

Special items of interest:

Reunion Update p.2

Positions Open p3

New Newsletter Editor p4

Ardendam Pier Dunoon, Scotland p5

Launch of Big Sam p6

In this issue:

Membership Dues p4

Veteran's Organizations p9

Excerpt From "The Reply" p12

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MESSAGE FROM THE ACTING CHAIRMAN

Shipmates & Associate Members,

I am pleased to report that I have received from three hotels and one destination-management company (tour company) in the Norfolk area proposals to host our reunion in the fall of 2010. I am corresponding with the hotels and have begun working out some of the details for our reunion events. No dealings with the destination-management company will occur soon as their tasks are dependent on the dates set for our reunion in a final contract with the host hotel. More information is on pages 2 and 5.

In this edition, I have included pictures that two of our members were kind enough to share. Please consider submitting articles and pictures for future newsletters. We have a another Newsletter Editor. More info is on pages 3 and 4. Earlier, I sent a mass e-mailing about what material is suitable for reprinting without infringing on copyrights. Please refer to it, and if you do not have it and wish to consult it, I can sent you another copy.

Membership growth has essentially become stagnant. Replies from a mass e-mailing to shipmates registered with the web site <Classmates.com> and from referrals of our members have nearly ceased. As of this writing, about 185 shipmates have been located from nearly 1200 names on the roster. We have located enough shipmates to have a successful reunion even if only 1/3 of those located and their First Mates attend. Please continue to "spread the word" about the SHVA.

Fair winds and following seas,

Howard Dobson (ETR2;69-72, gold)
Acting Chairman & Reunion Planner
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 Wilmington, DE 19802-1426
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2010 REUNION UPDATE

I will arrange with the host hotel that the “official” period for the reunion be Wednesday through Saturday sometime in September-October 2010. This period is desirable because room rates are usually lowest during these months. And, the discounted room rates will be available to reunion registrants for three days before and after the official reunion dates to facilitate any members who might want and extended stay. The days of the week are such that those of us who still work can attend the reunion and take minimal days off from work. What I consider to be the more significant activities of the reunion will be occurring on Friday evening and all day on Saturday. This arrangement further facilitates those who work. **Reunion registrants will select which days they will attend and which events on those days in which they wish to participate.** Also, any of your relatives and friends may attend the reunion and participate in all of our venues except that they cannot attend the Business Meeting.

Group tours will be scheduled on Wednesday through Friday. I am considering a daytime tour of nearby historic Williamsburg, Va. that will include lunch on Wednesday. The tour on Thursday will include a buffet lunch aboard the Spirit of Norfolk during a 2-hour cruise on the Elizabeth River north to the Naval Station Norfolk and return. (We will not access the base.) On Friday, we will tour the base via busses, have lunch somewhere on the base, and tour a guided missile destroyer or sub if permissible. We might be able to conduct our Memorial Service on the base. None of this is cast in stone; but the tour company has submitted a proposal that includes the aforementioned events.

Three hotels have submitted proposals to host our reunion in the Norfolk area. Each has advantages and disadvantages that I must carefully sift through so that my requirements are met and as many of my desires are fulfilled along with getting the “best bang for the buck.” Most of the desires are venues that I want for free or next to nothing. Free stuff will benefit all reunion attendees by keeping down the cost of attending the reunion. A delicate balance between quality and cost is to be achieved. I will be negotiating with the hotels for at least the next six months. In the midst of this, I will perform site inspections of each eligible hotel. If the results are satisfactory or if I can be convinced that deficiencies will be corrected before the reunion, I will sit with the chef and sales personnel to discuss potential menus for our group meals and details of the venues at the hotel. Once I get what I believe to be the best deal, I will select the host hotel.

I visited the three hotels in April 2008 during a tour of hotels and attractions in the area sponsored by the Norfolk Convention & Visitors Bureau. While the tours were not site inspections, they indicated that the hotels would pass my site inspections. A site inspection is a scrutiny of a hotel that involves evaluating all aspects of the hotel. Included are its safety and emergency procedures, ADA compatibility, and procedure for violators of any no-smoking policies just to mention three of the multitude. A site inspection takes no less than four hours.

The three hotels have free airport-shuttle service and free on-site parking for reunion registrants and includes those who will need to park unoccupied RVs at the hotel while attending reunion venues either at the hotel or during off-site tours. This will save about \$60 for the cost of attending the reunion if paid parking were applicable for those who will drive.

Future newsletters will have reunion-status updates, and reunion-registrations forms will be ready for mailing to members by April 2010. I (or a designee) must receive the completed forms with payments by the end of August 2010. This form will NOT cover hotel reservations—**members will make their room reservations directly with the hotel.** You will have the option of choosing which days you wish to attend and the venues in which you desire to participate.

Please plan to attend to reunion.

Howard Dobson
Acting Chairman & Reunion Planner

VOLUNTEERS STILL NEEDED TO FILLED VACANCIES ON THE BOARD

The shipmates listed below have volunteered for the positions indicated:

- **Jeff Walsh** (STS2, 86-89, SSN): *Vice Chairman and Newsletter Editor*
- **Mark Manzer** (STS3, 79-82, gold): *Treasurer*
- **Art Sullivan** (MT1, 70-75, gold): *Finance Committee*
- **David Dinwiddie** (MM2, 85-89, SSN): *Chaplain*
- **Pat Pecorelli** (IC2, 69-72, gold): *Storekeeper*

The Following BoA Positions Remain Open or Will Become Open

Chairman

I, **Howard Dobson**, fill this position in an acting capacity. This means that I have not been elected to the position and am essentially self-appointed. Because the SHVA is not yet a formal society, this was necessary to get it started. Formal elections will occur at the Business Meeting during our reunion. The situation with the Chairman position for me is that I do not wish to remain in this position and function as Reunion Planner simultaneously. I can best serve the SHVA as Reunion Planner. Besides, both positions will have voting rights, and no individual will be able to hold two such positions on the BoA simultaneously.

The major duties of the Chairman are to:

- Manage the overall operation of the SHVA.
- Preside at meetings and functions (or delegate others!)
- Approve spending and reimbursements.

This position will not be overwhelming, and I will always be available for consultation.

Secretary

The major duties of the Secretary are to record, generate, and maintain minutes of the Board of Advisors (BoA) and Business Meetings. **NOTE: Any person—First Mate or nonmember—can fill this position or any position in the SHVA.**

Chief of the Boat (Position does not require the individual to have been a Chief Petty Officer)

The major duties of the COB are to:

- Manage membership.
- Perform ancillary functions at meetings as needed.
- Produce mail labels or related files for various mailings of the SHVA—maybe.

This position will require knowledge of a basic use of either Microsoft Excel or Microsoft Access. (**Howard Dobson** might perform the function of producing mail labels and related files as this requires more than basic knowledge of the computer programs mentioned.)

The Following non-BoA Positions Remain Open

Reunion Committee

This will consist of 3-4 people who will help with activities for and during our reunions. This committee essentially will be inactive at other times but reactivated a few months before a reunion.

Nominating Committee

This is a one-person committee who duties are to:

- Assemble names of nominees for elections.
- Present the candidates at the Business Meetings.

- Conduct the voting.
- Swear in new and old members of the BoA during the banquet at reunions.

I do not anticipate that anyone will be overwhelmed when serving in any official position because I plan on keeping things simple—from the organization through the reunions. Also, I do not expect that meetings of the BoA will be necessary between reunions. As such, members of the BoA should not have to travel to attend any meetings other than the ones that will occur during our reunions. The use of e-mail and phone calls should be sufficient for conducting official business.

Serving in any official position of the SHVA will not require the individual to attend a reunion or an unlikely special meeting. If you are interested in filling one of these vacancies, please let me know.

Howard Dobson
Acting Chairman & Reunion Planner

SEND FUTURE NEWSLETTER ARTICLES TO JEFF WALSH

Since Jeff Walsh has accepted the position of Newsletter Editor (in addition to being the Vice Chairman), he is anxious to draft the next edition of the newsletter. Effective immediately, please send all of you noncopyrighted material or copyrighted material that you have obtained written permission to reproduce to Jeff at the following address: Jeff Walsh, 4 Woodland Dr., Groton, CT 06340 or e-mail him at <Sub3mcs@yahoo.com>.

Howard Dobson, Acting Chairman & Reunion Planner

MEMBERSHIP DUES TO BEGIN IN 2009

Once our Treasurer has established a bank account in 2009, I want to begin dues collections because administrative costs of the SHVA are mounting. \$25/yr. for shipmates and \$15/yr. for Associate Members will probably be sufficient. All dues will be payable to the Treasurer by check or money order. I am contemplating issuing membership cards yearly, but need to investigate the cost and advantages of doing so.

Regardless of when dues start, I intend to operate the SHVA immediately as if we are incorporated and have acquired a tax-exempt status from the IRS. Hence, all monies received will be managed under the requirements of those two situations. This assures that monies will be used only for legitimate purposes of the SHVA from the beginning. Once we become incorporated and acquire the tax-exempt status, no changes will be required in the financial aspects of our operation.

I will notify you when to mail your dues payments in a subsequent newsletter or a special mailing.

Howard Dobson
Acting Chairman & Reunion Planner

BYLAWS BEING DRAFTED

Based on my experience with the Destroyer Leader Assn.—another military-reunion association of which I am a member and had served on the board of directors—and a suggestion from **Rod Johnson** (ETN2, 64-65, gold) who is a member of the USS James K. Polk Assn., I have decided that our bylaws should be a combination of these two organizations with the bulk of the regulations based on those of the Polk. The final version of the bylaws to be submitted for a vote of acceptance will be fine-tuned to allow balloting by e-mail and postal mail which is a system that I feel would be the heart of facilitating conducting our business. Hopefully, I can have a draft ready by late 2009.

Howard Dobson
Acting Chairman & Reunion Planner

HOLY LOCH, SCOTLAND—MEMORIES FOR MANY OF US

Thanks to **Orlando “Bud” Casane** (FTB2, 65-70, blue & gold), the memories of many members will be rekindled by the following picture of Ardendam Pier at Dunoon (Holy Loch), Scotland. For those who were never at the loch, the boats assigned to SubRon 14 moored alongside a tender in the midst of the loch. Liberty launches from the tender provided personnel transportation to and from the shore. The picture below was obtained through the periscope of Big Sam. (A tug is moored at the pier.)



Picture submitted by Bud Casane. (Date of picture unknown)

Incidentally, two web sites exist related to the Navy and Holy Loch: 1) <www.thistlegroup.net/holyloch>, and 2) <www.holyloch.org>. The latter is associated with the Holy Loch Reunion Assn. Please visit the web sites for many more pictures, memories, and links related to SubRon 14.

REUNION-ATTENDANCE SURVEY TO BE SENT

I will soon be sending another survey to members to get an idea of how many members and guests might be attending the reunion in Norfolk in 2010. A previous survey was associated with the proposed reunion in Jacksonville, but I nixed that location. We have acquired a few more members since that survey, and another survey might provide more accurate results.

Accurate attendance data is needed for preparation of the contract required by the host hotel. Having an accurate count can help me get the best prices for our reunion events. In most cases, the SHVA will be required to pay for meals when the attendance is less than the amount provided the hotel. This problem does not occur if the estimated attendance is increased until the registration cutoff date. But, a large underestimate at the time of the signing of the contract means that the SHVA cannot be given a greater discount for the affected venues at the time of our reunion. The contract will be signed about 14-16 months before the reunion.

Howard Dobson
Acting Chairman & Reunion Planner

LAUNCH PICTURES OF BIG SAM

Larry Llorca (ET1, 60-62, blue) has submitted the following pictures associated with the launch of Big Sam that occurred on 02 Feb 61. These pictures, too, will bring back memories for some members. Some of you might be standing on the fairwater planes in the pictures on page 7.



Date is 02 Feb 1961; dignitaries unknown.



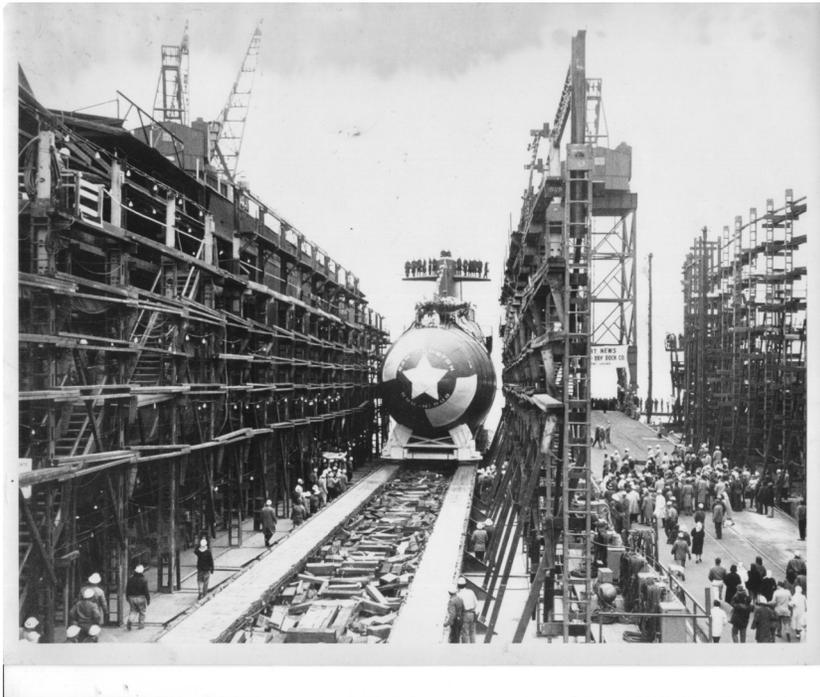
This lady is probably Mrs. John H. Connally, Jr., the ship's Sponsor.



The christening.

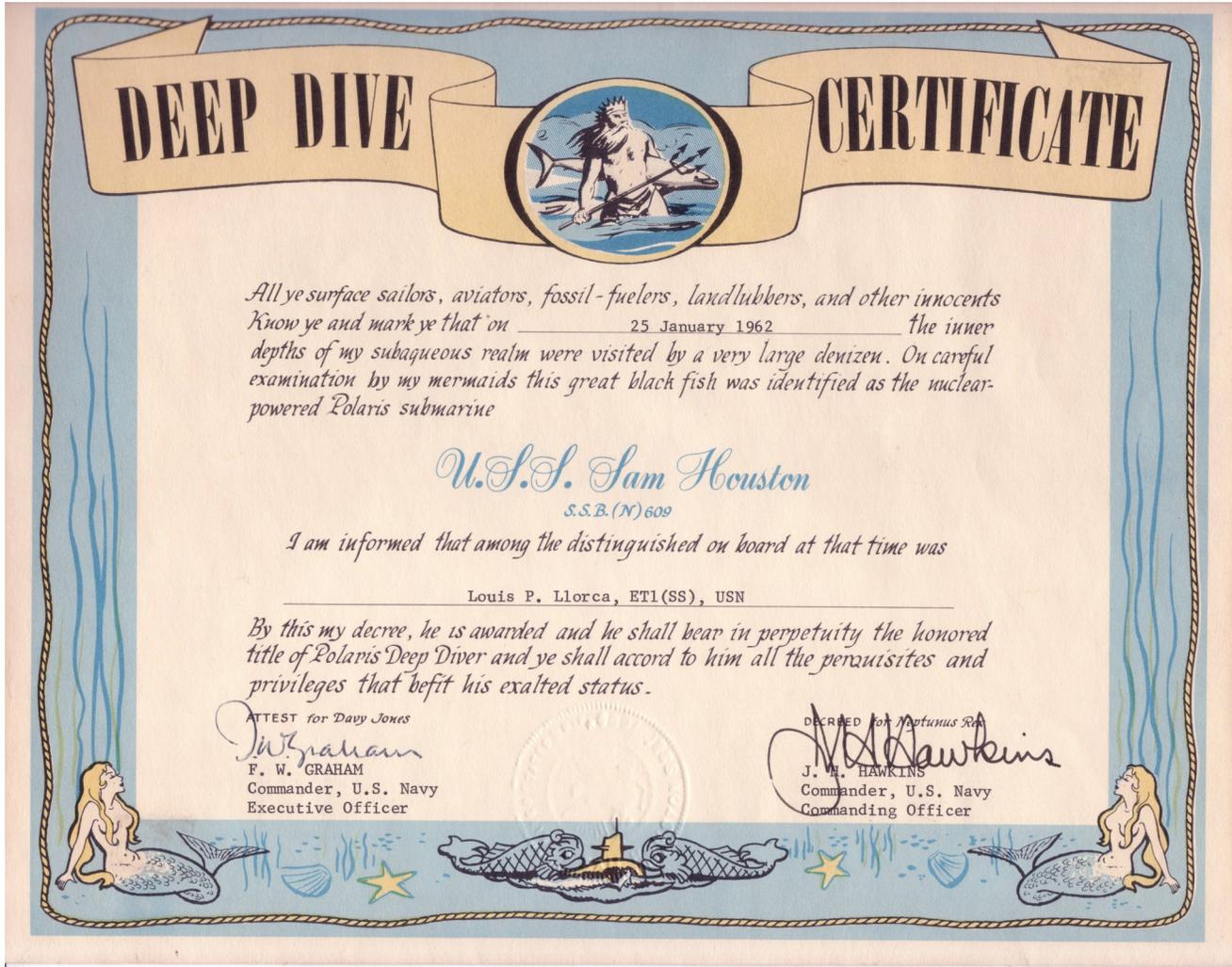
More pictures on the next page.

The era of Big Sam begins with a slip down the ways at Newport News Shipbuilding & Drydock Co., in Newport News, Va. The rest is history.



A DEEP DIVE CERTIFICATE

Louis Llorca received the following certificate:



Note that the certificate has the official seal of the captain. I never received any such certificate.!

Louis Llorca submitted the pictures on pages 6 & 7 and the certificate.

OTHER WORTHY VETERANS ORGANIZATIONS

In prior editions of the newsletter, I mentioned the United States Submarine Veterans Association, Inc. (USSVI) is a national organization of submarine veterans and that those who are not members should consider doing so. It has an excellent quarterly magazine that you will likely find informative. Additionally, it has yearly conventions that you might wish to attend. I want you to be aware of three other national organizations of naval veterans that might interest you: *Tin Can Sailors*, *Destroyer Escort Sailors Association*, and the *USNTC Bainbridge Association*. Some of us might have served on those classes of surface vessels or attended schools at Bainbridge, Md. These organizations have activities and conventions comparable the USSVI. Additionally, they are good sources to help locate buddies whom you might remember as having served on destroyers, cruisers, destroyer escorts, or attended schools at Bainbridge, Md. This page and the next two contain excerpts from the web sites of the three organization and includes phone numbers for those who do not have access to the internet.



TIN CAN SAILORS The National Association of Destroyer Veterans



Why You Should Join Tin Can Sailors

Who can join? The majority of our members are destroyer veterans, but we have many members who served aboard destroyer escorts, frigates, destroyer tenders and other ships. We also welcome relatives of destroyer veterans, historians, model builders, and anyone who has an interest in preserving destroyers as museums. Only Destroyer veterans, however, are eligible to serve on the board of directors. The suggested annual contribution is \$25.

Tin Can Sailors is a bargain!

- You'll receive a great 44-page newspaper four times a year.
- You can attend our many events across the county.
- You will be helping to support seven museum/memorial ships that serve as memorials to sailors.
- Tin Can Sailors is recognized by the IRS under Section 501(c)(3), therefore, contributions to Tin Can Sailors may be tax deductible.
- You'll receive free or reduced price admission to many ships and maritime museums of the Historic Fleet.
- We offer a money-back guarantee on membership contributions and Ship's Store purchases.

You can't lose! So join the thousand of destroyer veterans who are already members of Tin Can Sailors! Have us mail an application to you or print a membership registration form from our web site at <www.destroyers.org>. Other questions? Ask through our Message Center or call us at (800) 223-5535.

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OTHER WORTHY VETERANS ORGANIZATIONS (CONT.)



Permission to come aboard is granted! Here you can learn about the organization, how you can become a member and get the latest news and information from DESA. Also, learn about the "trim but deadly" Destroyer Escort and the men who manned these mighty US Navy and US Coast Guard ships during and post-WWII.

If you are not a member, Come Aboard and Join Today! If you would like more information or have a question, we are here to help. Send us email or call us at the number below.

Pride runs very deep with DE sailors. We are a vanishing breed and our experiences can never be equaled. Also, most sailors, at one time or another, have expressed a desire to know what became of shipmates and ships. Unfortunately, there was really no way for many of us to find out. DESA is The Source for ex-DE sailors to communicate! With over 11,000 dedicated members, you will probably find all the information you need. When you join DESA, you can also join one of the Chapters that have been set up in many states.

DESANews is a tremendous benefit of membership and is distributed bi-monthly, with over 35,000 readers. It is a great source for all the latest news and events. Each issue contains:

- Stories about wartime exploits, humor and other memorable moments.
- Member's contributions, such as sea stories, remembrances.
- Individual ship reunion information.
- New Membership listings by ship.
- DESA Chapter information and events.
- TAPS section.
- Veteran Affairs.
- The annual DESA Convention is the perfect time to reunite with your shipmates and friends. The 2008 convention will be held in Ft. Mitchell, KY, September 7-11.

There are many annual DE Reunions. DESA keeps you informed of these events in *DESANews* and on this website! Are you trying to locate a crewmember or fellow shipmate? DESA offers its members a Shipmate Location service for a very nominal fee. Also, you can post a message or search the messages on the DESA Message/Bulletin Board. Are you looking for information about a specific DE and crewmembers, information about your family member's service aboard a DE or military records? Find out How to Locate DE and Military Records. Looking for an email address of a shipmate? DESA members have access to the online Member Email list. "Members in the Spotlight" offers special information about DESA members.

The DESA Board of Directors and other supporters are always hard at work for you. Also, the DESA Ladies Auxiliary is an important part of DESA.

Destroyer Escort Sailors Association
P.O. Box 3448
Deland, FL 32721
(386) 738-6900
Fax: (386) 738-2299
Web Site: <www.DESAUSA.org>

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OTHER WORTHY VETERANS ORGANIZATIONS (CONT.)

Many of our members might have attended schools at USNTC Bainbridge. The USNTC Bainbridge Assn. exists and seeks veterans of that facility for membership. The following article was written by the President of the Old Dominion Chapter of the Destroyer Escort Sailors Association for inclusion in that organization's newsletter:

The U.S. Naval Training Center, Bainbridge, Maryland was established in early October, 1942, when President Franklin D. Roosevelt approved purchase of land and buildings from Jacob Tome Institute for a permanent Naval installation. Named for Commodore William Bainbridge, commander of the famous frigate "Constitution", which was immortalized in the poem "Old Ironsides", USNTC Bainbridge was under the control and command of the Fifth Naval District, whose headquarters was in Norfolk, Virginia. USNTC Bainbridge had 1,132 acres located on the Susquehanna River, 35 miles northeast of Baltimore, midway between Washington, DC, and Philadelphia.

Activated on October 1, 1942, the Center trained a total of 244,484 recruits by the time V-J Day came in 1945. Also, the Service School Command had trained and graduated 24,484 men in technical ratings. On June 30, 1947, USNTC Bainbridge was deactivated as a Training Center. The Korean Crisis saw the Center reactivated in February 1951. By April 1, 1951, the first recruits reported "on board". More than 400,000 recruits and students have been trained.

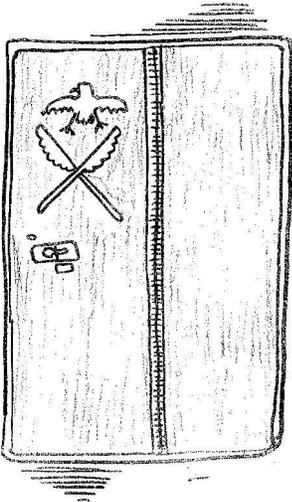
The USNTC Bainbridge served the United States Navy for 34 years from its beginning as a recruit training command (boot camp) in 1942 to its closing on March 31, 1976. During that period of time it also served as, among other functions, a mustering-out facility, the home for the Naval Academy Preparatory School (NAPS), the Women Accepted for Volunteer Emergency Service (WAVES) Recruit Training, the Naval Reserve Manpower Center, and various specialized training schools, including the Hospital Corps and Dental Technician School. The Navy announced its intention to close the base in 1971 resulting in the final closing in 1976. In 1999, the Federal Government having met commitments made in 1942 to the town of Port Deposit, Maryland, and Environmental Protection Agency mandates, turned the Bainbridge facility over to the State of Maryland.

The USNTC Bainbridge Association's 11th reunion will be October 1 - 4, 2009, in Norfolk, Virginia. Association members and others who are eligible for Association membership may attend the reunion with up to two guests. Persons eligible for membership include members of the U.S. Armed Forces (Sailors or WAVES) who served at Bainbridge while it was Navy property, spouses and children of these U.S. Armed Forces members, and civilian employees of organizations located on USNTC Bainbridge property while it was in commission.

For a membership application or reunion information, please contact USNTC Bainbridge Association, Arline Caliger, President, PO Box 81312, Chattanooga, TN 37414-8512, email: Kali8824z@aol.com. The Association's web site is www.usntcb.org.



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KEY TO THE FUTURE

DOOR TO SUCCESS

THE TYPICAL DAY

Every day is a rough day for a Yeoman, but for a first class yeoman the day is extremely rugged. Just listen to this typical patrol working day.

I'm up by 1100 to get ready for noon chow. After chow I go to the office for a full day's work. After I write a few notes to the XO on what I need accomplished in the admin dept. for the day, I shove all the rest of the "small stuff" in my second class yeo's basket for immediate action.

At 1345 I call it a day and head aft for requalification in rack #52. After a short session of R & R I awaken and head forward again to ensure that my XO is turning and burning. He looks pretty busy so I bag ass so as not to disturb him. I find the Wingnut and the Quack and we head aft for another weekly no-load seminar. After a heated discussion on health hazards on a nuclear submarine and the possible chances of having to work the next day the group breaks up. We can tell when the working day closes for us when the signs of evening chow reaches us through the ventilators. I wash up for chow, push myself through another movie, practically kill myself reading another 500 page novel. God, what am I doing working so damn hard. I had better hit the rack again for the next rough day. Jeez, I wonder what it's like being chief.

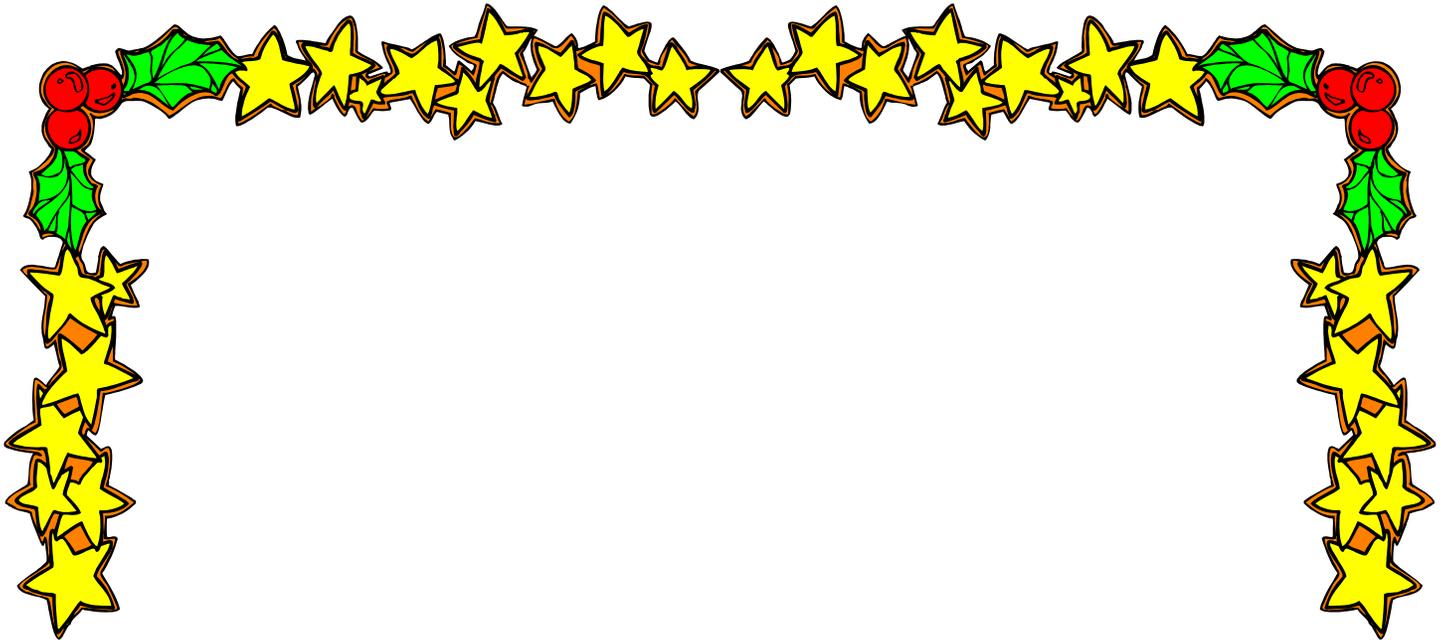
THE YEO

* * * * *

One of our shipmates is known to have carried on a rather hot, erotic correspondence with his young and tender wife during the upkeep. His emotions and desires grew to the point that his last letter before going to sea simply said: "When I get off the bus in New London, you'd better have a mattress strapped to your back!"

Her reply, just received by Family-Gram, was, "I'll have the mattress, but you'd better be the first guy off the bus!"

HJ



*Happy
Holidays*

