferences a year (except during 2020).

Also a few months back, our board approved a \$50 donation to an organization called Vet Tickets. This organization accepts donations to provide tickets to needy military veterans around the country so that they can attend sports events in their areas.

If the IRS would audit the SHVA (because of our federal, tax-exempt recognition), we would have feathers in our cap for having donated to other tax-exempt organizations.

Howard Dobson

THE COVID STIMULUS PAYMENT (humor)

The Covid Stimulus Payment . . .

Here is a complete explanation of the next COVID subsidy and how you might spend it more efficiently for the purpose of stimulating our economy. Sometime this year, we taxpayers will again receive another Economic Stimulus Payment. This is indeed a very exciting program, and I'll explain it by using a Q & A format:

Q. What is an 'Economic Stimulus' payment?

A. It is money that the federal government will send to taxpayers.

Q. Where will the government get this money ?

A. From taxpayers.

Q. So, the government is giving me back my own money ?

A. Only a smidgen of it.

Q. What is the purpose of this payment?

A. The plan is for you to use the money to purchase a high-definition TV set; thus, stimulating the economy.

Q. But isn't that stimulating the economy of China?

A. Shut up@#\$\$%^&*!

Below is some helpful advice on how to help the U.S. economy best by spending your stimulus check wisely.

- ⇒ If you spend the stimulus money at Wal-Mart, the money will go to China or Sri Lanka.
- ⇒ If you spend it on gasoline, your money will go to the Arabs.
- ⇒ If you purchase a computer, it will go to India, Taiwan, or China.
- ⇒ If you purchase fruit and vegetables, it will go to Mexico, Honduras, and Guatemala.
- ⇒ If you buy an efficient car, it will go to Japan or Korea.
- ⇒ If you purchase useless stuff, it will go to Taiwan.
- ⇒ If you pay your credit cards off or buy stock, it will go to management bonuses, and they will hide it offshore.

Instead, keep the money in America by:

- 1) Spending it at yard sales
- 2) Going to ball games
- 3) Spending it on prostitutes
- 4) Beer
- 5) Tattoos

These are the only American businesses still operating in the U.S.

Conclusion:

Go to a ball game with a tattooed prostitute whom you met at a yard sale and drink beer all day!

No need to thank me; I'm just glad that I was helpful.

Submitted by Charlie Klein

ENLISTED SUB QUAL CARD (p.1)

Thanks to **Walt Young** [EM1(SS), Gold, 1975—1979], we have a Qual Card. How much can you recall?

USS SAM HOUSTON (SSBN609)
ENLISTED SUBMARINE QUALIFICATION/REQUALIFICATION CARD

NAME: Young CM3 Qual Completion Date: _____

	<u>QUAL PO/DATE</u>	<u>OFF-CPO/DATE</u>
<u>Phase I - Orientation.</u>		
1. Administrative, Operational and Battle Organization.	(2) <u>RCA</u>	
2. Tag-out procedures.	(1) <u>RCA</u>	
3. Safety.	(1) <u>RCA</u>	
4. First Aid.	(2) <u>RCA</u>	
5. Security.	(1) <u>RCA</u>	
6. Basic Radiological Controls.	(5) <u>RCA</u>	
7. Atmosphere Controls	(1) <u>Wm. W. Thomas</u>	
8. Deck Seamanship.	(1) <u>C. W. Black</u>	
9. Small Arms Indocination.	(1) <u>Jenkins</u>	
Submarine Orientation Block.	(5) <u>[Signature]</u>	
<u>Phase II - Damage Control.</u>		
Basic Submarine Damage Control Qual Card	(20) <u>RCA</u>	
<u>Phase III - Watchstanding.</u>		
Watch _____		<u>RCA</u> (Dept. Head)
Watch _____		<u>RCA</u> (Dept. Head)
<u>Phase IV</u>		
A. Construction & Ballasting.		
1. Tanks & Compartments.	(4) <u>RCA</u>	
2. Escape and Rescue Systems.	(2) <u>Jenkins 3/22/74</u>	
3. Trim and Hovering.	(4) <u>RCA</u>	

ENLISTED QUAL CARD (cont. p.2)

	<u>QUAL PO/DATE</u>	<u>OFF-CPO/DATE</u>
4. Drain and Aux Drain.	(2) <u>RCH</u>	
5. Main Ballast Tank Blow & Vent	(2) <u>[Signature]</u>	8 MARCH 76
Ship Construction Block Checkout.	(3) <u>[Signature]</u>	3-23
B. Air and Hydraulics.		
1. High Pressure Air.	(4) <u>RCH</u>	
2. 700lb Ships Service Air.	(2) <u>P.A. Smith</u>	19 MARCH 76
3. 100/20lb Ships Service Air.	(1) <u>[Signature]</u>	21 MARCH 76
4. Main and Vital Hydraulics.	(5) <u>RCH</u>	
Air/Hydraulic Block Checkout.	(3) <u>[Signature]</u>	3-23
C. Ventilation and Air Conditioning.		
1. Air Conditioning Systems.	(3) <u>[Signature]</u>	
2. Ventilation Systems.	(3) <u>RCH</u>	
Ventilation/Air Conditioning Block Checkout.	(3) <u>[Signature]</u>	
D. Electrical.		
1. Ships Service Power.	(4) <u>RCH</u>	
2. 400 Hz Power.	(2) <u>RCH</u>	
Electrical Block Checkout.	(3) <u>RCH</u>	
E. Miscellaneous Systems.		
1. Diesel, Snorkel and Fuel Oil Compensating Water System.	(2) <u>RCH</u>	
2. Steering and Diving.	(2) <u>RCH</u>	
3. External Hydraulics.	(1) <u>Walter Thomas</u>	7 Mar 76
4. Sanitary Systems.	(2) <u>RCH</u>	
5. Potable Water System.	(2) <u>RCH</u>	
6. Atmosphere Control Systems.	(3) <u>RCH</u>	
Miscellaneous Systems Block Checkout	(5) <u>[Signature]</u>	

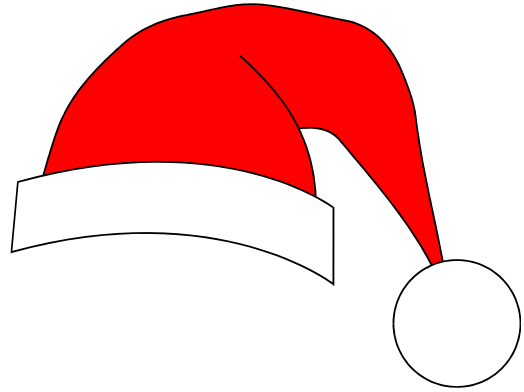
ENLISTED QUAL CARD (cont. p.3)

USS SAM HOUSTON (SSBN609)
 ENLISTED SUBMARINE QUALIFICATION/REQUALIFICATION CARD (Continued)

NAME: YOUNG EN²

	<u>QUAL PO/DATE</u>	<u>OFF-CPO/DATE</u>
F. Weapons.		
1. Basic Weapons.	(3) <u>RCM</u>	
2. Torpedo Room.	(3) <u>[Signature]</u>	
3. Missile Compartment.	(2) <u>RCM</u>	
4. ML/LL OPS Compartment.	(2) <u>[Signature]</u>	
G. NAV/OPS.		
1. Basic NAV/OPS.	(3) <u>RCM</u>	
2. UP OPS Compartment.	(2) <u>[Signature]</u>	
H. Engineering.		
1. Primary Plant.	(3) <u>RCM</u>	
2. Secondary Plant.	(3) <u>RCM</u>	
3. MSW and ASW.	(2) <u>RCM</u>	
4. Engine Room.	(3) <u>RCM</u>	
5. Reactor Compartment..	(1) <u>RCM</u>	
6. AMR-2.	(3) <u>RCM</u>	
7. AMR-1.	(3) <u>[Signature]</u>	16 MAR 76.
Phase V - Final Exam.		
1. Division Officer Walk Through.		
Qualification Board. Grade: <u>3.2</u>	Date: <u>4/3/76</u>	
<u>[Signature]</u> Signature	<u>[Signature]</u> Signature	<u>[Signature]</u> Signature
<u>[Signature]</u> Signature	<u>[Signature]</u> Signature	<u>[Signature]</u> Signature
<input checked="" type="radio"/> QUALIFIED/REQUALIFIED <u>[Signature]</u>	<u>[Signature]</u> Commanding Officer	<u>4/3/76</u> Date

You can see that **ICC Dave Parkhurst** was my Division Chief by his signatures. **J. P. Weikert** was the CO. Board signatures: **ICC(SS) John S. Sparks** was forward IC Division chief, **Don Daviau** was MT2(SS), and **Bill Blackburn** ET2(SS) was from RC Div. I can't decipher the first board signature, but it might **Rodney Hummer** MTC(SS).
 April 3, 1976 occurred during Patrol 38—the Gold Crew's first patrol after the Charleston Yard Overhaul and DASO.



Seasons
Greetings

