



VOL. 2016 NUMBER 2

FEBRUARY 2016

USS HENRY L. STIMSON ASSOCIATION SSBN655 NEWSLETTER

Association Officers & Board of Directors 2013—2016

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Shipmates,

In case there's any doubt, the Stimson Commissioning + 50 Years Reunion (C+50R) will be held in October. This information has been sent out via email, FaceBook and these newsletters.

The reunion will be here in less than 230 days (and yes I'm counting)...

If you are coming to the reunion please plan on sending in your registrations and fees soon! As of today there are 31 shipmates & spouses full registered for the reunion. These next 7 1/2 months will go by quickly and we cannot spend or commit funds that haven't come in through registrations.

POSSIBLE GOLF TOURNAMENT

One of our shipmates, David Huckeba, is trying to setup a golf tournament during the October reunion. If you are attending the reunion and would like to play, contact him ASAP at dhuckeba@scrllc.net or call 770-642-5425.

The date for the tournament is Thursday Oct 13, 2016. We will have 6-10 foursomes reserved. First come first served. Cost will be between \$95-125 depending on where we play. Lunch will be provided.

**2016 Stimson Reunion News!
COMMISSIONING + 50 YEAR REUNION
(C+50R)**

In a little more than 7 months Stimson shipmates from all over the country will be gathering in Charleston to celebrate at our Commissioning + 50 Year Reunion, or as I'm calling it now: C+50R. The dates are October 13-15, 2016. It's not too early to begin the registration process...in fact the sooner the better.

HOTEL INFORMATION

The hotel venue is the North Charleston Marriott. It is the same (but significantly upgraded) hotel we used in 2011 (it was a Sheraton at the time.)

You can make reservations at the hotel by going to <http://www.marriott.com/meeting-event-hotels/>. The official reunion days are Thur., Oct. 13th through Sat., Oct. 15th (checkout on Sun., Oct. 16th). The hospitality room will be opening Wed. evening, Oct. 12th for early arrivals. Hotel rates per night will be \$129.00 plus 13.5% tax for a **total of \$146.42**. This rate is good three days before and after (October 10th-18th inclusive).

Hotel Registration Deadline is September 13, 2016

Submarines Lost During the Month of January

USS SCORPION (SS-278)	Jan. 5, 1944 – 4th War Patrol	Lost with all hands – 77 souls
USS ARGONAUT (SS-166)	Jan. 10, 1943 – 3rd War Patrol	Lost with all hands – 102 souls
USS SWORDFISH (SS-193)	Jan. 12, 1945 – 13th War Patrol	Lost with all hands – 89 souls
USS S-36 (SS-141)	Jan. 20, 1942 – 2nd War Patrol	No loss of life
USS S-26 (SS-131)	Jan. 24, 1942 – 2nd War Patrol	Lost with 46 souls, 3 men rescued

Five Boats and 314 Men Lost

To make a reservation directly with the hotel call 843-747-1900 Monday through Friday during normal business hours. **BE SURE TO SAY THIS IS THE USS HENRY L STIMSON GROUP.** If you have any issues making your reservations please contact me.

At this time the following have made reservations at the hotel: Ballard, Birmingham, Boyle, Burger, Casella, Chase, Clark, Engle, Forbes, Hinkle, Hladik, Huckeba, Krauser, Kreul, McCord, Moeller, Nichols, Pennington, Rada, Riggs, Rowe, Sampson, Violette, Young.

At this time the following are registered for the reunion: Anderson (Neal), Andress (Jay & Barbara), Burger (Thomas), Birmingham (George & Connie), Casella (Mike & Denise Bogosian), Crawford (George & Barbara), Hladik (Chuck & Joyce), Huckeba (David & Karen), Krauser (Tom & Marie), Kreul (Ray & Rita), McCord (Orville & Maxine), Moeller (Frank & Phyllis), Nichols (Nick & Linda), Rada (Elliot), Reed (Alan & Linda), Rowe (Gerald & Diane), Violette (Dave & Beth).

The Marriott is not pet-friendly. You can make reservations for a pet-friendly hotel at the following hotel only 5 minutes from the Reunion location.

Residence Inn Charleston Airport

5035 International Boulevard
North Charleston, SC 29418
1- 843-300-3100

There is info on the reunion registration form concerning locations where you can setup your camper. The hotel will allow you to setup in an area of their parking lot but you must be self-contained. They do not have a dump site.

REUNION REGISTRATION

The registration form is now on our website at [C+50 Reunion Page](#). After printing and completing either the Word (fillable) or PDF form, print it and mail along with a check (make payable to USS Henry L. Stimson

Reunion) to the following address:

SSBN 655 Association Reunion
% Nick Nichols
102 Greenhurst Ave
Summerville, SC 29485-8821

Several organized tour are on the form. Based on what has been received to date it appears the Friday tours will be the H.L. Hunley in the morning and a Chareleston Harbor Tour in the afternoon. This will be firmed up as more of registrations are received.

Reunion Registration Deadline is Sept. 27, 2016

POR: PLAN OF THE REUNION (tentative)

Wed., Oct. 12

1600: Hospitality Room (HR) opens for early arrivals

Thu., Oct 13: Report for Duty Day

0800: HR opens

0800-1600: Free day in HR or around town with possible Golf Tournament on this day

1600: Muster in HR. Men leave hotel for Charleston Base SUBVET meeting in Goose Creek. Ladies spend the evening in HR or at Tangier Outlet shopping/eating

~2030: All muster in HR to continue the evening

Fri., Oct 14: Liberty Day

Spend the day enjoying Charleston on your own, as a group or on the scheduled tour

0800: HR Opens

TBD: departure for scheduled tour

1800: Welcome Aboard Buffet in Hospitality Room

1900: Entertainment and Program

Sat., Oct 15: Scheduled Day

0800: HR Opens

0900: HR Closes for morning

1000: Stimson Bench Dedication Service and Stimson Shipmates Eternal Patrol Memorial

Service @ Cold War Memorial w/Group Picture
~1200: Hospitality Room Reopens
1400: Association Business Meeting in HR
1700: Hospitality Room Closes for Banquet
1700: Happy Hour w/cash bar
1800: Buffet Dinner
1855 (6:55pm): Reunion Program/Guest Speaker
2015: Entertainment
2200: Hospitality Room Reopens
Sun., Oct 16: Safe travel home until next reunion
0800: HR Open for coffee/farewells
0900: Reunion cleanup begins

DOOR PRIZES

I know we have some very talented shipmates and I would like to give you a chance to show off your talents to other shipmates. If you have any item that you have had a had in making and you feel would make for a good door prize or raffle we need your talents!!

Our goal for this reunion is to have the majority, if not all, of our door prizes and raffle items to be donated by our shipmates. If you would like to donate something that is done by you (or it could be your wife or other family member) please contact Gordon Long at longg11@bellsouth.net. He will discuss the item with you and let you know how to get it to the reunion committee for their use as a door prize/raffle.

We have several craftsmen in our Association who are very excited to be able to show off their handiwork!!!

From the Association President & Storekeeper: Ray & Rita Kreul

Our Ships Store SK, Rita Kreul, fell and dislocated and broke her shoulder in five places on Friday, 12 Feb. She was operated on Thursday, 18 Feb., and now has a plate and many screws holding everything together. The ships store will be closed until the end of March at a minimum. We will let every one know when she is up and at it again. Thanks, Ray and Rita

From the Association Historian: Loree Riggs

I have had some inputs as names for the pictures I placed in the last issue of the newsletter but there are still a lot of blanks. Check out the pics on pages 13, 14, 15 of this newsletter and help name our shipmates.

Also, when naming the pictures if you know when they were made... year, patrol, etc...that would help

If you have pictures that you need names for send them to the webmaster and to me. I'll ask him to put them in the newsletter, then I'll use the completed pictures to keep our Stimson history updated. Send them to Nick Nichols, Webmaster, (655webmaster@ssbn655.org) and to Loree Riggs, Historian (l.riggs8@comcast.net)

ETERNAL PATROL

ET2(SS) William 'Bill' Stanley Klaiber, B 71-74

Departed on Eternal Patrol 10 February 2016
[reported by Legacy.com Obituary]

BINNACLE LIST

(View on the web at: <http://ssbn655.org/chaplain/chaplain.html>. if you would like to be placed on our Association Binnacle List please send an email to 655webmaster@ssbn655.org)

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Roy Robertson, RMCS(SS) G COB 78-79

2.21.16: Roy fell and broke his hip on Sunday, Feb. 21st. He had surgery and is now at Roper Hospital in Charleston SC for rehab.

Gene 'Kewee' Kelewae, TM3(SS) G 69-72

2.24.16: Hello my name is Gene Kelewae and I served on Henry L. on the Gold crew from 1969 until 1972, first as a cook then a Torpedoman. Some knew me as Kewee.

First off let me assure you I'm not looking for anything from you. A little history:

In October 2012 I was diagnosed with an aggressive form of Prostate Cancer. February 2013 my prostate was removed. August 2013 I had a stomach issue and went into the ER. After X-rays and a CAT scan I was diagnosed with Stage IV Colon Cancer. This included a 70% involvement of my liver. I had an emergency Colostomy and then had 4 chemo infusions. November 15 I had the first of two 12 hour operations. The first removed forty percent of my liver. The second operation was December 4, 2013 and removed thirty percent of my liver after my liver regrew a lobe. They also removed the tumor in my colon and closed the colostomy. I went home 20 December and

since then I have had 36 more Chemo Infusions.

I had a colonoscopy that was clean 18 months prior to the discovery of my colon cancer. My colon cancer is aggressive and without chemo I wouldn't last long. There is no history of cancer of any kind in my family. I don't like sharing all of this, but I was wondering if others had similar issues. You can contact me at gmkelewae@netscape.net

Another bit of information that you may or may not know is that the VA has a form that my wife found about where you can request disability for certain cancers. Your doctor would have to state that the most likely cause of the cancer is from ionization of radioactive material. We were told by the DAV that the person should have no family history of the cancer.

I've included the link to the VA site. <http://www.publichealth.va.gov/exposures/radiation/>
v/r Gene Kelewae (Kewee)

Carolyn Linhart, wife of Chuck, QM1(SS) G 68-74

2.9.16 My Submarine family: I don't know how to thank you for all you help in the past, but I'm coming to the altar one more time to pray for more help. Medicare is not paying for any of the feed tube needs, so it's all out of pocket. She (Carolyn) got home from the hospital on Jan 25th after a 3 week stay. This was her second trip to the hospital for malnutrition. I fear for her and love her with all my soul. Without her I will probably turn into a hermit. I wouldn't know how to function. Friday Feb 12 will be our 33rd anniversary. Please read the whole story on the link and if you can find it in your budget to help, I will be forever grateful. Go to this link to better understand Carolyn's situation and to assist if possible: gofundme.com/5wb3wtpuw

9.3.15 I personally want to extend a great big thank you to my fellow submariner family on behalf of me and my wife. Your response has brought this old man to tears. I haven't been on board the Stimson in over 40 years and yet you folks of the submarine force continue to amaze me. Again, any contributions you folks can manage will be sent an email to thank you personally. Sorry I can't come to each of you and shake your hands and thank you in person, but alas my wife will not be able to travel for some time yet. But believe me when I say this...."The Stimson crew (regardless of when you served on her) is truly a family and will remain so long after I am gone". For those that wish they could contribute, but just can't manage,

I understand and I am still thankful for your prayers. I truly believe that prayer has brought my wife this far and we still have a long way to go. Again, to my entire Stimson family, Thank You So Much for your help. It will go a long way towards helping us get back on the road to recovery and hope to see more of you in the future. Who knows, maybe we will rub elbows at a reunion.... and other charity organizations). Charles (Chuck) Linhart

8.2.15 Chuck has a request for his wife. Since 2010 Carolyn's health has been steadily deteriorating. This has caused them severe financial difficulties. Chuck has started a GoFundMe page in hopes to pay for the required medical procedures Carolyn has had to have.

Larry Hall, STS3(SS) B 65-69:

6.10.15 Still awaiting a kidney and can't travel to the reunions. They say that my kidney failure was caused by high blood pressure and diabetes though I'm not sure about that. In 2009 I had prostate cancer and had 48 radiation treatments. In 2010 my kidneys failed. Since my diabetes is well under control and my blood pressure hasn't been high for 20 years, it seems a bit coincidental.

WELCOME ABOARD & FOUND SHIPMATES!!

(Shipmate has contacted us to be added or have info updated on our Sailing List. Please check the online Sailing List to access the shipmates email address.)

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- MM1(SS) Terry McMasters B 75-78
- EM2(SS) Frank Moeller B 66-70
- MM1(SS) William Peed B 75-78
- MM1(SS) Larry Wallace G 69-73
- MM2(SS) Richard Brittingham G 74-77
- ET1(SS) James H. Muncey G 85-86
- MM3(SS) Dennis J. LaPalme G 78-81
- EM2(SS)/ELT Roy A. Gill G 74-76

LOOKING FOR SHIPMATE

Kimberly Blum-Hogle

[kimberly.hogle00@gmail.com], daughter of **YNCS(SS) Bert Blum B 87-89**, is looking for STSC (SS) Jack E. Craig from the blue crew.

QM1(SS) Chuck Linhart, QM1(SS) G 68-74

[chucklinhart@gmail.com] I would like to get in contact with ET1(SS) William 'Bill' Warren.

STS3(SS) Robert 'Bob' P. Featheran, Jr. (G 81)

[SpritesDragon@gmail.com] I would like to get in contact with STS2 Robert P. Cooley.

EM1(SS) Paul Murray (G 65-69)

[pcmurray@optonline.net] I am looking for former shipmates Ken Luken IC2(SS) 65-68? and Joe Carter MM1(SS) 65-68.

QM2(SS) Robert Frizzola (G 82-86)

[frizz688@yahoo.com] I was on from 82-86 Gold. I'm looking for a few shipmates and maybe you can help. MM1/SS Mike Alegretto and MM2/SS Willy Wilson, both Gold crew.

YNC(SS) James Maddox (B 83-86)

[jgm401@msn.com] is looking for YN2(SS) Mark Jackson (B). Also what has happened to MMCM(SS) Golightly.

STS3(SS) Steve Searight (B 70-71)

[ssearight@verizon.net] is looking for STS3 Eugene Manning who served during the same period as me. As I recall, he was from New York (Brooklyn).

MM2(SS) Joe Civiletti (G 79-81)

[submarinem1@aol.com] Does anyone remember/ know what happened to an MMCS/SS Golightly (A-Div Gold crew in 1979 when I came on board).

GREAT LINKS TO SPEND TIME WITH
(all links from "The Draft" will be on the website)

655 Association Website

www.ssbn655.org

F35 Lightning Helmet

[https://www.washingtonpost.com/news/
checkpoint/wp/2015/04/01/meet-the-most-
fascinating-part-of-the-f-35-the-400000-helmet/?
tid=hybrid_experimentrandom_1_na](https://www.washingtonpost.com/news/checkpoint/wp/2015/04/01/meet-the-most-fascinating-part-of-the-f-35-the-400000-helmet/?tid=hybrid_experimentrandom_1_na)

UH-1 Huey Helicopter

The most widely used military helicopter
<http://fas.org/man/dod-101/sys/ac/uh-1.htm>

Check out Silent Service Photo Index
<http://www.subasepearl.com/pages/>

[Silent Service Photo Index](#)

WWII Submarine War Patrol Reports Coming Online

[http://www.military.com/daily-news/2016/02/22/
wwii-submarine-war-patrol-reports-coming-
online.html](http://www.military.com/daily-news/2016/02/22/wwii-submarine-war-patrol-reports-coming-online.html)

ARE WE ALL READY TO MAKE PATROLS AGAIN??

Report: Russian Sub Activity Returns To Cold War Levels

(CHECKPOINT (WASHINGTON POST) 04 FEB 16) ... Thomas Gibbons-Neff

The Russian submarine fleet has returned to the North Atlantic with such gusto that NATO sub commanders are reporting "more activity from Russian submarines than we've seen since the days of the Cold War," according to a top NATO admiral.

Royal Navy Vice Adm. Clive Johnstone, speaking aboard a Spanish frigate at the end of last month, told the defense analysis group IHS Janes that the alliance is also seeing "a level of Russian capability that we haven't seen before."

Russia's submarine program froze as funds dried up following the collapse of the Soviet Union. Recently, however, Russia has commissioned two new types of subs, including a nuclear-powered attack variant and a nuclear-powered ballistic missile class. According to Janes, they have also started modernizing older submarines as well.

Johnstone said that with these upgrades and newer boats, Russia is "freer to operate" beneath the waves, as the new technology and an increase in spending has greatly increased Russia's capabilities. Johnstone also added that Russian submarine crews are more professional in years past, something that has also raised concern within the alliance.

While Russia's revamped sub fleet is certainly a concern for the west, what worries Johnstone is the

lack of openness about Russia's strategic and operational objectives. The admiral added that the Russians have yet to invite a NATO representative to one of their exercises in the last two years - something that NATO does regularly.

"I'm not saying we want to be part of everything and I'm not saying that Russians are the "Great Bear" or that they're the enemy, but what we've got to do in this very complicated maritime environment is take out the uncertainty and reinforce the certainty," Johnstone said.

The admiral added that while Russian activity off NATO ports and in NATO water space was confounding, "it's hard not to draw a certain set of conclusions."

Recently, the United States has monitored Russian submarines and surface ships patrolling around under sea fiber optic cables. While the Russians' intentions are unclear, tapping underwater communication lines is an old Cold War tactic revolutionized by the U.S. Navy in a series of spy missions that began in 1970. In November, the United Kingdom had to request additional support from France to help detect what they thought was a Russian submarine spying off the coast of Scotland on one of England's new nuclear missile systems.

Russia's renewed sub activity has altered how NATO now approaches its maritime capabilities, according to Johnstone.

"You're starting to see nations who in the past have prioritized to have submarines in the Gulf or the eastern Mediterranean now looking to reinvest back into capability in the Atlantic," Johnstone said.

Even though Russia sub activity has skyrocketed, Russia has only just started introducing new boats into its fleet and most NATO countries are operating their fleets at half of what they were during the Cold War. The U.S. Navy operates a number of sub variants, including the newer nuclear-powered fast-attack Virginia Class.

<https://www.washingtonpost.com/news/checkpoint/wp/2016/02/04/report-russian-sub-activity-returns-to-cold-war-levels/>

This would have been great on our mess decks!!!

Cold War Sub Piano Part of New Museum Exhibit
Submitted by USSVI Member George Hackett, Seawolf Base, Panama City, FL (One of our members, Nate Mewhinney, told us a story about a piano that he played when he was onboard the USS Thomas A. Edison (SSBN 610). I've attached an article about that piano).

The only full-size piano ever installed aboard a submarine conducting nuclear deterrent patrols is scheduled to go on display this summer at the Steinway Company Museum in New York.

The exhibit, celebrating the 150 years of the famous piano company, is scheduled to display a different piano for each decade.

The Steinway Company felt that this piano was of huge importance because of the historical background and the interesting events that led to its placement on the boat.

"We thought it would be a point of interest. Someone contacted a dealer of the Steinway Company in Boston and told them about the piano. We felt that since there is a 150 years celebration and they are having a piano for each decade, we thought it would be very nice to have it on display," said John Patton, spokesman for Steinway & Sons.

The piano had been on USS Thomas A. Edison (SSBN 610) from the sub's construction in 1961, until it was put out of commission in December 1983.

Background information about the historic piano came from former crew members recalling it on the boat, and discussing the events that led up to it being there with representatives of the Steinway Company.

Lt. John G. "Black Jack" Fletcher, the Blue Crew's assistant weapons officer with the collateral duties as first lieutenant in charge of deck seamanship remembered, "About a month before launching the Edison, the shipyard was preparing to weld shut the large hull openings left open in the pressure hull to move large equipment into the ship. One of these openings was topside centerline just forward of the sail."

Capt. Cy Young told him he wanted a piano aboard, and that Fletcher would be in charge of loading it. With that, the captain proceeded to New York City and struck a deal with the Steinway Company, buying the famous piano new for \$1,500.

"It was a beauty, nary a scratch on its finish," said Fletcher, but he was concerned. He was not about to be the first one to mar the piano, and so to prevent this, a special stainless steel felt lined box was made for it.

Later, on a second shift (where questions were less likely to be asked), the piano box was quietly loaded through the hull opening down through the interior of the submarine, until it reached the forward bulkhead of the crew's mess. There, the box was inconspicuously kept until the submarine was closed up.

The piano was then removed from the box when all of the crew's mess area was completed and strapped to the forward port bulkhead with stainless steel bands. Fortunately for Fletcher, no damage had occurred to the piano during its move.

All this covert effort resulted in a unique form of entertainment for the crew, particularly during the Mid-Patrol Proms.

Now part of the artifact collection of the Naval Historical Center, the piano is being loaned out in return for a complete restoration. As part of the



Washington Navy Yard (Jun. 11, 2003) -- This Steinway piano spent 22 years (1961-1983) aboard the ballistic missile submarine USS Thomas A. Edison (SSBN 610), the only full size piano ever installed aboard a submarine conducting nuclear deterrent patrols. Part of the artifact collection of the Naval Historical Center on the Washington Navy Yard, its being temporarily loaned back to Steinway in return for a complete restoration. It is then scheduled to go on display this summer at the Steinway Company Museum in New York in an exhibit celebrating the 150 years of the famous piano company. Photo courtesy of Steinway Piano Company.

restoration, the Steinway Company has agreed to clean and restore the piano to its previous working condition by restringing it. They will also refinish it to the original black lacquered finish that at some point had been removed.

"The Naval Historical Center welcomes the extensive restoration of this unique artifact by its original maker," said Mark Wertheimer, Curator Branch.

Enlisted Tapped for Navy's New Industry Internships

Meghann Myers, NAVY TIMES, Jan 31

Later this year, nine enlisted sailors will head out for prestigious year-long internships with Fortune 500 companies.

It is the first time enlisted will be participating in the Navy's new Tours with Industry program, where participants will work a year-long stint at an esteemed company while earning their Navy pay and benefits.

The program is expanding in its second year, increasing opportunities from five lieutenants and lieutenant commanders in 2015 to 33 spots in 2016, along with enlisted sailors E-6 and above from throughout the Navy.

Individual spots are being selected to best match up sailors with companies that need their talent. The list of enlisted spots, like that for officers, is broken down their service branch:

- Submarine force: Oak Ridge National Laboratory and Lockheed Martin.
- Surface force: UPS and Marotta.
- Aviation: Boeing, Amazon, Lockheed Martin and AT&T.
- Civil engineer corps: CH2M Hill.

The selection announcement comes a few months into the first round of tours, which sent two officers to FedEx in Memphis, Tennessee, and three to Amazon in Seattle.

Throughout the tour, sailors will provide monthly reports to Navy Personnel Command on what they've been working on. They will also be assigned to a local command to keep up to date with the physical fitness assessment and any other administrative issues.

When the tour is over, they'll receive fresh orders to a billet that will let them apply their new skills.

Top-performing sailors interested in signing up for

the 2017 cycle must send a bio and letter of intent to their commands, who will pass the applications to Navy Personnel Command for selection.

LA Times Article from 1998 -

Submariners Find a Home Above Water Business: The Horse and Cow bar in San Diego caters to a select and highly secretive fraternity of sailors. Outsiders are welcome, but beware the klaxon.

December 24, 1998 | TONY PERRY | TIMES STAFF WRITER

SAN DIEGO Happy hour is underway at the Horse and Cow, and the subject is submarines.

The subject is always submarines at the Horse and Cow, a drinking, pool-playing, jukebox-listening, sports-TV-watching establishment just outside the rear gate of the former Naval Training Center.

In an era of niche businesses, the Horse and Cow may be the niche-iest. With its distinctive decor and gung-ho attitude, the Horse and Cow caters to members of a select and highly secretive fraternity: sailors of the U.S. submarine fleet.

The Horse and Cow is one of the few bars to proudly advertise itself as a dive, with the pun fully intended.

Surface-ship sailors, Marines and even civilians are welcome at the Horse and Cow, but they are never allowed to forget that they are but visitors in someone else's domain--in this case, three oddly shaped, dimly lit rooms with well-trod floors.

If outsiders are inclined to forget their whereabouts (and manners), reminders include the submarine banners, submarine pictures, submarine memorabilia, submarine graffiti ("Best Sonar Shack In the Navy") and submarine gear and a newly arrived submarine toilet behind the bar.

And if all else fails, a submarine klaxon erupts periodically with the ear-shattering sound of ooooo-gah ooooo-gah.

After four decades of owning submariner bars in three Navy towns (including the last eight years in San Diego), the Looby family knows the secrets of putting on a submariner bash deluxe.

On Saturday, the Horse and Cow will host a belated Christmas bash for homesick submariners,

complete with a visit from Santa, \$1 shots of a secret and particularly lethal house mixture called "nuclear waste," and the usual fare of cheeseburgers, fries and hot wings. Plus country-Western music played at a raucous level.

"When I was first in [the Navy], all I heard from the old salts on long deployments was Horse and Cow, Horse and Cow, Horse and Cow," recalled Rod Pavlak, a senior chief petty officer stationed in San Diego. "Horse and Cow is famous. It's a place where you can cut loose, hoist a few and tell a few stories."

Until recently, the Horse and Cow tradition had gone largely unnoticed by the non-submarine world. Then it was outed in this year's best-selling book "Blind Man's Bluff: The Untold Story of American Submarine Espionage," as a place where submariners engaged in off-duty high jinks to decompress from their high-stress job of shadowing Soviet submarines wherever they dared roam.

"There are a lot of sailor bars, but only one real sub bar," said Sean Keck, a former submarine sailor. "It's like 'Cheers' for submariners."

Max Monningh, a former nuclear electrician aboard the submarine Seawolf, agreed. "A lot of submariners only feel comfortable with other submariners," he said.

By nature and nurture, military culture breeds a certain clannishness, with pilots preferring the off-hours company of pilots, Marines of Marines, and tank drivers of other tank drivers, and so forth.

But there is a factor specific to the submarine service that sets its sailors apart even from the rest of the Navy: an ironclad code of secrecy.

The Navy takes the uncompromising position that all details about submarine missions after 1950 are top secret, even in cases where retired submariners from the Soviet Union are gladly chatting away about the chases, confrontations and near-collisions that were commonplace as fully armed submarines from the two superpowers played a daily game of hide and seek at hull-crushing depths.

The publication of "Blind Man's Bluff" prompted the Navy to require all submarine commanders to remind their sailors that, although the Cold War is kaput, the secrecy code is still in effect, now and forever.

Nothing in the secrecy code prohibits a sailor from pronouncing proudly that he is a submarine sailor--indeed, the Navy has begun inviting reporters along on

submarine training cruises. Still, some sailors are not taking any chances.

At the approach of a reporter armed with a notebook, two uniformed sailors left the Horse and Cow at a speed akin to a cruise missile headed for Saddam's summer palace. Three others, dressed in civilian clothing, remained in place but went into evasive maneuvers, information-wise.

"Excuse me gentlemen, are you submariners?"

"Sorta."

"Kinda."

"Depends on how you define the word submarine."

Alcohol Awareness Instruction

While it would be wrong to confuse the Horse and Cow with a Christian Science Reading Room, it would also be a mistake to typecast it as a brawling-and-boozing sailor haunt like those seen in the movies.

The modern Navy has spent considerable effort to dispel the hoary cliché of the drunken sailor on leave. Alcohol awareness instruction is given to young sailors. If that fails, they are warned that an alcohol-induced incident, particularly off-base, can torpedo their career and benefits.

Police Department records show that in the past year, police have visited the Horse and Cow on only three occasions, all for minor matters, and none for drunkenness, fighting or other antisocial behavior.

Which is not to say that drinking and behavior that pushes the envelope of civilized demeanor does not occur at the Horse and Cow.

It is common for enlisted submariners who have just won their "dolphins"--insignia attesting to their mastery of several competencies--to hie to the Horse and Cow with their confreres. The dolphins are dropped in a large pitcher, which is then filled with every kind of beer, spirit and liquid available.

The new inductee is encouraged by his shipmates to drink the entire pitcher until he reaches the dolphins. Only then is he truly accepted.

And then there is a unique submariner ritual dating back to the days of diesel subs. To show their moxie, submariners, usually fortified by strong drink, remove their pants and underwear, affix a tail of toilet paper to their bare backsides and light it on fire. Some jump on tables to display their bravado and flaming posteriors.

Memorable Moments

"It can get kind of wild in here when the boats are

just back from a WesPac," said Laura Looby, referring to the six-month deployment to the Western Pacific.

She owns the Horse and Cow with her husband, Mike. Behind the bar, they keep a framed collage of memorable Horse and Cow moments, including particularly flamboyant examples of the toilet paper ritual.

In 1959, Mike's father opened a Horse and Cow bar in San Francisco for submariners from Hunter's Point. In 1974, after Hunter's Point closed, he started a Horse and Cow in Vallejo where it lasted for two decades until subs were transferred as part of the Cold War cutback. Mike and Laura Looby had already opened the San Diego version in 1990 at 2734 Lytton St. in the abandoned space of a notorious and dank sailor bar, just a mile from the San Diego sub base.

Horse and Cow has a mythological pedigree. Neptune, god of the sea, is often portrayed as accompanied by a small horse and a small cow (or bull). In World Wars I and II, merchant sailors, terrified of being sunk by submarines, tattooed a horse on one ankle, a cow on the other, in hopes of ensuring safe passage.

The submarine fleet is not an expanding client base. San Diego once was home to 22 fast-attack submarines; now there are six. Mike Looby has reduced slightly the presence of submarine paraphernalia to avoid alienating non-submariners.

"I'm a businessman," he said. "I have to diversify."

Diversity, however, has its limits.

Horse and Cow rules prohibit any kind words for the nuclear missile submarines known as "boomers," stationed in Bangor, Wash., and King's Bay, Ga.

To fast-attack submariners, whose duty is to chase enemy boats, boomer sailors are slackers who loll away their days in comfort, waiting for an order that has never come.

Says one graffiti on the barroom wall: "I'd rather have a sister in a whorehouse than a brother in a boomer."

To the Navy brass, Horse and Cow is not an authorized member of the family. Yet the unofficial ties are strong. When the submarine Pogy was recently decommissioned, its farewell banner appeared at the Horse and Cow just as soon as the official ceremony was completed and the admirals were stowed in their offices.

Beyond succor and sustenance, the Horse and Cow also performs an unofficial educational role,

particularly for young sailors unable to remember when the United States and U.S.S.R. were hull-to-hull in every ocean in the world.

"Sometimes one of the old guys who remembers the Cold War will tell us stories," said one young sailor from Pearl Harbor, perched atop a bar stool, sipping a soft drink. "That's why we love coming to the Horse and Cow."

So, now you know how the Horse & Cow got its name!

Sailor earns Medal of Honor for heroic actions in Afghanistan
(USA TODAY 03 FEB 16) ... Gregory Korte and Tom Vanden Brook

WASHINGTON - President Obama will present the Medal of Honor to a Navy SEAL for his role in a dramatic nighttime raid of a Taliban compound that led to the rescue of an American doctor in Afghanistan in 2012, USA TODAY has learned.

Senior Chief Special Warfare Operator Edward Byers, a 36-year-old member of SEAL Team Six, will be presented the nation's highest military honor in a ceremony in the White House. Byers, 36, was part of an elite special forces operation that rescued an American doctor who had been kidnapped for ransom by Taliban fighters while trying to establish medical clinics in the war-torn country.

Byer' actions were so clearly beyond expectation, even for a Navy SEAL, that the Navy had no hesitation in nominating him for the Medal of Honor, according to a Defense official familiar with his case but not authorized to speak publicly about it.

"There's no margin of doubt or possibility of error in awarding this honor," the Defense official said. "His actions were so conspicuous in terms of bravery and self-sacrifice that they clearly distinguished him to be worthy of the award, including risk of his own life."

But even with the announcement of his Medal of Honor, much about the mission -and Byers' role in it - remains secret. While the White House usually gives a much more detailed account of what a service member has done to be awarded the Medal of Honor, Byers' commendation cites only "his courageous actions while serving as part of a team that rescued an American civilian being held hostage in Afghanistan, December 8-9, 2012."

It was sometime after midnight on the 9th that Dr.

Dilip Joseph, the medical director for the faith-based nonprofit Morningstar Development going into his fifth day of captivity by ransom-seeking Taliban fighters, heard dogs barking and sheep bleating outside the small, stone-and-mud shack where he was held in the mountains east of Kabul.

Two of his captors went out to investigate, but came back and conferred quietly, evidently seeing nothing outside.

Joseph had a runny nose, and was trying to clear it with a well-used handkerchief quietly, so as not to offend Afghan sensibilities about blowing one's nose in public. He was on the edge of sleep when he heard the first gunshots, he recounted in a 2014 book, *Kidnapped by the Taliban: A Story of Terror, Hope, and Rescue* by SEAL Team Six.

"Is Dilip Joseph here?" shouted one of the heavily armed men, wearing night-vision goggles and speaking English. When Joseph identified himself, one of the SEALs - Joseph doesn't know for sure - immediately laid down on top of him to protect him from the fighting, asking about his welfare. Amid the gunfire, the SEAL calmly asked if he had been fed, if he could walk, and if he had been mistreated.

Five Taliban fighters were killed. One Navy SEAL - the first one in the door, who the others called Nic - had been shot in the forehead.

As they waited for a helicopter 12 minutes out, the SEALs protected Joseph by "sandwiching" him between two team members. The one in front of him kept calling to the one behind him, named "Ed," the only other name he heard that night or since. That man, he now knows for the first time, is Senior Chief Special Warfare Operator Edward Byers.

"What are you doing?" asked the one in front.

"Praying for Nic," said the one named Ed. "Praying that he'll be O.K."

Later, Joseph learned 28-year-old Petty Officer 1st class Nicolas Checque of Monroeville, Pa. - had been killed.

The mission has been controversial. In a report on SEAL Team Six last year, *The New York Times* highlighted discrepancies between Joseph's recollection and the official account. Joseph said that after the shooting stopped, he saw one of the Taliban fighters, - a 19-year-old he called Wallakah, who he had tried to bond with during his captivity -alive, unhurt and apparently subdued. When he returned inside to

wait for the helicopter, Wallakah was dead. The Pentagon has disputed that account.

In an interview with USA TODAY, Joseph betrayed mixed feelings in an attempt to reconcile his overwhelming gratitude to the SEALs with the surgical, fatal nature of the operation. It's that contradiction - "the compassion and selflessness of these highly-trained special forces" - that's left the most lasting impression of SEAL Team Six.

"It was amazingly clinical how they handled the whole situation," Joseph said. "They"™re just amazing. They're very good at what they're trained to do. But they're human too."

Joseph caught a rare glimpse of that humanity the next day, when he was granted special access to the "ramp" ceremony for Checque. As he watched the SEAL team solemnly load their fallen comrade's body onto a C-17 cargo plane, Joseph saw tears running down their cheeks.

Only five Navy SEALs have ever been awarded the Medal of Honor, three in Vietnam and one each - posthumously - for actions in Iraq and Afghanistan. Byers is the first living sailor to be awarded the Medal of Honor since 1998, when President Bill Clinton awarded one retroactively for action in the Vietnam war.

Navy Sea, Air and Land Teams, known as SEALs, are one of the military's most elite, secretive and storied special forces units. It was a similar SEAL Team Six unit that found and killed Osama bin Laden in 2011.

While the Pentagon did not confirm that Byers was a member of SEAL Team Six - a unit designation not officially acknowledged, Joseph said his rescuers gave him a rare SEAL military coin with the numeral VI on it.

Gen. Martin Dempsey, then the chairman of the Joint Chiefs of Staff, "strongly recommended" Byers for the Medal of Honor in December 2014, according to a memo obtained by USA TODAY under the Freedom of Information Act.

The unusual delay in awarding the medal stems in part from a recent deployment that prevented him from traveling to Washington, according to a senior Defense official who was not authorized to speak publicly about the matter.

Under a 1905 executive order by President Teddy Roosevelt, Medal of Honor recipients are ordered to

Washington to have the medal presented by the president. Since 1984, every Medal of Honor ceremony has been at the White House, according to data from the Congressional Medal of Honor Society.

For Byers, the Medal of Honor caps an already impressive array of military decorations, including five Bronze Stars with valor, two Purple Hearts, the Joint Service Commendation Medal with valor, three Navy and Marine Corps Commendation Medals (one with valor), two Combat Action Ribbons, three Presidential Unit Citations, two Joint Meritorious Unit Awards, two Navy Unit Commendations, and five Good Conduct Medals.

Edward Carl Byers Jr. was born in Toledo, Ohio, and graduated from Otsego High School in the small town of Tontogany, Ohio, in 1997. He joined the Navy in September 1998.

He was promoted to Senior Chief Special Warfare Operator just two weeks ago, according to Department of Defense records. That rank, used exclusively by Navy SEALs, is the equivalent of a Senior Chief Petty Officer or Master Sergeant.

Since being trained as a Navy SEAL and combat medic in 2003, he's had eight deployments as a Navy SEAL - seven in combat. While the exact locations of those assignments are secret, his commendations suggest service in both Iraq and Afghanistan.

For years, most of what his hometown knew about his military service was a line in the church bulletin of St. Patrick's Catholic Church in Toledo, asking parishioners to pray for those currently serving the country. While others were listed by rank, the bulletin describes Byers only as a Navy serviceman.

Byers is the 11th living service member to be awarded the Medal of Honor for actions in Afghanistan. The White House said Tuesday that he would be joined by his family for the White House ceremony later this month.

He will graduate early this year from Norwich University, a Vermont military college, with a Bachelor of Science in Strategic Studies and Defense Analysis. <http://www.usatoday.com/story/news/politics/2016/02/02/navy-seal-edward-byers-medal-of-honor-taliban-hostage-rescue-afghanistan/76977748/>

Former Groton Sailors Talk Submarines, Everything Else In Podcast

Julia Bergman, NEW LONDON DAY, Feb 2

On Saturdays around midnight on the East Coast, and usually over a glass of scotch or something else, Josh Toth and Walter Lyon shoot the breeze.

The former Navy divers, who were last assigned to the USS Toledo, a Los Angeles-class attack submarine, now live on separate coasts but have started a weekly podcast called “Diver Tough,” made up of their recorded Skype conversations.

They largely talk about their silent service days, but their topics run the gamut from gun control to water moccasins. Stay tuned on the latter.

Lyon and Toth’s conversations are as open ended as one would expect between two friends who have a standing date to catch up. They’ve discussed how a single cook evacuated an entire submarine, the Office of Personnel Management data breach, the Tough Mudder obstacle race, the popular Netflix documentary “Making a Murderer,” the IRS upgrade from Windows XP to Windows 7, their affinity for primitive camping and, yes, water moccasins.

The podcast is broken into different segments such as “Tales from the Seven Seas,” during which they tell sea stories, and “Shipmate Advancement Boards,” which highlights former submariners and what they’re doing now.

Now 16 episodes deep and ranked as an iTunes New and Noteworthy podcast, a simple text message from Lyon to Toth launched “Diver Tough.”

The two lived on the same floor in the barracks while going through Basic Enlisted Submarine School at the Naval Submarine Base, but it wasn’t until they landed on the Toledo that they really got to know each other.

They see the podcast as a way to bring an understanding of the submarine force to the masses. While a large percentage of their audience are Navy veterans, they’ve also attracted curious civilians interested in hearing about submarine life.

“Submariners don’t do a good job of selling how cool their lifestyle is,” Toth says.

The number of listeners continues to grow. In January alone, they had more than 5,000 listeners.

Recently, they’ve noticed that a lot of sailors going through sub school are listening. In a way, they said, the podcast is like a prep course for the sub school

sailors of what their day-to-day routine will be like on a submarine.

One of the more popular anecdotes came in Episode 003: “The Ship is Underway!” The crew was on a mission on the Toledo for what felt like forever when the captain decided to give everyone time to relax. They pulled the Toledo off station and had a swim call in the middle of the ocean. While everyone was swimming, Lyon and Toth, both divers, were the bona fide lifeguards for the swim.

Mid-swim, Lyon saw what looked like a tire floating to the surface. He pointed it out to Toth. That “tire” was a water moccasin, a venomous sea snake, and there was no anti-venom aboard the submarine.

Lyon screamed, “Water moccasin!” Everybody stared back at him. One of the “nukes,” or nuclear officers, said, very seriously, “Well that can’t be possible. Water moccasins are only indigenous to the southern Florida area.”

Lyon continued to shout for everyone to get out of the water, which they did without anyone getting bitten.

Toth and Lyon mention during the episode that they’d conferred with the corpsman on board, essentially the doctor, and he’d confirmed that there was no anti-venom on board.

“I’ve probably told that story, outside of the podcast, a bazillion times,” Toth says. “I can go through the whole thing now and I still laugh.”

You can listen to the podcast on iTunes or at www.divertough.com.

Ohio-Class Subs Approaching Several Firsts As Navy Prepares Them

To Reach 42 Years of Service

Megan Eckstein, USNI News, Feb 3

The Navy’s imperative to provide “uninterrupted strategic deterrence” with its ballistic missile submarines requires it meets two goals: development of the new boats must stay on schedule, and the old boats must make it to the end of their expected service lives.

The latter isn’t easy – the Navy is counting on the Ohio-class ballistic missile submarines (SSBNs) to stick around for 42 years each, something that’s never been done. The longest-serving American submarine, the boomer USS Kamehameha (SSBN-642), retired in 2002 after 36 and a half years of service. USS Ohio (SSGN-

ship as well, essentially gives it an attack submarine tactical systems suite,” Pappano said. Major sections of the control room, computer stations, sonars and more will be ripped out of the sub while in dock for the refueling, and new computer servers and other equipment will be installed. This also gives the Navy the opportunity to install the Consolidated Afloat Networks and Enterprise Services (CANES) – one of the major modernization efforts the Navy is trying to schedule for all classes of ships in the fleet, which will also keep the SSBNs relevant and easier to maintain and upgrade through the end of their service lives.

Rhode Island, as the fourth youngest SSBN, will get the SWFTS and CANES upgrades during its midlife refueling. Older boats may get these upgrades during the second engineering refit period (ERP), which comes at 32 years of service, or the work may be scheduled at another time when the public shipyards can handle the work and the fleet commanders don’t need the sub.

USS Henry M. Jackson (SSBN-730) will be the first to go into the 32-year-mark ERP later this year – another reminder of the importance to get the new class of ballistic missile submarines designed, built and ready to deploy on time.

“We’ve never operated a submarine up to 42 years before,” Pappano said, and though he’s confident the boomers will make it to 42 years, there is no room for error when it comes to having the lead ship in the new class of SSBNs ready to deploy when Henry M. Jackson decommissions.

“We don’t have the wiggle room to go beyond [42 years] right now. That’s my position and I’m sticking to it,” Pappano said.

On the HM&E side of the house, some of the work being done today was predicted by early analysis – replacing piping in the steam distilling plants, replacing analog computers and preserving the hull, for example, Pappano said. The Navy is monitoring the Ohio-class boats reassessing the plan to preserve them every few years “to make sure we’ve investing modernization dollars in the right systems.”

Helping this effort is the converted SSGNs.

“SSGNs have essentially become canaries in the coal mine for us,” Pappano said. These four boats are used in the littorals rather than open ocean, run at higher speeds and surface and dive more frequently than their SSBN counterparts, creating “accelerated

aging of the platform.”

“We can learn a couple things from the SSGN operations hopefully ahead of the SSBN,” he said, noting that the SSGNs have already seen wear and tear in the sanitary piping systems and the trim and drain system used to maintain neutral buoyancy – indicating that repairs or replacements for these systems may be in the SSBNs’ future.

Pappano said the Navy has a good handle on the work they know they must accomplish to keep the SSBNs sailing, but as the boats near the end of their 42 years “some of those unknown unknowns may get uncovered.”

“My biggest concern is what I don’t know about the hull that hasn’t come up and bit me yet,” he said. He noted the Navy has prioritized the Ohio-class maintenance and modernization efforts due to its strategic importance and that he hopes that funding remains in place throughout the budget process.

STRESS

A young lady confidently walked around the room with a raised glass of water while leading a seminar and explaining stress management to her audience. Everyone knew she was going to ask the ultimate question, ‘Half empty or half full?’ She fooled them all. “How heavy is this glass of water?” she inquired with a smile. Answers called out ranged from 8 oz. to 20 oz.

She replied, “The absolute weight doesn’t matter. It depends on how long I hold it. If I hold it for a minute, that’s not a problem. If I hold it for an hour, I’ll have an ache in my right arm.”

“If I hold it for a day, you’ll have to call an ambulance. In each case it’s the same weight, but the longer I hold it, the heavier it becomes.”

She continued, “and that’s the way it is with stress. If we carry our burdens all the time, sooner or later, as the burden becomes increasingly heavy, we won’t be able to carry on.”

“As with the glass of water, you have to put it down for a while and rest before holding it again. When we’re refreshed, we can carry on with the burden - holding stress longer and better each time practiced.”

“So, as early in the evening as you can, put all your burdens down. Don’t carry them through the evening and into the night. Pick them up again tomorrow if you must.”

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ITEM	COLOR	COST	SIZE	QTY	CREW	DOLPHIN
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Ball Cap

	Navy Blue only	\$20.00	1 size fits all	<input type="text"/>	B <input type="checkbox"/> G <input type="checkbox"/>	Gold <input type="checkbox"/> Silver <input type="checkbox"/>
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Golf Shirt (indicate color)

<input type="checkbox"/>	Navy Blue	\$24.00	M	<input type="text"/>	B <input type="checkbox"/> G <input type="checkbox"/>	Gold <input type="checkbox"/> Silver <input type="checkbox"/>
<input type="checkbox"/>	White					
<input type="checkbox"/>	Maroon	\$24.00	L	<input type="text"/>	B <input type="checkbox"/> G <input type="checkbox"/>	Gold <input type="checkbox"/> Silver <input type="checkbox"/>
<input type="checkbox"/>	Forest Green					
<input type="checkbox"/>	Royal Blue	\$24.00	XL	<input type="text"/>	B <input type="checkbox"/> G <input type="checkbox"/>	Gold <input type="checkbox"/> Silver <input type="checkbox"/>
		\$26.00	2XL	<input type="text"/>	B <input type="checkbox"/> G <input type="checkbox"/>	Gold <input type="checkbox"/> Silver <input type="checkbox"/>
		\$27.00	3XL	<input type="text"/>	B <input type="checkbox"/> G <input type="checkbox"/>	Gold <input type="checkbox"/> Silver <input type="checkbox"/>

T-shirt (short sleeve no pocket)

<input type="checkbox"/>	Navy Blue	\$22.00	M	<input type="text"/>	B <input type="checkbox"/> G <input type="checkbox"/>	Gold <input type="checkbox"/> Silver <input type="checkbox"/>
<input type="checkbox"/>	White					
<input type="checkbox"/>	Maroon	\$22.00	L	<input type="text"/>	B <input type="checkbox"/> G <input type="checkbox"/>	Gold <input type="checkbox"/> Silver <input type="checkbox"/>
<input type="checkbox"/>	Forest Green					
<input type="checkbox"/>	Royal Blue	\$22.00	XL	<input type="text"/>	B <input type="checkbox"/> G <input type="checkbox"/>	Gold <input type="checkbox"/> Silver <input type="checkbox"/>
		\$23.00	2XL	<input type="text"/>	B <input type="checkbox"/> G <input type="checkbox"/>	Gold <input type="checkbox"/> Silver <input type="checkbox"/>
		\$24.00	3XL	<input type="text"/>	B <input type="checkbox"/> G <input type="checkbox"/>	Gold <input type="checkbox"/> Silver <input type="checkbox"/>

PATCH	\$6.00	<input type="text"/>
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COIN	\$5.00	<input type="text"/>
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KEYCHAIN	\$5.00	<input type="text"/>
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SUBTOTAL:	<input type="text"/>
SHIPPING:	<input type="text"/>
TOTAL:	<input type="text"/>



655B IC DIVISION DEC provided by Jerry Blevins, Blue Crew, 1976

1 _____

2 LT JERRY BLEVINS

3 _____

4 GLENN EMERICK

7 HARRY 'THE DOG' (LAST NAME ?)

8 _____

9 _____

10 HENRY TARDIFF



655B Wardroom Aug 76 provided by Jerry Blevins, Blue Crew, 1976

1 LCDR (FIRST NAME ?) LAHATTA, XO

2 LT JERRY BLEVINS

3 _____

4 CDR WILLIAM POWELL, CO

5 _____

6 (FIRST NAME ?) BROWNLEE

7 GERALD RAMSEY, NAV

8 (FIRST NAME ?) BARNER

9 LT (FIRST NAME ?) HARDING, WEPS

10 (FIRST NAME ?) DOUGHTERY, CHOP

11 LTJG JAMES 'JIM' TANGEN

12 _____

13 _____



_____ provided by David Janka, EM1 B/G 79-85

(title needed)

1 _____

2 _____

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SEARCH FOR LOST SHIPMATES

If you have contact with one of these shipmates please send their contact info to me at my email address. Let's set a goal to find everyone on this list!

Adkins, William	Davidson, Dickie	Keiningham, Thomas	Raven, Donald
Allfrey, Richard FTB1 B	Debisschop, Timothy	Keller, Mick	Reidler, Ronald J.
Allegretto, Mike MM2	Degon, Vince	Kelly, Dennis ETN2 B 70-75	Reppert, Kevin
Altman, Robert 'Bob' TM2 B	Delano, Ken	Kinney, Wayne	Rhodes, Ronald
Attlee, Steven	Dewitt, David	Kirkpatrick, Steven	Robinson, Warren
Banfield, Ron	Dillow, Robert MM1 ELT		Rowan, William
Barker, Thomas	Dreiss, Ray	Kohankie Robert	Rubright, David
Barrett, James	Duell, Paul		Ruiz, Luiz
Beck, Roger	Dyal, Don W. 'Gomer'	Laughlin, Brian	Scoville, Scott
Blouse, Dan	Edmiston, Ken	Lawrence, Marshall	Seelinger, James
Blue, Matthew	Ehlers, Joseph	Liles, Michael	Shannon, Mike
Bluestone, Edward	Ellard, Bryon	Lizana, Rick	Shantz, Denton
Bollman, Stephen	Findlater, Doug	Lothrop,	Shepherd, Charles
Bowser, James Jr.	Flannery, Aaron	Lotspeich, Don FTCS COB	Sherlock, Martin
Bricker, Michael	Fleming, Benjamin	Lubbs, Larry	Shields, Vaden
Brill, Doug	Fleming, Denvery	Luken, Ken IC2	Sikora, Gregory
Brown, Ernie TMC	Fonda, Carl	Manning, Eugene STS3	Siler, Dennis
Bryant, Ron ET1 G 69-??	Futral, Dave	Mason, John	Silvestri, Henry
Buckmaster, Jerry FTB3 B 70-75	Gallagher, Gilbert 'Skip'	Matherly, David	Smith, Charles
Bulalacao, 'DOC' HMC	Geisenburg, Nick	Mazur, Joe	Stewart James
Bullard, Patrick	Giambattista, Mike D.	McCarney, Clifford	Stine, Gene
Bullington, Scott	Glover, Ron LCDR XO	McConnell, Mark	Stockton, N. Bradley
Burmeister, Wayne	Golightly, Steve MMCM COB	Medvick, Michael	Stortroen, Keith
Busteed, Bob	Gould, Harrell MT2 G/B 69-74	Miller, Donald	Szeszko, David M.
Canup, Richard	Graves, Richard	Miller, Tony	Taylor, Jim
Cardin, Joseph	Green, Earsel	Milton, Jay	Tomasi, Max
Carey, Bill	Griffith, Allen STSCS B COB	Neubecker, Andrew	Tomren, Gerald
Carlson, Hugh	Gutierrez, James	Neuman, Mark	Trotter, Daniel
Carr, Don	Habermas, Thomas	Nolen, John	Ugolini, Nicholas
Carter, Joe MM1	Hanks, Stewart	Ochsner, Patrick	Vidulich, William T.
Champagne, Brian	Harris, Wilbur	Olsen, ?? MM1 G 66-69	Walenga, Craig
Chiarito, Michael MMFN G 71	Hatchell, John	Parham, Bryan	Wallace, Larry MM1 G 70-74
Claussen, Stephen	Hayes, Robert	Pastiva, Stephen Jr.	Warren, Bill ET1
Cool, Arnold	Herbert, Randy 'Bear'	Peterson, David	Watson, Herb
Cooley, Robert STS2	Herzog, Willie	Petrak, David	Wenzel, Paul
Cooper, Denny	Hinds, George	Phipps, Mitchell	White, Don
Cooper, Doug	Hogan, Tom	Plue, Mike	Wieskamp, Gerald W.
Cooper, John F.	Holler, Eugene	Porterfield, Glenn	Williams, Brian
Cope, Allan	Hollingsworth, Paul	Pruitt, Michael	Williams, Miles E.
Couser, David	Holtman, Bruce	Putt, William	Wilson, Willy MM2
Craig, Jack E. STSC B 87-89	Hupe, Bill	Ralston, David	Wimmer, Peter Thomas
Crawford, Christopher	Jackson, Mark YN2	Ransom, Patrick	Wright, David
Cruden, David	Jarvis, MM1 G 69-70	Rasmussen, Aaron	Young, Ron
Cullum, Ray	Johnson, Anthony	Rasmussen, Bill	Youngman, David
Czarnecki, Anthony	Kee, Kerby	Rathsam, Richard	