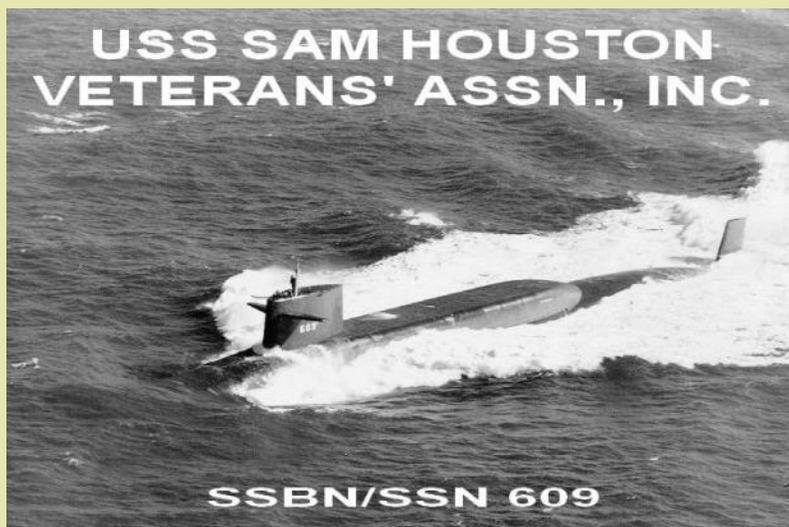


USS SAM HOUSTON VETERANS' ASSN., INC.



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2^d Edition 2015



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



The Raven

An Official Publication of the
USS Sam Houston Veterans' Assn., Inc.—a 501(c)(19) Organization

FROM THE CHAIRMAN

Shipmates & Associate Members:

I hope that all is well as can be with you and your families and that it will remain so. I wish the best to all and hope that you had great summer and will attend our next reunion in the DC area in Sep 2016.

Many significant situations have occurred since issuance of the previous newsletter; so much so, that another lengthy newsletter is warranted. One is that **CAPT Hal Glovier** received orders for Eternal Patrol and will be inurned at Arlington National Cemetery on 27 Oct 2015. Another is the availability of smaller-size Reunion-Memory Books with a smaller price tag. In addition to these topics, this edition has many diverse subjects—and most are from and about our shipmates.

Please mark your calendars for our 2016 reunion to be held in Reston, Va.—a suburb of Wash., D.C.—from 15-17 Sep 2016. I intend to distribute the Reunion-Registration Packet no later than mid-March 2016.

I doubt that I will have time to issue another newsletter this year or during the first quarter of 2016. Therefore, I wish all of you the best during the holidays in between.

Smooth sailing during your venture through life,

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

ERRORS IN THE PREVIOUS NEWSLETTER

The previous newsletter generated lots of feedback on various topics; misidentifying shipmates was one along with its close relative of not knowing the identities of some others.

An article in the previous newsletter with a picture **George Clanton** [SM1, Gold, 1961-1964; Plank Owner; *Eternal Patrol*], the officer administering the oath during re-enlistment was misidentified as **Frank Graham** (CDR & XO, Gold, 1960-1962; Plank Owner). **Kevin O'Donnell** (LCDR, Gold, 1961-1963, Plank Owner) informed me that the officer is **Jack Hawkins** (CDR & CO, Gold, 1961-1965; Plank Owner; *Eternal Patrol*). Kevin was the Ship's Doctor and Photographer then.



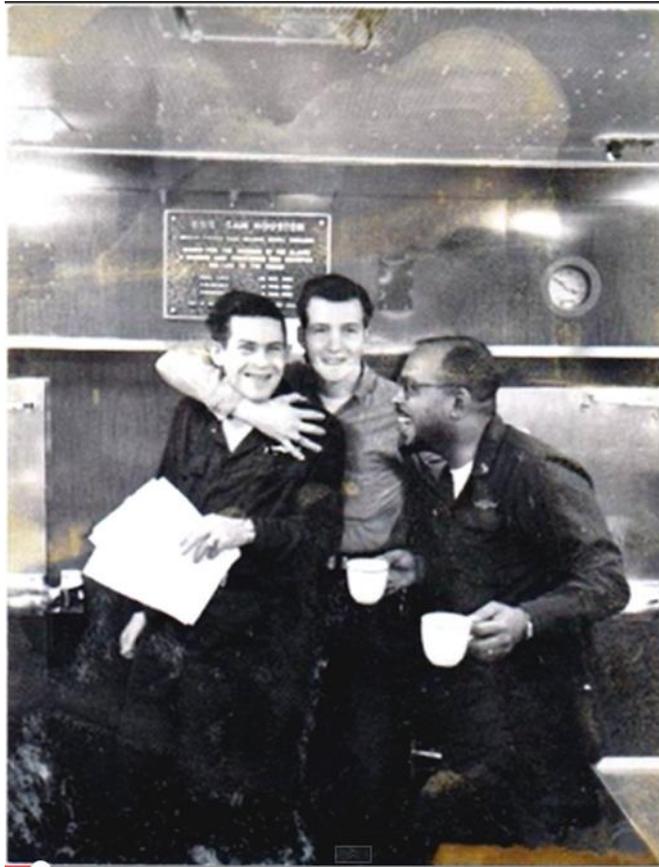
Another incident corrected two errors for those pictured with the Golden Anchor Award. The officer on the left is not **Charlie Weaver** [LCDR & XO, Blue, 1974-1978]; he is **Roger Hill** [XO (rank uncertain), Blue, 1978-1981]. A few shipmates informed me of this error, and **Howard "Tank" Davis** [YNC(SS), Blue & SSN, 1979-1982] has no doubt that the officer in question is Roger. Being the Yeoman then, "Tank" would know.

Also, **Morgan Evans** [RMC(SS), Blue, 1976-1979] identified himself as the person in the middle.



ERRORS IN THE PREVIOUS NEWSLETTER (cont.)

Francis Wadsworth (LCDR & XO, Blue, 1962-1964) went back to the 2d Edition of “The Raven” issued in 2014 to identify **Robert Foster** [STSC & COB, Blue, 1960-1966; Plank Owner; *Eternal Patrol*] on the right of the picture below. Francis was an early-on XO—before either of the skippers had been named. He appointed Robert as COB.



PICTURE OF DENNIS UPCHURCH

In the previous newsletter, I mentioned that **Dennis Upchurch** [ETN2(SS), Gold, 1961-1963; Plank Owner; *Eternal Patrol*] had received orders for *Eternal Patrol*. His daughter had brought him to the banquet during our 2012 reunion in Charleston. I thought that I had a picture of him to include in that newsletter, but I did not. In an unrelated dealing with **Brad Lawrence**, I received some pictures that he had taken and noticed that he had a picture of Dennis speaking with **Bill Gabrio** [ETR2(SS), Gold, 1961-1963; Plank Owner] at that reunion. To the right is the picture that Brad took; Dennis is on the left.



SMALLER, LESS EXPENSIVE REUNION-MEMORY BOOKS ARE AVAILABLE

Brad Lawrence [IC2(SS), Gold, 1972-1973], our Asst. Reunion Planner, Reunion Photographer, and Editor of our Reunion-Memory Books, has made available smaller softcover books with smaller price tags. The smaller books are 8 1/2 in. square (closed) as opposed to the 12-in. square (closed) hardcover books. Despite the smaller sizes, details in the smaller books are surprisingly discernible. A visual comparison of the sizes follows:



Both sizes of the books are available for the 2012 and 2014 reunions and can be ordered through Brad at any time. The 12-in. books are NOT available in softcover, and the 8 1/2-in. books are NOT available in hardcover. The approximate prices of each style book are in the table below. Often the printer has sales. Those sales have no rhyme or reason to their periodicities or the amounts of the discounts. Brad receives notices about the sales and will inform me when they are occurring. I will then notify those who attended the respective reunions about the sales so that those who desire to purchase a book(s) can take advantage of the sales.

In any case, you must place your order with Brad. If you are interested in purchasing a book, call or e-mail him. His contact information is in the Distribution Roster sent to members along with this newsletter.

YEAR & SIZE	APPROX. REG. PRICE	A PAST SALE PRICE
2014 Book, 12-in. sq., hardcover, 27 pages:	\$71.00	\$40.00
2014 Book, 8 1/2-in. sq., softcover, 27 pages:	\$26.00	\$18.00
2012 Book, 12-in. sq., hardcover, 29 pages:	\$74.00	\$42.00
2012 Book, 8 1/2-in. sq., softcover, 29 pages:	\$29.00	\$20.00

Shipping charges are additional and will be between \$5 and \$8 depending upon the item ordered and the postal destination.

USS SAM HOUSTON AT HOLY LOCH

David Jenkins [TM2(SS), O72, 1973-1976] sent the picture below and entitled it "My Old Home Returning From Patrol."



[Ed. Note: This picture is one of many included on a CD that **Ed Valentine** {TM1(SS), Blue, 1963-1966, and Ship's Photographer} sent me. The picture was taken in 1963. Ed's CD is for sale at \$5 from me.]

2016 REUNION UPDATE

The reunion period has been set for 15-17 Sep 2016 with the host hotel located in Reston, Va. Sometime in November of this year, I'll establish the menus for our group meals at the hotel and set up our tours. At the recommendation of Visit Fairfax, the meeting and tourism organization for Fairfax County in Va., and with a suggestion from **Debbie Norbraten** (Assoc. Member and daughter of **George Clanton**), I believe that the following itinerary will interest our reunion attendees:

Thursday, 15 Sep:

- Visit the **National Museum of the Marine Corps** near Quantico, Va.
We will receive privately-guided, small-group tours by Marine docents of this fabulous museum.
- Visit the **Smithsonian National Air & Space Museum** in Chantilly, Va.
We will visit this museum under the "Hosting Heroes" program. We will receive docent-led, small-group tours, a free lunch at McDonald's (within the museum), and free tickets to a movie at one of its IMAX theaters.

Friday, 16 Sep:

- Tour the **U.S. Capitol Bldg. and the Capitol Visitors Center. (Debbie's idea!)**
- Lunch on your own at the Union Station [Amtrak] Food Court.
- Visit the **U.S. Navy Memorial**.
 - ◆ We will have a second Dedication Ceremony for our Commemorative Plaque installed there.
 - ◆ Our Memorial Service will be held in conjunction with the ceremony.
- Visit **WWII, Korean, and Vietnam Veterans Memorials**.

Expect to receive the Reunion-Registration Packet by mid-March 2016.

SPECIALTY CAR-LICENSE PLATES FOR FLORIDA VETERANS

Don Pybas, [TM2(SS), O72 & Blue, 1972-1975] asked that I mention to our members that the State of Florida has approved more specialty tags for military veterans. In addition to those in place for the military branches of service, tags are available for a Woman Veteran, World War II Veteran, **Navy Submariner**, Combat Action Ribbon, Air Force Combat Action Medal, and the Distinguished Flying Cross. Additional information is available from the Florida Div. of Motor Vehicles. Please share this information with those outside of the SHVA who might have an interest.

WHAT HAPPENED TO THE METAL PLAQUE WITH THE NAMES OF THE COMM. CREWS?

Robert McCoy [CS1(SS), Gold, 1961-1963; Plank Owner] wants to know what happened to a metal plaque with the names of the Commissioning Crews. Unfortunately, he does not remember where it was mounted in the boat.

This is a topic that is somewhat related to a quest that I began in Mar 2013: to find out what happened to some of the "important" stuff that was removed from the boat upon decommissioning. The curator at the Submarine Force Library & Museum (Nautilus Museum) has been trying to help, but to no avail. The problem lies with the Naval History & Heritage Command headquartered at the Washington (DC) Naval Shipyard. This group is responsible for acquiring that important stuff. Not only has the group's operation been hampered by the government's sequestration a few years ago, but it was in the midst of upgrading its computer system. It's caught up in a double whammy because money isn't available for anything. What I'm hoping to learn is where the Shipbuilder's Plaque and the Ship's Bell went. As an example, the bell might have been given to the Governor's Office in Houston, Tex. If that office had it and later got rid of it, the Command would have no knowledge of that and the Governor's Office probably would have no record of where the bell went. But, I'm trying to get a starting point. I don't think that the metal plaque with the names of the Commissioning Crews would have become property of the Command as it would not have been an "official" plaque.

DD-214s TO BE REPLACED BY AN ID CARD?

The U.S. Senate has passed a bill that will replace DD-214s with a card for all veterans. If the bill becomes law, it will eliminate the need for many veterans who neither retired from the service nor receive benefits from the VA to present their DD-214s as proof of service. For many veterans, this document contains sensitive information. The card will eliminate that data from being available to inquisitive eyes.

USS SAM HOUSTON'S MERITORIOUS UNIT COMMENDATION AWARD IN 1969

Dennis Johnson (LT, Blue, 1968-1970) submitted a follow-up to a previous article concerning MUCs awarded the boat:

It was for the Blue Patrol in the fall of 1969, when the Houston came off Patrol and fired 10 Polaris missiles from roughly the UK-Iceland gap toward the hydrophone array north of the Bahamas. Houston went back on Patrol for the remainder of the ~65 days.

This was shortly after the Scorpion went down.

*Dennis Johnson
Ops Officer*

SUPERB VIDEO ABOUT USS PENNSYLVANIA, SSBN 735

Jon Edwards [ETR3(SS), Gold & Blue, 1972-1975] was so impressed with a video that he found on the Internet that he suggested I mention it in our newsletter. His only disappointment was that neither the interviewed crew nor the commentator mentioned ADM Rickover's role as the Father of the Nuclear Navy and being ultimately responsible for such a technological weapon's platform.

The web site is <http://www.chonday.com/Videos/pen1usnav1>.

EXCERPTS FROM "THE RAVEN-ON"—SEP 25, 1971

"HOW TO" CORNER

by JAMES P. "JIM" NASIUM

This, the second in a series of "how to" articles, is entitled "How to Amuse Yourself aboard an FBM submarine", or "Have you Seen the NEW JIM NASIUM?"

A common question asked of all submariners is, "What do you do to occupy your time at sea?" This question is often asked even by other submariners. By far, the most popular game, during any patrol, is seeing how fast you can "get" to your shipmates. The definitions and the rules of the game are as follows:

DEFINITIONS: GETTEE- the person trying to get the GETTOR.
GETTOR- the person being "gotten to" (note...one does not become the GETTOR until he has proven that he has been "gotten to").
SLAM:- a mild insult launched at the GETTEE or the GETTOR
NEEDLE- a continuous form of harrassment toward the GETTOR
OUT- a means of extracting the GETTEE from a dangerous position
SULK- used by the GETTOR as a means of defense against a SLAM or a NEEDLE
MARK- usually made in the air by the GETTEE to keep track of the number of times he has won this game

RULES FOR GAME PLAY:

1. The GETTEE will usually start the game by SLAMMING the GETTOR (it is not uncommon, however, for the GETTOR to initiate the game by opening his mouth and inserting his foot).
2. Once play has started, the GETTOR has the option of either SLAMMING back or SULKING. The game may be prolonged if the GETTOR chooses to SULK, as this allows the GETTEE to NEEDLE during the SULKING period, which may last several days.
3. It must be remembered that this is usually the GETTEE's game, however, it can be reversed if the GETTOR SLAMS or NEEDLES the GETTEE into giving up. Thus, the GETTEE should always have an OUT, in order that the game not be reversed.
4. Scoring: at the time the GETTOR officially becomes the GETTEE (by proving he has been "gotten to", the GETTEE may make one MARK). MARKS may be made after each SLAM if both the GETTOR and GETTEE agree.
5. The most senior man may halt game play at any time by uttering any one of several phrases (eg, "What liberty?"....."Field day!"...etc.)

More next time - "JIM" NASIUM

* * * * *

There's tension in the air, and all eyes are directed aft. Through the ranks the whispering, "It's happening at last!" The trumpets blare, Attention is called, a snappy salute.... the resident Marine is relieved.

CONFUCIOUS SAY:

If you're down in the dumps, ping on a friend.....MISERY LOVES COMPANY!

* * * * *

QUESTION OF THE DAY: What is a WALLY-SEA-GAP?

4.

EXCERPTS FROM "THE RAVEN-ON"—SEP 25, 1971 (cont.)

I overheard someone say that I was being extremely unfair by writing TEN COMMANDMENTS just for leadership. These people, however, did not wait to see this issue of the RAVEN ON and the "other half". After reading both sets of commandments, I have only but to echo HARRY TRUITT and say, "Let's talk".

THE TEN COMMANDMENTS FOR BEING A GOOD SUBORDINATE

1. IGNORE ORDERS, as they are given. This will give your superiors a chance to exercise their authority and their tonsils.
2. NEVER TRY to make the best of any given situation. Instead, pick out and voice (loudly) the minor inconveniences.
3. NEVER ATTEMPT to meet your superiors halfway on anything, as this could lead to your being called a "kissarse", "lifer", or "brown-noser" by your friends. It is far better to bitch behind backs than to attempt a direct confrontation and work out things in a reasonable manner. After all, it is your right to bitch!
4. NEVER IMPROVE yourself by going out of your way to do something unasked of you. This could ruin your reputation as a "sleeze" or give people the impression that you can actually think for yourself.
5. NEVER REALIZE that the best-laid plans are not always carried out due to circumstances beyond control. Always put full blame on the individual who promises you something and is then forced into changing his (and your) plans.
6. ALWAYS BE COMPLACENT in what you do. If complacency is the watchword practiced today, it is certain to become the standard of tomorrow.
7. NEVER SMILE or make jokes while on patrol. This could totally destroy the mortuary-like atmosphere that so many have worked so hard to attain. Besides, if people around you are happy, then you will feel out of place when you voice a complaint.
8. NEVER FORGIVE your superiors for what they may say or do. If they said it once, or if you interpret what they say wrong, then it must be entirely their fault. Remember, the first bad impression you receive of someone should stick in the back of your mind forever, and should overshadow any good done thereafter.
9. NEVER MAKE AN ATTEMPT to understand the thankless task of being a leader, of making decisions with which you may not agree, of being caught in the middle, of sometimes forgetting, and remember that the only good leader is one who can make you happy always.
10. As with the TEN COMMANDMENTS OF GOOD LEADERSHIP, the most important of all of the commandments-----re-read commandments #1 through #9 and say to yourself, "He can't be talking about me!" This will help you to also decide whether or not you sincerely desire to help ADMIRAL ZUMWALT change this Navy, and make it better by doing your fair share.

"KISSARSE" HARMAN ("JIM" NASIUM)

9.

ETERNAL PATROL SINCE THE LAST NEWSLETTER

With a heavy heart, I regret to inform you that the following shipmates are on Eternal Patrol:

Robert “Doc” Groves [HM1(SS), Gold, 1970-??]	received Final Orders on 03 Apr 2012
John Guerrier [ETR2(SS), Gold, 1964-1968]	received Final Orders on 02 Jan 2015
Hal Glovier (CDR & CO, Blue, 1968-1971)	received Final Orders on 10 Jan 2015

DAVE MIDDLETON SEEKS INFO ABOUT “DOC” GROVES FOR A STORY

Dave Middleton [FTB2(SS), Gold, 1971-1975] submitted his fond remembrance of Doc Groves for this newsletter:

Robert W. Groves, better known as “Doc” Groves to the crew, was a submariner of the finest of traditions. He was one crazy guy who would do anything—and had already done it! But, he was a fine Hospitalman. He was an HM1 when I knew him and was with the Gold Crew from sometime before I boarded in ‘71. I think he was off by the time we left the Charleston overhaul in ‘75 (but not sure).

*No kidding, Doc was a character who fulfilled **all** of the traditions of the Silent Service; he was a one-in-a-million character. I would like to do a story on Doc Groves, but I do need some help from those who knew him as well as I or better. In particular, I seek more info about when he reported aboard, stories during his naval career, and what he did after his discharge. Please ask the guys to e-mail me any info/stories that they have about him to foruahom@aol.com.*

Doc actually saved my life in Rota, Spain.

PICTURES FROM JACK HARDEN

Jack Harden [RM2(SS), Blue, 1963-1966] submitted the photos below of **USS Sam Houston** returning to Holy Loch in May 1966 from what he believes was his last Patrol.



UNIQUE SUBMARINE INSIGNIAS SOUGHT

I received the following message from a person identified only as "Ron." I don't have enough information to identify him. Regardless, he is a member of the USSVI, and his relayed message is a worthwhile request for a notable project.

*Shipmates/Brothers of the Phin,
Respectfully Request:*

I am trying to complete a special project and need your help. I collect submarine breast insignias from all over the world and am looking for two pins which I need to complete this project. I am looking for: 1) the old US Submarine Engineering Officer pin; this pin had the two dolphins with an "E" in its center which replaced the bow of the submarine, and 2) US Submarine WWII Combat Patrol pin in the deep-wave configuration; this pin is usually made of sterling silver. I will gladly pay a fair price for both of these pins. My aim is to complete six (6) shadow boxes, containing approximately one hundred and forty (140) pins in the near future. Once this project is finished, I will do a show-and-tell at my Life Member bases; Gudgeon Base in Prescott, AZ and Perch Base in Phoenix, AZ after which I will request the editor of "American Submariner," Chuck Emmett, also Commander of the Perch Base, to help with photos and a write-up for the "American Submariner," and at the same time, I will communicate with the various submarine museums throughout the USA to offer the pin displays to them for one year on a loan-only basis. When I single up for Eternal Patrol, I will have designated the pins to one of the US submarine museums for permanent display. Your help would be greatly appreciated toward the completion of this project.

If you would kindly communicate with your respective local bases to determine if these pins are available and if the owners would be willing to give them up for this worthy project, this would greatly shorten the time to complete this project. I am aiming for a completion time of around November 2015.

I have an extremely large sum of money invested in this project, and once I acquire the two mentioned pins and add them to the collection, I will consider these six shadow boxes as property of our US submarine museums. I will take possession only to transfer the collection to a different submarine museum each year. I would not trust having them shipped. I do not have any particular submarine museum in mind at this time for permanent display.

***Honorable Mention: Ed Brooks, a Brother of the Phin, ret. Mustang LT and former NUC, (I won't hold that against him) has done the major work in producing the six shadow boxes. He is an expert woodworker, and I greatly appreciate his help in this project. Most of these pins will surprise even the most hardened submarine sea-dog.*

Respectfully requested:

*Bill Larime STCM(SS)/CWO, ret.
2910 Hozoni Rd
Prescott AZ. 86305*

928-899-0133

blarime@cableone.net

STILL SEEKING CONTRIBUTIONS TO THE SHVA

I still seek contributions from members to support the operation/administration of the SHVA. If you have not contributed this year, please do so if you are able. Any amount is welcome regardless of how small. Hopefully, it's merely a matter of remembrance.

Thanks to those who have contributed,

Howard Dobson

Please send your contributions to our Treasurer:

**USS Sam Houston
c/o Mark Manzer
10118 NE 41st Ave
Vancouver WA 98686-5811**

USS RECRUIT

Mickey Garverick (LCDR, Gold, 1968-1970) forwarded an e-mail to me that was rather unique—so much so, that I felt it worthy of inclusion in our newsletter. “Who’d a thunk” to construct a full-size battleship right in the heart of New York City in the early 20th century? Well, the US Navy built one in Union Square in 1917, and it would remain there through much of 1920! Built entirely of wood, it was intended to be a recruitment and training center. The replica was even commissioned under the command of CAPT C. F. Pierce in a ceremony identical to that for a sea-going ship! Within the ship was a Radio Room, officers’ quarters, doctors’ quarters, and exam rooms to access the health of potential recruits. It also had overnight accommodations for officers and enlisted men. The ship was also a location to purchase Liberty Bonds during WWI.

For more pictures and information, visit the web site: <http://mashable.com/2015/04/30/uss-recruit>.



RESULTS OF THE HOTEL-INTERNET SURVEY

A while back, I surveyed our membership about how important complimentary Internet service would be at a host hotel during a reunion. The results were somewhat surprising and follow:

Considered free Internet service a requirement	41
Was not a requirement	34
Didn't care either way	48

These results indicate that I must continue to book a hotel with complimentary Internet service for our reunions.

The reason for this survey was that I was seeking an alternative for a potential cruise to Hawaii from Calif. for our 2018 reunion. That destination will not be feasible because of the 14 or 15 days required and the enormous expense. And moreover during my preliminary investigation, no other worthwhile destinations were feasible. I also looked into the Mississippi River cruises, but they cost much more than comparable cruises aboard ocean-going cruise ships. To compromise, I decided to look into having our reunion aboard The Queen Mary in Long Beach, Calif. (near Los Angeles). My thinking was that we could get somewhat of a cruise-ship environment without putting out to sea. The proposal that I received from the Queen indicated that our reunion attendees would pay \$15/day for in-room Internet service. After I had sent out the survey and had discussions with the sales staff of the Queen, they agreed to remove the Internet fee without raising the quoted room rate.

When my investigation suggested that a cruise from any Calif. port was looking hopeless, **Brad Lawrence** found some cruises that might be worthwhile and within most of our budgets. Reunions aboard cruise ships are comparable in cost to land-based reunions and might be a little cheaper when one looks at the situation of room costs plus meals with a hotel. Often though, one might wish to stay at a hotel/motel near the cruise port on the night before the cruise departure to ensure adequate time to arrive at the port. Some individuals might also stay at a hotel/motel after a cruise to wind down before they begin their return home or continued touring.

I'll have more details about the 2018 cruise reunion and alternatives to present at the Business Meeting during the 2016 reunion. Plan to attend so that you can voice your suggestions and cast your votes.

Howard Dobson

DON "GABBY" RAIRDAN COMMENTS & MINI-REUNION

Don Rairdan [MM2(SS), Blue, 1975-1977] provided the following comment with his Internet survey:

Great newsletter, as always. Really appreciate all you do. The 2016 reunion is still up in the air for me, but will do my best to be there. I have not been to DC, and it is on my "bucket list"; so, hope it works out—a two birds with one stone kind of thing.

I do agree that a cruise to Hawaii or the Panama Canal would be too much cost for most. I have been to both places, and they were awesome. I think the Mississippi idea is very good.

JMUP.

Hoping to do a mini-reunion with 5-7 bros this summer. Hope it works out. Have not seen any of them since discharge in '77.

Don's last paragraph deserves comment. Mini-reunions are a great idea regardless of how infrequently they occur. In past newsletters, I've included pictures of such mini-reunions. If anyone is interested in having such get-togethers, I can provide you lists of shipmates in your state to assist in your planning; just let me know the state(s) of your interest.

Howard Dobson

MINI-REUNION OF BRAD LAWRENCE & BILLY WOOLCOTT

On 01 Oct 2015, **Billy Woolcott** [MM1(SS), Blue, 1967-1969] and his wife, Sharon, visited **Brad Lawrence**. Below are a couple of pictures:



NOTE: Brad's airplane is in the background. A subsequent article contains some of his aerial photos.

POOR CONDITION OF OUR MEMORIAL BENCH AT PATRIOTS POINT

In a chain of e-mails involving **Tim Oliver** (LTJG, B & O72, 1970-1972), **Jim Adkins** (LT, Blue, 1962-1965), and **Mickey Gaverick** [LCDR. Gold, 1968-1970], Mickey brought to my attention the poor condition of our granite memorial bench at the Cold War Submarine Memorial. I asked **Jack Harden** who lives in Charleston to check our bench and let me know its condition. He reported that its condition is deplorable and is in the worst condition of all of the benches there. He believes that a moss or a similar biological substance is growing on the horizontal surfaces of the bench. Some material is also within the engravings. Despite the bench being the only one under trees, bird droppings do not seem to be the problem. Material from the trees is the likely culprit.

Jack believes that the material can be easily removed from the bench with a power washer, and he will attempt to use his gasoline-powered unit. He is unsure if a source of water exists at the memorial. If not, he will attempt to determine if his power washer will operate with an unpressurized source of water; e.g., a hose placed in a bucket of water. If he can't use his power washer, he suspects that he will have success with detergent and water and a plastic scrubber.

I'm attempting to determine if the owner of the museum performs any periodic maintenance at the Cold War Submarine Memorial beyond cutting the grass. I get referred to the maintenance group, and no one answers the phone or returns calls for messages left. The museum is privately owned which might explain an apparent lack of maintenance at the memorial.

Depending upon a few factors, I might consider contributing to a local veterans' organization to maintain our bench. Because the bench is polished granite, it is not readily subject to corrosion/deterioration under typical environmental conditions, and any accumulation of material on the surface should not tightly adhere to it thereby rendering it somewhat easy to remove.

SPECIAL COMMENT:

I prepared the content of this newsletter while travelling by train between Wilmington, Del. and Cincinnati, Ohio to attend a reunion of the US Naval Training Center Bainbridge Assn. from 30 Sep-03 Oct. During this period, historic rainfall and flooding are ravaging the entire state of South Carolina—especially the Charleston area. This unfortunate event will prevent Jack's effort to clean the bench.

*The date of this comment is 20 Oct 2015, and I will be issuing this newsletter in a couple of days—after proofreading by **Ray Higgins** [MM1(SS), Gold & Blue, 1965-1970]. Meanwhile, recovery efforts from the devastation in the Charleston area will be ongoing. I will table this project until the Charleston area has recovered and conditions in the area have returned somewhat to normal.*

BRUCE FULBRIGHT REMAINS IN THE HEADLINES

Bruce Fulbright [MM1(SS), Gold, 1965-1970] was awarded the Vintage Class Trophy at Miami's Peterson's South Harley/Road Rage Magazine Bike Show this past June. Congratulations, Bruce!



In the last newsletter, I added a comment in Bruce's article about his overhauled bike in which I stated that it won't be long before he comes up with a nuclear-powered bike! Shortly afterward, I received an e-mail from Bruce. I was thinking that he was going to inform me that, indeed, he was working on such a bike or one with some other bizarre method of propulsion; but that was not the case. What that e-mail concerned was a patent that he holds for an exotic material that he invented! It's an altered, silicon-based material that has properties which can revolutionize microprocessing capabilities and heat-transfer properties. Details of the substance are too technical to present here. If you are interested in those details, please visit the web site <http://phoenix-1.org>. Incidentally, I happened to notice the statement "silicone-powered" on one of my flash drives. Looks like his material has found at least one use.

HALFWAY PARTY PICTURES

Conrad Horn [ETR2(SS), Gold, 1960-??; Plank Owner] sent the following pictures and comment:

*I found these photos taken on January 1, 1963 during the Gold Crew's first Patrol. The man dressed as 1963 New Year is **Jack Baker** [CSC(SS), Gold, 1961-1963; Plank Owner]. Memory is too far gone to recall the names of the other crew members, but at the next reunion, maybe someone will.*



POSTCARD OF NUCLEAR POWER SCHOOL AT USNTC BAINBRIDGE

While attending the 2014 Reunion of the USNTC Bainbridge Assn., I noticed with some memorabilia a postcard with a picture of Nuclear Power School. Myself and many other shipmates attended that school. The owner of the postcard, who was not a nuke, scanned it and sent the files to me with the following comment:

From other sources, I read that this was originally an Administration Building for the center's hospital and that the school was commissioned on July 1, 1962. It was building 853.



NUCLEAR POWER SCHOOL
U. S. Naval Training Center
Bainbridge, Maryland
This newly-established service school provides trained specialists for our rapidly-growing nuclear-powered submarine fleet.

Published by David E. Traub, 2313 South Rd., Baltimore 9, Md.

PLACE
STAMP
HERE

POST CARD

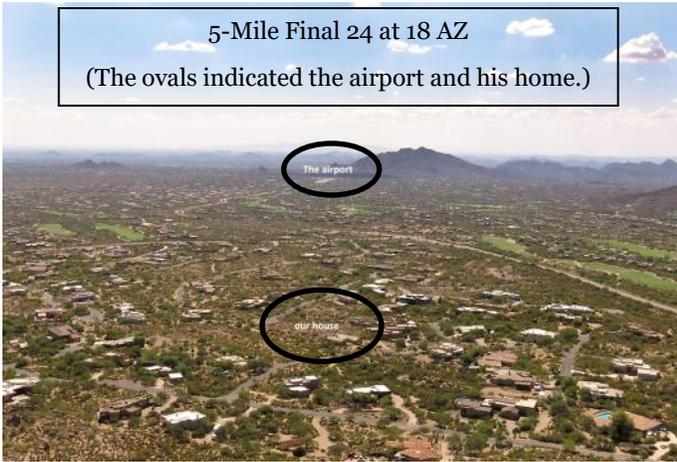
Address

S-47226

AERIAL PHOTOS BY BRAD LAWRENCE

Many of you might be unaware that **Brad Lawrence** is a pilot and owns an airplane. He mounted an under-wing camera and took the following pictures. He lives near the airport where his plane is stored.

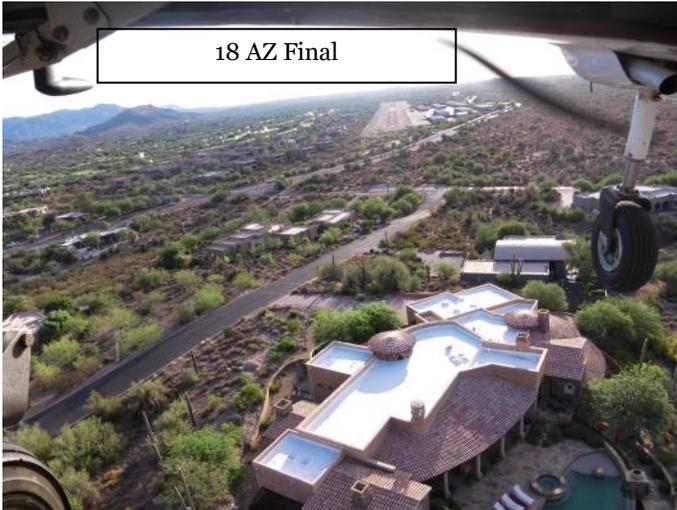
5-Mile Final 24 at 18 AZ
(The ovals indicated the airport and his home.)



18 AZ



18 AZ Final



Short Final 24 at 18 AZ



Pictures That Brad Took From His Patio



CHANGE OF COMMAND BOOKLET

Submitted by **Ross Thomas** [dual service: STSC(SS), Gold, 1967-1970 & STSCS(SS), Blue, 1976-1979].

CHANGE OF COMMAND CEREMONY

USS Sam Houston



SSBN-609

NAVAL SUBMARINE BASE
PEARL HARBOR, HAWAII

WEDNESDAY, 31 AUGUST 1977



Captain Willis S. Rich graduated from the United States Naval Academy in 1956 and served in the destroyer USS McCaffery (DDE-860) for three years. He then pursued graduate studies at the U. S. Naval Postgraduate School, Monterey, and at New York University where he received a Master of Science Degree in Mathematics. Captain Rich next served as Executive Officer in USS Waldo County (LST-1163) until June 1963 when he entered the Nuclear Power Program. Following nuclear power training and Submarine School, Captain Rich was Navigator and Operations Officer in USS Swordfish (SSN-579). He then completed Executive Officer tours in USS Stonewall Jackson (SSBN-634) Blue and USS Gato (SSN-615). He next was assigned to the Bureau of Naval Personnel where he was the Assistant Program Manager for Nuclear Power Personnel. Following this tour Captain Rich served as Commanding Officer, USS Guardfish (SSN-612). He assumed command of USS Sam Houston (Blue Crew) in October 1975.

Captain Rich is a native of Wellfleet, Massachusetts. His wife is the former Miss Janis M. Bradley of Ardmore, Pennsylvania. They have four daughters, Anne, Mary Beth, Sarah and Carolyn, and reside at 115 Kuuala Street in Kailua, Hawaii.



Commander David C. Klinger is the son of Mr. and Mrs. Richard R. Klinger of Lykens, Pennsylvania. He was commissioned in 1961 through the NROTC program at Pennsylvania State University.

Commander Klinger attended Destroyer School and earned his Surface Warfare Officer designation for duty in USS Norris (DD-859) and USS Agerholm (DD-826). Since entering the Submarine Force in 1965 he served in USS Francis Scott Key (SSBN-657), USS Seahorse (SSN-669) and USS George C. Marshall (SSBN-654). Prior to his Executive Officer tour, Commander Klinger served as a Staff Plans and Operations Officer in Headquarters U. S. European Command in Stuttgart, Germany.

Commander Klinger resides on Ford Island with his wife Marilyn and their two children David and Karolyn.

INFO ABOUT THE BOAT'S PACIFIC OPS

In the previous newsletter, I mentioned that a shipmate had noticed that public information about the boat's Pacific Ops is nearly nonexistent. He suggested that I request our shipmates provide some info. I received the following responses:

Walt Young [EM1(SS), Gold, 1975-1979] wrote:

I read the newsletter and saw the comment about the boat info missing. I added some info to Sammy's Wikipedia page.

Chip Porter [ETN2(SS), Gold & O72, 1971-1976] responded:

I'll say that I'm sure that my memory is no better than any of the other guys as we age, but here are some of my "coming out of the yards" memories: contradictions/corrections are welcome!

The Gold Crew took the boat out of the yards (advantage Blues, as they got to move to Hawaii with their wives). Sea trials are kind of a blur to me. We had kind of a false start—the wife of one of the guys was killed in a car accident. We stopped what we were doing and went back to Charleston to drop him off; it was a real tragedy.

We went to Puerto Rico—did torpedo trials and got degaussed. We also went to St. Croix, but I don't remember why. I remember a couple of things about St. Croix. We were tied to a really long pier—it must have been a quarter of a mile if it was an inch! The water was so clear you could see the hull until it curved out of sight, and you could see beyond to the white-sand bottom—probably about 50 feet deep. One of the guys got drunk on the beach and fell off the beginning of the pier into a bed of sea urchins. We dragged him to the boat. He was really hurt, and I remember the grave concern on the corpsman's face (Doc Groves?), but it turned out OK.

With our east coast stuff done, we headed for the Panama Canal. This was probably a couple of years or so before our fellow submariner, Jimmy Carter, gave it away. I don't know what they do now, but since we owned it then, American warships got to go to the head of the line (we couldn't take nuclear weapons through, though). I remember being impressed by how many ships were waiting to get through. We had the traditional "on-deck barbeque" while going through, but man, was it a mess! I've never saw so much bird shit in my whole life! The entire top of the boat was completely white by the time we got out of there. I remember wondering how long we'd have to be underwater to get clean! Anyway, while we were in the lake in there, the locals rowed out in small boats to sell trinkets to us—mostly "molas" which were multiple layers of cloth with holes strategically cut in different sections to show the underlying layer.

Once out of the canal, we were getting pretty excited because the plan was to make port in San Diego for a little R&R. Well, that didn't happen. I guess we were behind schedule to get to Bremerton, WA. to load out missiles. Seems to me we were in Bremerton for something like 10 days to two weeks—long enough for some of us to fly our wives out from Hawaii (where they had moved by themselves) for a conjugal visit.

First thing we did out of Bremerton was to set up an emergency blow from test depth. We dove in 100-foot increments. By the time we got to 500 or 600 feet, we were reporting any "new" leaks. Anyway, it took forever to get to test depth. It was the middle of the night when the emergency blow order came. I had the Nav Center. After our freight train ride to the surface, I immediately heard Con scream, "emergency deep!" It was only the second time I'd heard that; the first being in the Med when a supertanker came out of our baffles and nearly ran over us—but that's a different story. Anyway and unfortunately, we'd blasted to the surface in the middle of a Russian trawler fishing fleet. Fortunately, we didn't blast to the surface under one of 'em. Oh yeah, we joked about how many nets we probably tore up and how many Russians probably had to go change their underwear, etc. But years later, I commiserate with that poor sub captain who got crucified after coming up under that Japanese fishing boat off Hawaii. I saw how it could happen.

OK, the rest of the trip to Pearl was uneventful. We turn Sam over to the Blues, who made the first official Patrol since the yards (and ended up in Guam). Someone did make the decision, though, to authorize us to add a star to our Patrol Pins since we had the boat so long.

Those are my recollections. I look forward to having my shipmates critique/correct what I recall. Maybe they can jog my old brain!

[Ed. Note: Where did you learn that big word, commiserate? You probably left most of us in the deep depths of the English language with this one; you sent me to the dictionary with that word!. The translation for the rest of us is: feel/express sympathy.]

INFO ABOUT THE BOAT'S PACIFIC OPS (cont.)

Bill Blackburn [ET1(SS), O72 & Gold, 1973-1976] chimed in:

Regarding Mike Kearney's article [which appeared in a 2014 newsletter article] on the move to the Pacific in 1975, I can give you some approximate dates. I was in RC Div. with Mike and moved with the boat to Hawaii.

The boat left Charleston for the Pacific in early August. Prior to that, we made stops in Port Canaveral; Roosevelt Roads, Puerto Rico; and Frederiksted, St. Croix.

We transited the Panama Canal in late August and spent a long Labor Day weekend in San Diego.

We arrived at Bremerton in mid-September and spent about 3 weeks there. We finally arrived in Pearl Harbor in early October where the Blue Crew took over.

Bill Posson [RM1(SS), Blue, 1975-1979] provided his recollection:

*Like Mike's memory, mine isn't totally exact, but the time frames are close. I reported to COMSUBRON 15 REP Pearl Harbor on 7 Oct 1975 with orders to USS Abraham Lincoln. However, **Richard Adamson** [RM1(SS), O72 & Blue, 1972-1975] on Sam Houston had to replace someone on another boat (They needed a qualified RM). Now, Richard needed to be replaced. Hence on 3 Nov 1975, I was ordered to Sam Houston BLUE. With my seabag and me still on deck, we sailed out of Pearl on our way to Patrol 37.*

I was ordered to school, so missed out on patrol 39. Made patrols 41, 43, 45, and 47 and was transferred on 3 Oct 1978. I went onboard as RM2(SU) and departed RM1(SS) and had passed the Chiefs Exam by the time I transferred.

*You might contact **Roger Brakefield** about other Patrols; he was still there when I left the boat. That's about all I can give you except **Sam Houston** made the first port visit in the Pacific for a Boomer—in Korea. I forgot which Patrol that was.*

A HIGH-QUALITY VIDEO OF SAM HOUSTON ON THE JAMES RIVER AVAILABLE

In the previous edition, I mentioned that I had received from **Bill Gabrio** a DVD of **USS Sam Houston** cruising on the James River—probably headed for some sea trials. The source of that video was the daughter of **Dennis Upchurch**. I also mentioned that the video was of poor quality. A note that I received with that DVD said the Ship's Doctor was suspected of being the source of the initial video recording.

Kevin O'Donnell responded to that article by verifying that he was both the Ship's Doctor & Photographer at that time AND included a DVD with high-quality video of what was on the DVD from Dennis. Not only is the video on his DVD clear, but it is narrated and has more unrelated scenes in which many shipmates are named. I'll gladly send anyone a free copy of that DVD. I imagine that the shipmates shown are Plank Owners and those who were assigned to the boat shortly after commissioning. Contact me if you are interested; my info is on page 1.

RAY HIGGINS REMAINS HARD AT WORK WITH MEMBERSHIP

Ray Higgins continues the tedious work of determining the statuses of shipmates—on Eternal Patrol or not—and to correct erroneous information on our roster for shipmates who are probably still living but not located.

To aid in his quest, he has purchased microfilms from the National Archives. On visits to his local library, he has been converting the film images to digital files. Afterwards, he has devoted countless research hours on the Internet trying to locate our shipmates.

Many thanks again to Ray on what will be a never-ending effort.

Howard Dobson