



# CLEVER BOY

Vol. III No. 8 – November 2020



**16 PAGES OF REALLY GOOD STUFF-  
HOURS OF ENTERTAINMENT**

### VETERAN AND NAVY NEWS

- ◆ Blue Water Navy & Agent Orange benefits update—**Special in this issue— updated info on how claims are being handled under the Mission Act and problems with submarine records**
- ◆ **HEADLINE NEWS**—Summaries of info found on the 'net.
- ⇒ **BINNACLE LIST**
- ⇒ **SURFIN' SUBMARINER**—Links to Web Sites of Interest



**Movie Night  
in the After Battery**

- ⇒ **MAILBAG**
- ⇒ **Eternal Patrol Reports**

**Online readers—  
Be sure to follow the many clickable  
links for tons more info and videos.  
NOT ONLINE? - call me for Q's, Jeff**



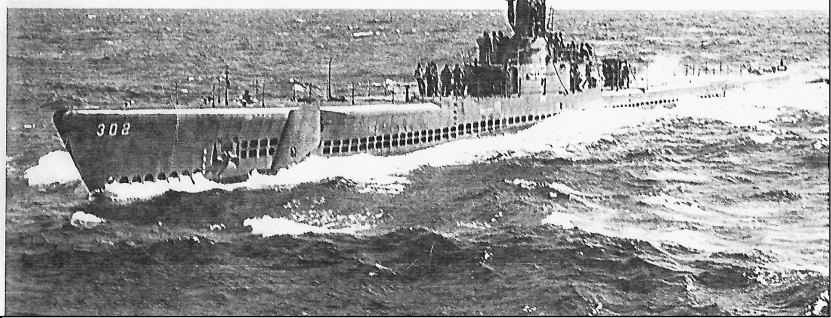
## SHIPMATE PICS



Above- Leaving P.H. 1961 ID unknown– Below Thurlow on left others? If you think you can identify these shipmates I can send a bigger copy



**Sabalo—pre-snorkel ca 1951.** Note the deck guns have been removed which happened before she left the east coast to transfer to P.H.



### USS SABALO SS-302

**BALAO CLASS DIESEL-ELECTRIC SUBMARINE**

**IN COMMISSION: 1945-46 & 1951-71**

### A Proud Workhorse of the Fleet

*She made her missions.*

*We did our best.*

*We served our country.*

*This has been done.*



**Shipmate pics**— (top left) Louie Drost, RM '70-71 (brwn shirt in middle) with his toy; (top middle) Ed Heisterman; (top right) Terry Heisterman;

(2nd row left) Bob Herold, Yoko Jan '55; middle (l-r)Potts, Padgett, Shelby, ??, Kurowski; rt -Garland Asberry Watkins EMC

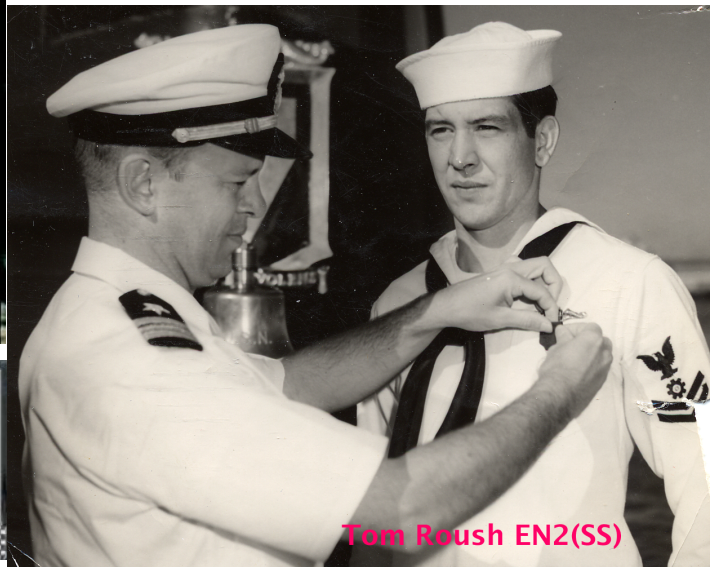
(Bottom left)- Ernie Hall; middle-John LeConte; right, CO Arde Burki pins Good Conduct Medal on Tom Roush



**U.S. NAVY**

Vanity (Custom) License Plates  
Send a pic of your sub related.

**SILENT SERVICE**



Tom Roush EN2(SS)

**CLEVER BOY** is a privately authored and published newsletter of the **USS Sabalo Association**. The Association is an informal group for the preservation of the submarine's history, the assemblage of the list of all who served in her, chronicling her exploits and missions, and celebrating the memories of those who manned her .

"Clever Boy" was the radio call sign for Sabalo, and NXYO was her flag identification code.

**CLEVER BOY** is currently distributed via online and hard copy to over 300 veterans of the U.S. Navy submarine, USS Sabalo SS-302.

**PLEASE NOTIFY THE EDITOR OF ANY CHANGES OF ADDRESS EITHER USPS OR EMAIL.**

If you can no longer receive email, please remember to communicate so that you can be switched to receive a hard copy. The cost of those who receive hard copies is supported by donations. *If you have no interest in this newsletter, please communicate so funds can be conserved.*

<http://ussabalo.org>

The Sabalo web site has much information about the men who served in her, and the ship details and exploits, and copies of past **Clever Boy** newsletters beginning from 2009

**Editor: Jeff Owens**

ETN2(SS) Aboard Mar 67-Aug 69  
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**Editor Emeritus: Ronald D. Gorence,**  
QMC(SS), Ret. Abd 302 Jul66-Feb70  
(Final Patrol-Apr 2018)

**FEEDBACK NEEDED**—Your editor searches far and wide for topical info to pass along. If you see some cool stuff, send it in for inclusion.

Our nuclear submarine force has become the predominant naval power along with carriers, and as such generates a lot of news. It

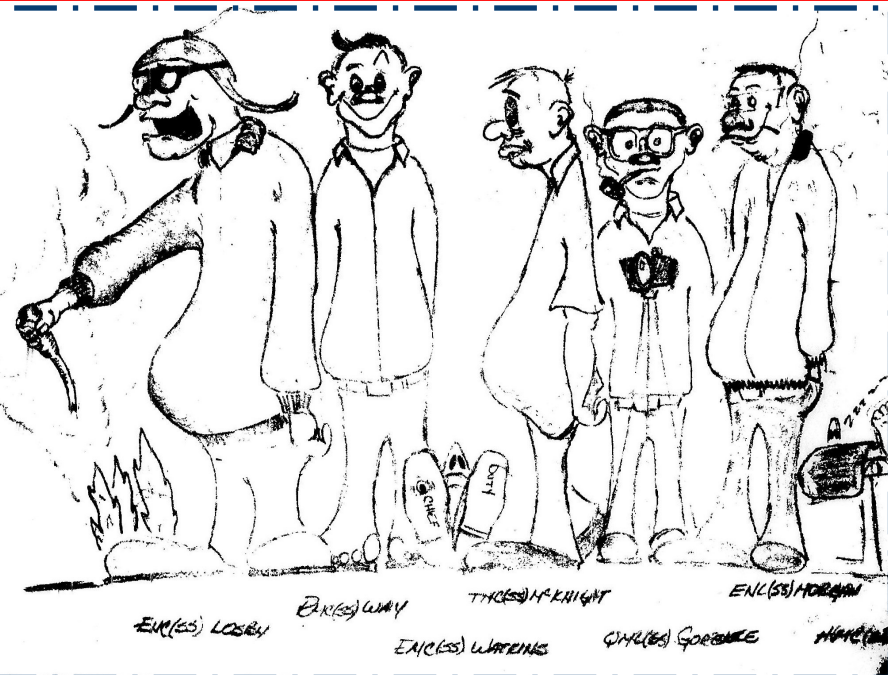
would be impractical to include it all in our newsletter. Taking advantage of the internet technology, many clickable links to interesting material found on the 'net from various sources are included for those who view the *Clever Boy* newsletter online.

**IF YOU LIKE THIS STUFF SEND AN EMAIL LETTING ME KNOW.**



➡ **RECENT DONORS** (with rank/rate & dates aboard 302)

John Egan EM2(SS) Jun63-Aug65  
Hall, Ernest Larry EN2(SS) Sep66- ??  
Paul McPolin SK3(SS) Aug60-Sep61  
John Savela SN(SS) Jun52-Jul53  
Tom Wilhelm QM2(SS) Jan68-Dec70



"The Goats" - RMC(SS) James Way did a number of these caricatures (probably ca 1968 while on WesPac) which captured some of the essence of personalities. They hung off the equipment in the control room for all to see the humor.

**With Pending Release of USS Thresher Records, Some Families Hope for Answers** - 10Sep20 The Navy notified descendants of the crew of the Thresher that it is reviewing all of its records related to the loss of the submarine 57 years ago and is seeking to declassify and release as much information as possible. <https://www.military.com/daily-news/2020/09/10/pending-release-of-uss->

**Some people try to turn back their "age odometers."  
Not me. I want people to know why I look this way.  
I've traveled a long way and a lot of the roads were not paved.**

**Comment found on a blog:**

I think of the (submarine) life often. The COB was very wise man, (he said) "you never leave". The men I served with were some of the finest I have ever known. I just wouldn't let my daughter date one.

## HEADLINE NEWS

### Navy Sends Subs to Sea as Message to China- May 2020

At least seven submarines, and likely more—including all four Guam-based attack submarines, the San Diego-based USS Alexandria and multiple Hawaii-based vessels—are part of the effort. <https://www.military.com/daily-news/2020/05/19/navy-sends-subs-sea-message-china.html>

**Women on U.S. subs** - Currently, 335 women -- 97 officers and 238 enlisted sailors -- are serving on submarines, making up about 5% of the silent service.

<https://www.military.com/daily-news/2020/09/26/one-of-first-females-join-silent-service-im-excited-see-day-when-women-being-submarines-not-surprise.html>

### Navy Declassifies 300 Pages of Probe into 1963 USS Thresher Disaster

Capt. Jim Bryant, a retired submarine officer, sued in 2019 to get release of the full 1,700-page report on the Thresher accident. A federal judge ordered the Navy in February to begin releasing portions of that report monthly to the public. <https://www.military.com/daily-news/2020/09/23/navy-declassifies-300-pages-of-probe-1963-uss-thresher-disaster.html>

**With Pending Release of USS Thresher Records, Some Families Hope for Answers** <https://www.military.com/daily-news/2020/09/10/pending-release-of-uss-thresher-records-some-families-hope-answers.html>

**USS Grenadier (SS-210) found at a depth of ~270 ft off the coast of Phuket, Thailand.** She was pursuing two Japanese ships when damaged by aircraft on 21 Apr 1943. After 15 hours frantic repair work on the seabed, the crew managed to get the submarine back to the surface, but the damaged engines couldn't move it. Seeing vessels in the distance, they decided to scuttle. The 76 men were captured and sent to prison camp where 4 died.

<https://www.military.com/daily-news/2020/09/17/divers-southeast-asia-may-have-found-us-submarine-lost-wwii.html>

### US Navy planes help hunt down one of the greatest threats to U.S. aircraft carriers—submarines

We all know that from the beginning carriers have relied on the tactic of using fleet units as a "screen" from attack. The task was mostly the utilization of destroyers and cruisers to buffer against air or submarine attack.

Technology and missiles have reduced the effectiveness of old methods, and thus there has been an increasing reliance on air assets to provide a larger and more impenetrable protection.

The **P-8A Poseidon** maritime reconnaissance and anti-submarine warfare aircraft can operate at higher altitudes and longer ranges than some other assets, allowing them to search broad areas for potential undersea threats.

[Read More- https://www.businessinsider.com/heres-how-the-us-navy-hunts-submarines-from-the-air-2020-7](https://www.businessinsider.com/heres-how-the-us-navy-hunts-submarines-from-the-air-2020-7)

**US-Australia Take Over Subic Bay: US Sends Special Warships To Subic Bay In A Commercial Deal**—Even before the American and Australian companies expressed interest in Hanjin's shipyard, US Navy ships have been making 80-100 port calls a year in Subic, including carriers and nuke submarines. In addition to the shipyard facility, the Navy may re-establish a base.

<https://www.youtube.com/watch?v=JbAwenmGbMY> 8 min

### Historical Look at WWII Diesel Boat Service

This is the second part of the account in the July issue by Michael Skurat member Central CT Chapter USSVWWII

In **boot camp** all of your uniform items were stenciled with your name and service number. There were no doors on lockers and each item had a prescribed method of folding and stowing. It was even prescribed as to how you would pack your seabag.

Originally, the entire submarine base was literally below the railroad tracks. Later as the base expanded it was called "**lower base**". Most of the **upper base** buildings, i.e., Morton Hall, Dealey Center, etc., were constructed for WWII. The road from the present main gate past the golf course was the Groton-Norwich road. About half way up the road was an overhead railroad bridge. The entrance to the base was under the bridge and the Marine guard stationed there in a guard shack. The base commander's office was housed in a small brick building about half way between the training tower and the Torpedo Shop.\*

### Submarine School - six weeks enlisted and three months for officers.

Of some 250,000 men who applied for submarine duty **less than 10% made it to Sub School** and many of those washed out. Submarine School was the sole tyrannical domain of one Chief Torpedoman, **Charles Spritz**. Submarine School was called "Spritz's Navy". He ruled with an iron hand and was feared by instructors and students alike. He had little regard for rate whether you were a Seaman First Class or a Petty Officer First Class. To call him eccentric was a gross understatement. He did not smoke, did not drink and was single. It is open to debate as to if he ever even pulled a liberty. His total devotion was to the Submarine School. It was universally conceded that he had gone "asiatic", not 100% stable and perhaps as a youngster he might have been dropped on his head.

\* He insisted that personnel, at all times, be properly and neatly attired in the regulation "Uniform of the Day" without exception. No tailor made; properly rolled neckerchief down to the "V" in the Jumper with immaculate white T-Shirt showing; shoes well shined, etc. He did not permit smoking

nor any type of horseplay. He demanded that all personnel move at a fast pace. Chief Spritz had the uncanny ability to be everywhere at all times, and pity the poor individual who crossed his path. His discipline was swift and sure. He felt it was his personal mission to ascertain that anyone leaving sub school for submarine duty was in every respect ready. He had many axioms but his favorite was "There is room for anything on a submarine except a mistake".

**Sub school students were not "boots"**, many, if not most, had time in the U.S. Navy and were rated. There is an article in POLARIS issue of August, 2000 (Submarine Saga segment) which delves into more detail relative to Chief Spritz and is only briefly related here, but it's a definite part of the Diesel Boat Era. Sub Vets of WWII in recognition of respect, and a fealty obligation to this once feudal lord and master, wear a "Spritz's Navy" patch on their vests. **Cont. on pg 6**

## FROM OUT OF THE TOMATO BOX

By Editor Jeff Owens

Not a day goes by, in which my mind doesn't slip away to those days on the Sabalo.

### 16 Pages in this CB

Lots of material has come in and submarine news is so plentiful that I used 16 pages this time. Hope it is all of interest. Don't forget to send your comments or any material of interest for the next issue.

**Shipmate Pics**—Rather than some photos from the news on nuke boats, this issue features shipmates' photos recently received or from the library of photos submitted over the years—over 800 in my files. **Send in yours**

**Bio Page Pics**—As a long term project, I plan to add pics to the **Bio & Personal** page on the Sabalo site:

[http://ussabalo.org/Bio\\_Main.html](http://ussabalo.org/Bio_Main.html)

With the upcoming winter driving me indoors, I hope to devote some time to starting on this large task of setting up a format and posting what I can to the web site. If you have something to be included, please send them if you haven't done so in the past.

**Meet Your Shipmate**—On pg 15 I relate my experiences with Chief Alex Doucette. If you have a 'most memorable character' or person who influenced or impressed you in the Navy, maybe you can write down some of your memories for inclusion in the **CB**.

**Herding Cats**—Ron Gorence always referred to the process of keeping the Sabalo database corrected as analogous to 'herding cats.' Meaning that cats don't herd and keeping up with you guys is nearly impossible. Therefore these figures are just close, not exact.

Sabalo Stats As of 19 Nov 2020	Sabalo Database	Deck-Log.com
Total shipmates listed	1445	1450
Current Address or Email	291	
Known Deceased		795
Not located/ lost contact	364	

**SABALO REUNION 2018**— this link should have been disseminated before. I was scrubbing email files and came across it.

**Dick Port (IC 62-63)** took some pics during our tour on the Annapolis SSN-760. Here's a link to some:

<https://photos.app.goo.gl/KXHcpYAx6MWPT39m7>

### Marking Time

I make pancakes every Sunday morning. It was always the tradition growing up, and I rarely miss doing it still. It has become a kind of time marker. Each week as I start to make a batch I say 'where did that week

go?' It seemed like I just made them the day before. The older we get, the faster we pass the time - like some kind of strange phenomenon. -Jeff



It was a day near the end of "Class A" school for some skimmer sailors (probably some aviation rating) and the instructor reminded the class about the final exam the next day. "Reporting to sick bay in the morning is not an option. If you don't report here for the test, you'll be left back and may not even be allowed to graduate. I won't tolerate any excuses for you not being here tomorrow. I might consider a nuclear attack, or a serious personal injury, illness, or a death in your family, but that's it, no other excuses whatsoever!"

Some smart ass E2 in the back row piped up, 'what if I was suffering from complete and utter sexual exhaustion?' The entire class is reduced to laughter and snickering. When silence was restored, the instructor smiled knowingly at the student, and with a quick retort, sternly said, 'Well, I guess you'd have to write the exam with your other hand.' &

### Brother Duty

Some of you may know that I served with my brother on the Sabalo. He was aboard before me, and I came in Mar '67, and he left Feb '68, and I remained until Aug '69.

Many times when I relate this to land lubbers, they usually remark that they didn't know the Navy allowed this. This a holdover from the result of the 5 Sullivan brothers all dying on the same ship in WWII, and a change in policy at that time to prevent something like that again, a policy which lasted for a while.

In fact there were 2 other sets of brothers who were on Sabalo overlapping various times of my time aboard: Heisterman, Ed, Terry & Jim, [Pics of Ed & Terry 'Augie' Heisterman are on pg 2. ] and Horsman, Wally and Ron. And 2 more pairs: Redford, Frank & David shared time aboard in '62-63. Also Forsman, Ron & Wayne abd '57-60.

I'm going to stop asking, "How dumb can you get?" People seem to be taking it as a challenge.

Cont from pg 4

### **Historical Look at WWII Diesel Boat Service**

It would seem that the **screening at Sub School** served us well. Friction between members of the crew was unbecoming and unacceptable. If an individual demonstrated an inability to "get along" he could be transferred to another boat. If the same conduct prevailed there he would be transferred out of submarines.\*

**The training tower** caused many a wash out for both physical and mental reasons. If a person could not "pop" his ears it could cause pain and even bleeding from the ears. Your voice changed dramatically to a high pitch under pressure. All personnel had to qualify from the 100' lock with the Mommsen Lung. Right after the war it was noted that some German submariners had made emergency escapes using free ascents. A number of crews from boats went to the tower and made free ascents.

We had less pomp in-so-far as the ceremony observed when a member of the crew qualified than is apparent today. The individual, thrown over the side then sewed dolphins on his uniforms and wore them with pride. They have always been, and always will be, a badge of honor regardless of manner in which bestowed. There was less reverence on some other occasions also., e.g., when a "Good Conduct Medal" was awarded to a member of the crew it would be given by the Captain (or perhaps the Exec) at quarters amid "hoots and hollers" with cries of "Undiscovered Crime". There was also a bonus system for awards ranging from \$1.00 per month for the Good Conduct Medal to \$5.00 per month for the Congressional Medal of Honor.

**"Tailor Made" dress blues** were the uniform of the day for liberty. The jumper was skin tight with a zipper in the side so that it could be taken off. Accentuated bell bottoms were mandated. The inside of the cuffs were decorated with embroidered color decorations, usually dragons, etc., and were only visible when the cuffs were turned up.

**When you made Chief** you initially bought the cheapest hat you could find since it was also considered appropriate and properly respectful to have all of the crew urinate in your first hat.

Sad to note in this day and enlightened age all of the **military services of the United States were segregated** during our era. The practice was abolished by President Truman over 50 years ago. Stewards, at that time, were recruited from America territories and from American minorities. Even in such a tight knit group as American Submarines two racks in the Fwd Torpedo Room hung off the overhead beneath The Torpedo Loading Hatch were reserved for the Stewards. Rated Stewards wore uniforms similar to Chiefs.

**The submarine sailor was a very irreverent individual** with an avid distaste for regulations, etc. The average life span of a submarine sailor was four patrols (about a year). Despite bravado, that thought prevailed to varying degrees depending upon the individual. That premise however, was unsaid but used as an excuse for hell-raising. Rarely mentioned in tales of WWII submarine lore was the fact that going through minefields was as apprehensive as being depth charged.

**Submarine Officers and crews were very young** - anyone past thirty was a very old man. Admiral Charles Lockwood (Uncle Charley) Com Sub Pac was most forgiving, as were Skippers and Execs, of transgressions of both officers and men. Returning from patrol crews were treated extremely well.

Another "perk" of the submarine force was that any record of "minor" disciplinary action that a member of the crew suffered would be entered into the "page 9" of his service record. Virtually all disciplinary action was handled internally on the boat. However, both the original and carbon copy (BuPers Copy) retained in his jacket. When transferred, the original and copy were removed by the Yeoman to be deep sixed. Unless there was a serious offence personnel transferred with a clean record.

Many friendships were formed in sub school, plus other training and schools and transfers were not uncommon due to the needs of new construction, promotions, etc. Consequently, the force became even more closely knit. It was the rare boat that did not have personnel whom you knew.

Submariners were very independent and resourceful, both individually and as a group. Needs (and desires) of the boat as prescribed by the U.S. Navy, did not always coincide with what was considered proper nor adequate.

Therefore, a system of "midnight requisitioning" and "midnight small stores" developed to enhance efficiency. This avenue of acquisition considered a solemn duty in promoting the war effort. Those proficient and innovative in this endeavor were greatly admired. It was an art as well as a science executed individually or as a group cooperative effort. Some of these escapades took great ingenuity as well as "brass balls". As a term of affection they were called "scroungers" and/or "dog robbers". If a Skipper or Exec made an "innocent" passing remark that some particular thing might be "nice" it would appear mysteriously in due time.

On board an informal, but professional, attitude prevailed. Although we had an evaporator to make fresh water, battery watering was primary. In the design and scheme of things, personal hygiene or washing of clothes did not seem to be considered. One Engineering Petty Officer, called the "Water King" ran the evaporators. Personal **hygiene or washing of clothing** was an afterthought. The use of after-shave lotions, deodorants and especially talcum powders prevailed. Large cans of "Lilac" were the norm, purchased inexpensively and sprinkled liberally.\*

To the unacquainted it could appear that **the rapport between officers and men** was quite informal and to a degree it was but it in no way detracted from efficiency, military courtesy, tradition or discipline. There was a strong mutual respect. Aye-Aye Sir, Very Well and Well Done were accorded as appropriate. The vast majority of the crew was rated and competent in their skills. Obviously so were our officers. There was no such thing as stenciled ratings on dungaree shirts so a person coming aboard a submarine at sea would have a difficult time determining any individuals specialty. Also there was an axiom that in submarines "you left your rate on the dock". Ability was the hallmark. **Cont. on pg 13**

## "The Lament of a Non-Qual"

*Larry Hall had some additional thoughts about his comments in the last issue:* "As a minor correction regarding my reminiscings"- "The Fairbanks-Morse diesels have no cylinder heads which made them a superior design, particularly for snorkeling. Having a two stroke design with crankshafts on top & bottom with the piston coming together (about .125" average clearance) to generate the combustion chamber. The cylinders had two sets of ports — Bottom for exhaust; top for intake. The bottom crank led the top ports by 12 degrees crank rotation allowing the engine to scavenge (breathe)."

[[At this point I'm lost, and can't remember a damn thing from quals.—I guess Larry realizes it was a long time ago. He continues.—ed.]]

"Don't feel bad, I couldn't plot any navigation charts either."

He added these factoids: The F-B diesels were used for some remote power generation, and many railroad locomotives of the smaller switching type. The Sabalo type 38D with 9 cylinders were rated at 1,100kw or 1,600hp. Locomotive type @ 2,000hp. ♦

And Larry added a joke-[Don't blame it on me, it's his story.-ed]

A man went to the doctor and complained about some undue flatulence. After releasing some of problem in a loud blast, "Doc", he said, "I'm real gassy, but strangely it doesn't smell." The doctor immediately calls in the nurse and tells her to order some surgery for him. He says, "But doc, I don't understand, abdominal surgery for just some gas?" The doc replies, "Not abdominal, it's your damn nose that needs it."



**In the Jargon Department** – Men from USS Washington explain some common terms in this short vid:

<https://www.military.com/video/sailors-explain-navy-slang-terms>

I think all **302** men know most of these, but for any readers who don't, here's the List: **Geedunk**– snacks and soft drinks; **Dink**– someone behind in accomplishing their 'qualification in submarines' requirements; **Hampster**– Chicken Cordon Bleu; **Scuttlebutt**– drinking fountain [also gossip, but not mentioned– ed.]; **A-Ganger**– crewman in the Engineering division, an Auxillary systems mechanic; **Dolphins**– the insignia of the Submarine Service designed to represent Mahi-Mahi, the dolphin fish who were imagined as the protectors of Poseidon.

## ⚙️ Surfin' Submariner

Online *CB* viewers can use these clickable links or others can find these sites online using the URL

📄 **US Builds A New Submarine The World Is Afraid Of**—A rundown of the 10 boats in the Virginia Class, Block IV, with an introduction to changes in the next Block V modifications. 12 min <https://youtu.be/YxJ59njRI7c> Claim in the blog: "This video is full of inaccuracies: technologically, imagery, operationally, and politically."

📄 **Here Comes the US Navy's New Stealth Submarine** — Showing the christening of the USS Montana, expected to go into service in 2121. Can launch 16 Tomahawk missiles in a single salvo. <https://youtu.be/7sJYnoDDzZM>

📄 **257 Submarine Memorials and Museums** <https://www.ussvi.org/Memorials.asp>

📄 **23 Submarine Museums**—Listing of the 21 U.S. subs and 2 foreign subs that are complete to come aboard and tour. <https://www.milsurpia.com/submarine-museums>

📄 **How to locate someone buried in a National Cemetery-** <https://www.vlm.cem.va.gov/> There is the capability under "Mementos" to leave a message or memorial tribute. Submissions are reviewed by a moderator.

📄 **BINNACLE LIST** *Send your health reports so shipmates can know how you're doing.*

📄 Eml 11Jul20 from **John Egan** (EM '63-65) I stood 4-8 IC watches on the Sabalo during the 1st 1965 Viet Nam cruise. I have been diagnosed with diabetes and take insulin 4 x daily. I also have tinnitus, a broken foot that was not repaired, and a loss of a kidney. The VA is in the process of working with me. I left the Sabalo and the Navy in August 1965.

📄 Early August recd long note from **Shirley (Harold) Losby** detailing her serious surgery to remove a benign growth in her heart on 11 June and a subsequent return surgery for another problem on 16 July. You can send some late wishes for her continued recovery c/o Harold's eml: encmrn@icloud.com or contact me for their USPS address to send a card. **BEST WISHES SHIRLEY!**

## **BLUE WATER NAVY—AGENT ORANGE UPDATE**

### **Senators Push to Extend Care to 34,000 More Veterans for Agent Orange Diseases—26 Sep 2020**

Before the Defense spending bill becomes law, particulars are being offered to amend the fiscal 2021 National Defense Authorization Act to add bladder cancer, hypothyroidism and Parkinsonism to the VA's list of conditions linked to herbicide exposure in Vietnam and elsewhere.

<https://www.military.com/daily-news/2020/09/22/senators-push-extend-care-34000-more-veterans-agent-orange-diseases.html>

\*\*\* USSVI has finally made high level inquiry to determine the status of how the VA will determine eligibility of sub riders under the '12 mile limit' specifications of the Mission Act. This is the exchange from a recent email release:

Original msg

**From:** John Dudas, USSVI Veterans Service Offcr <[john.dudas.ssn571@gmail.com](mailto:john.dudas.ssn571@gmail.com)>

**Date:** October 20, 2020

**Subject:** Viet Nam era submarine deck logs information for Agent Orange claims

**To:** Nathaniel Patch <[nathaniel.patch@nara.gov](mailto:nathaniel.patch@nara.gov)>

Response recd:

Dear Mr. Dudas,

Thank you for your recent inquiry to the National Archives regarding the declassification of submarine deck logs during the Vietnam War.

The submarine deck logs from the Vietnam War have been scanned and they will be posted on our Catalog. This was all part of the digitization of US Navy deck logs from 1956 to 1978 project by the Department of Veterans Affairs and the National Archives. The 1971 to 1978 deck logs will take a little more time before they are posted on our Catalog because the Navy began using Social Security Numbers as identification numbers, so before posting them we needed to redact these numbers to protect people's privacy.

As for the content of the deck logs of submarines, unfortunately, there is little that can be done. When these boats, be it nuclear ballistic missile boats, fast-attack nuclear submarines, or diesel-electric GUPPIES, went on patrol the deck logs effectively came to an end until they returned to port. The reason for this is because of OPNAV Instruction 3100.7 or earlier versions by Submarine Force and Theater Commanders, which state specifically that when a vessel (submarine or otherwise) begins a "Special Operation" that the deck log is to only include non-operational remarks. This guidance has manifested itself in different forms over the years from daily comments of "Underway as Before" or "On Special Operations" for each watch to a single page that summarizes that section of the month or the whole of the month in the same way.

The instruction states that missions are classified and the deck logs are unclassified records hence why they come to an end and do not include details of the mission, location, and depths.

You can request a patrol report from the Chief of Naval Operations using this contact:

Department of the Navy - Office of the Chief of Naval Operations

FOIA/Privacy Act Program Office/Service Center ATTN: DNS 36

2000 Navy Pentagon, Washington DC 20350-2000

Email: [DONFOIA-PA@Navy.mil](mailto:DONFOIA-PA@Navy.mil)

Phone: 202-685-0412

There are a few problems with patrol reports. For Fast-Attack Nuclear Submarines and Diesel-Electric GUPPIES, there were issues of records management during the Cold War regarding patrol reports, and there is a small cache of patrol reports that survive at the Office of Naval Intelligence. These reports are being used by ONI and do not belong to them. It's a fine distinction, but they are CNO records, and therefore that is the office to place your request with.

**Continued on pg 9**



## **BLUE WATER NAVY—AGENT ORANGE UPDATE (cont.From pg 8)**

You can also request the Command History of the submarines from the Naval History and Heritage Command, but the Command Histories or Command Operational Reports (CORs) are not more informative than the deck logs.

Naval History and Heritage Command  
805 Kidder Breese Street SE  
Washington Navy Yard, DC 20374-5060  
(202) 433-3224 Fax (202) 433-2833  
[archives@navy.mil](mailto:archives@navy.mil) [www.history.navy.mil](http://www.history.navy.mil)

We hope this explains the situation regarding the submarine deck logs during the Vietnam War period. Please let us know if you have any further questions.  
Sincerely, NATHANIEL PATCH, Archivist, Archives II Reference Branch (RR2RR), National Archives at College Park, MD "Pax per scientiam"

Final note from John Dudas USSVI Veterans Service Officer:

As I stated in earlier emails concerning Blue Water Agent Orange Claims, You have to list all the information of your patrol with dates and locations (if Known) and Mark your claim as a "Special Operations Claim". The VA has a procedure to send all special Operations claims to CENTCOM in Tampa, FL because they are responsible for those types of operations and there is a full-time VA employee stationed there just for that purpose. Hope this helps.

**VA Plans for Virus Vaccine**— Offering the vaccine first to health care personnel and then high-risk Veterans  
<https://www.blogs.va.gov/VAntage/81309/when-covid-19-vaccine-comes-va-ready/>

### **VA LINKS**

#### **The VA has begun an Agent Orange Newsletter—**

2020 issue of the annual Agent Orange Newsletter  
<https://www.publichealth.va.gov/exposures/publications/agent-orange/agent-orange-2020/index.asp>

#### **How to check the status of a disability claim you have filed:**

This page has the procedure to check online:  
<https://www.va.gov/claim-or-appeal-status/>

Once you're signed in you can go to this page. On the right side there is a "Disability" block with a link to check claims: <https://www.va.gov/>

There is a tab "**Files**" which has the procedure to upload directly if you want to try that.

#### **Sabalo Muster Lists Now Online**

Ancestry.com. *U.S. Navy Muster Rolls, 1949-1971* [database on-line] requires paid subscription. (incomplete as of publication)

#### **VA's collaboration with NARA digitizes V.N.-era deck logs**

<https://www.blogs.va.gov/VAntage/79052/vas-collaboration-nara-digitizes-vietnam-era-deck-logs/>

**Blue Water Navy Association**—has updates that may be helpful. <https://www.bwnvva.org/>



**2021 USSVI National Convention**  
will be held from August 31, 2021 to September 4, 2021 at the Rosen Shingle Creek Hotel in Orlando, FL

### **The Two Navy Holidays: Navy Birthday and Navy Day**

#### **Happy 245th Birthday, United States Navy! 13 Oct 2020**

In 1972, Chief of Naval Operations Admiral Elmo R. Zumwalt authorized the United States Navy's birthday to be recognized as October 13, 1775. Since that time, this has been a day to celebrate and appreciate the heritage of the United States Navy.

#### **Navy Day 27 Oct 2020**

Navy Day was originally sponsored by the Navy League 1922. Navy Day is designed to give recognition to the naval service. The Navy League of New York proposed that the official observance be on 27 October in honor of President Theodore Roosevelt, who had been born on that day.

## Movie Night in the After Battery



**War Movies**— [click this link](#) for a list of 30 of the best ever made. “*The Most Brutal War Movies That Got It Correct*” list gives a short blurb on the content. By checking on Wikipedia or some of the links given you find, you’ll have to figure out for yourself how to view any of them. Also check YouTube. In some cases they are there for full length, free viewing or maybe partial clips and trailers are available.

**December 1944: USS Bergall vs IJN Myōkō and Ushio** <https://youtu.be/vCkWIaQHvJA> 14.5 min

**Boarding a USN NUCLEAR SUBMARINE in the Arctic-** <https://www.youtube.com/watch?v=RXXMJAU6vY8>

A reporter is brought by helio to board the USS Toledo SSN-769 which has surfaced through the ice during ICEEX

**Crawling Down A Torpedo Tube** -<https://www.youtube.com/watch?v=UYEyhB0AGlw> 20.5 min - Same reporter checks

out torpedo tubes on USS Toledo SSN-769. (What I remember about the experience of going inside a tube is that when they shut the door, two things happen: 1. You verify whether you are claustrophobic or not!; 2. You learn the experience of absolutely no light source. I don't mean just a really dark night. I mean the total absence of any stray light - period. - ed.)

**HMS Perseus—Sunk in WWII —True survivor story**, British Submarine PERSEUS set-off on November 24, 1941, from Malta towards the gulf of Taranta in the Adriatic Sea. She was sunk on December 6, 1941, after hitting an italian mine outside of Skala, Cephalonia, Greece. 58 souls are still in her. 3 escaped out of the engine hatch, but only 1 survived and made the 5 mile swim to land, John Cates. The wreck, is ~170 ft below the surface, was discovered and surveyed in 1997.

Wikipedia article <https://bit.ly/3jIMCP5>

There is a full length movie released in Nov 2019, but not free online. Search for the way to get paid version.

Trailer: <https://www.youtube.com/watch?v=P9Q7713JROU>

Trailer: <https://www.youtube.com/watch?v=gHFNZIB97L8>

Dive the wreck: <https://www.youtube.com/watch?v=df1tEuA9p34> & <https://www.youtube.com/watch?v=8wUMYapfBhE>

The story about it: **The Man Who Survived for 18 Months on an Island After His Submarine Sank-** 10 min

<https://www.youtube.com/watch?v=oVB2hj8wEE>



**Reader's Puka\*** - Book recommendations and reviews— {send in yours for sharing} may be available from many outlets including eBay, [Amazon](#), [Barnes & Noble](#), [ChristianBooks.com](#), [Books-a-Million](#), [Church Source](#), [Kobo](#), [IndieBound](#) and [Audible.com](#).

**438 Days:** by [Jonathan Franklin](#) An Extraordinary True Story of Survival at Sea (pub. 2015)...true story of the fisherman who survived fourteen months in a small boat drifting seven thousand miles across the Pacific Ocean. (avail. Amazon & Kindle)



### ☛ Navy Bean Soup

**Oh-oh! Major goof-** In my manipulations I cut off two important ingredients in the last issue. Anybody who tried it may wonder about the

resulting consistency.

Sorry.

This is the complete list:

Ham Stock:

2 small or 1 large ham bone

2 gallons water

1 chopped onion

3/4 cup chopped celery

1 and 1/4 cup carrot

2 teaspoons salt

1/2 teaspoon pepper

1 bay leaf

Soup Preparation:

1.5 pounds Navy Beans

1.25 gallons Ham Stock (above)

1 onion, chopped

1 large ham bone (optional)

1/4 tsp. ground cloves

**1/2 cup flour**

**2 cups water**

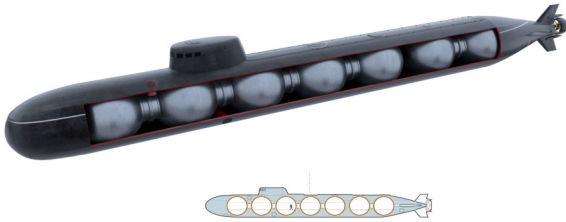
**Explicit instructions—not included-**

**If you can't figure it out, then better stay out of the galley.**



## What the foreign Navies are doing

Old News- Russian Submarine Fire killed 14 submariners in the Barents Sea in July 2019 on the **Losharik (A-12)**. The sub is among the most classified of the specialized GUGI [super deep diving] boats operating from the remote Arctic Olenya Guba base on the Kola Peninsula near the borders of Finland and Norway. From reports received, Norwegian officials said they had been notified that the Russian submarine had suffered a gas [hydrogen] explosion. Russian Defense minister Sergei Shoigu confirmed that there were survivors from the fire aboard the submarine. "The submariners acted heroically in the critical situation," he said on Wednesday from the Russian North Fleet base in Severomorsk. "They evacuated a civilian expert from the compartment that was engulfed by fire and shut the door to prevent the fire from spreading further and fought for the ship's survival until the end. Five men survived. Reports disagree whether the Losharik was either attached to the its mother submarine at the time of the fire (reports disagree somewhat whether it was BS-136 Orenburg or BS-64 Podmoskovye), or in the process of docking with the mother submarine which was successfully completed despite the fire, or whether she was later towed to the base at [Severomorsk](https://news.usni.org/2019/07/03/kremlin-releases-new-details-on-russian-submarine-fire-identifies-sailors-killed) " <https://news.usni.org/2019/07/03/kremlin-releases-new-details-on-russian-submarine-fire-identifies-sailors-killed>



**Later report-** Apr 2020, Maybe the **Losharik** is being developed because it is reported that it can dive to perhaps 20,000 feet (already observed at 8,200ft)— more than 10 times deeper than U.S. subs are reported to operate. consider what crisscrosses the floor of the North Atlantic: endless miles of cables that carry a large fraction of the world's internet traffic, including trillions of dollars in financial transactions. There are also cables linking the sonar listening devices [SOSUS]. <https://www.nytimes.com/2020/04/20/world/europe/russian-submarine-fire-losharik.html>

**Like the shell of an egg, the Losharik's titanium spheres can resist terrific pressure. Check out the capabilities:** [https://en.wikipedia.org/wiki/Russian\\_submarine\\_Losharik](https://en.wikipedia.org/wiki/Russian_submarine_Losharik)

**19 Dead After Iranian Missile Hits Own Ship in Training Exercise-** The Konarak, a Dutch-made, 155-foot vessel was in service since 1988 and had capacity of 40 tons. It usually carries a crew of 20 sailors.

<https://www.military.com/daily-news/2020/05/11/iran-missile-hit-own-ship-exercise-kills-19.html>

**Argentine Submarine ARA San Juan (S-42) , went missing** 15 Nov 2017 during a routine patrol in the South Atlantic off the coast of Argentina. She may have suffered an electrical malfunction.

Interesting simulation of Implosion & Sinking [https://www.youtube.com/watch?v=QLf\\_yD-lpF0](https://www.youtube.com/watch?v=QLf_yD-lpF0) 3:47 min

**Russian (USSR) SSBN Typhoon or Akula (Shark) class submarines** were developed during the Cold War, as a reaction to the USN new Ohio-class submarine. The 6 Akulas that reached service are the largest submarines ever built. 10:46 min

<https://www.youtube.com/watch?v=agUwJSJUtbc&t=423s>

**Russian Submarine Surfaces near Alaska During War Exercise** — (27 Aug 2020) near Alaska during a Russian war game exercise, U.S. military officials said without giving details on the type of sub. It was unclear why it surfaced. "We have not received any requests for assistance from the Russian Navy or other mariners in the area."

<https://www.military.com/daily-news/2020/08/28/russian-submarine-surfaces-near-alaska-during-war-exercise.html>

**SHIP'S STORE** — [https://ussabalo.org/Ship's\\_Store.html](https://ussabalo.org/Ship's_Store.html) The web site page is in need of revision regarding what is currently available. Also, I recently discovered a forgotten bin with a few leftover items from one of the Sabalo reunions. *So-o-o...If you are looking for something specific, or have contacted me in the past and might be waiting for response, please contact me again.* I found a few t-shirts and hats. Still have a lot of patches, note pads, luggage tags, and also 2 lapel/hat pins. Because most items have little chance for reorder, here are some other vendors offering Sabalo customized items:

<https://submarineshop.com/mens-clothing/>

<https://www.priorservice.com/custom-us-navy-polos--sweatshirts-and-t-shirts.html>

<https://www.subshipstore.com>

<https://shipsstore.navyemorial.org/collections/apparel>

<https://www.cafepress.com/ussabalo>



**Xmas is coming. Be sure to put this list in your letter to Santa Claus!**

## MAILBAG

From **John LeConte** (EM '67-68) Hi Everyone!

I became a CPA (thanks Greg Bryant) working within the milieu of the entertainment industry. I worked with the firm Ernst & Young and then became a partner with a small national firm. The problem with all CPA's is that they're Non-qual pukes! All skimmers. I blew tanks, surfaced and retired in 2013. I have a beautiful wife of 47 years, Lorraine, one son and one grandson. My son is an electrical engineer and would have been a good Engineering officer.

It's great to read the bios section and see what my Sabalo guys have done and all makes sense, especially, Mr. Baumruck! Sabalo was a good boat! Ran good, good guys. As I look back it was one of the grand adventures of my life. So grateful for it and Clever Boy keeps it going. Shout out to Jeff Owens! Subic was my favorite port, I don't care what officers say! Heart goes out to the guys on Eternal Patrol. When I think of Chief Doucette, I always think of him sayin' "If you can't believe your indicators, what can you believe?" And Tom Arndt. Wow. I'm a writer now, published the book alluded to above and have completed two more. For some reason only my shrink could posit on, I write historical fiction, it lets my creative juices go somehow. Thanks to all and stay safe. "Control, Conn. 56 feet smartly!"

EML Recd 14Aug20 -Hello, My father joined the Navy in 1961 and served on the Sabalo, though I'm unsure what year. His name was **Williard Trevelyan** [was QM'65-66 -ed.]. On your roster he has been presumed dead for many years. He actually just passed away on August 9, 2020 at the age of 74. He went by the name of William Brannon the last half of his life which is Most likely why he was listed as probably deceased. I just felt the need to reach out so that the record could be accurately updated. Thank You, Jessica Mahurin

Via USPS from **John Savela** (SN '52-53) 3 Oct 2020

Hi Jeff, I received your note along with the July copy of Clever Boy. Thank you for sending it.

I noticed that two more men from the crew that I served with were listed on the Eternal Patrol Notice. Robert Barch and Robert Robinson were on board when the Sabalo went to Japan in the early 1950's. The list of survivors from that cruise is becoming very short.

The reason you and other people have not heard from me is because I am now a deaf man. I cannot pick up a phone and talk to my friends like in the past, Other than having a communication problem I am still running with a zero bubble.

Eml from **George Hudson** (IC '69-70) 10Sep20- I moved last November to McMinnville, OR

Eml from **Art Clement** (TM '59-62) 3Sep20- Hello Jeff, sad to read that **Otto Husak** passed away on July 14th in Omaha Nebraska. He was 93.

In WWII he was on the USS Zellars DD777. They were engaged in the battle of Okinawa starting in April '45. Otto had just turned 18. They were under heavy kamikaze attack and Otto was directed to go to the Number 2 handling room for more ammo. As he was heading there, he was ordered to another station. He had just left that handling room when a Kamikaze hit directly into it with a 500LB bomb. Many of his buddies died instantly and the Zellars was badly damaged. Otto recounted this to me as I served with him from 1960-62 on Sabalo. He was about 15 years older than most of us on Sabalo and was a real mentor. He was without a doubt, one of the nicest, hardest working, man I ever had the good fortune to serve with.

I also had the privilege of saving his life. We were in port Pearl, working in the "Pit" in the forward torpedo room cleaning and painting it out. Suddenly the boat took a list to Starboard, damned Auxiliary gang. We had not locked a torpedo skid in place and it started sliding toward us. Otto was going to be crushed under the warhead. I jumped up and engaged the after-skid lock and thank God it caught. the front of the skid with a 4000 lb MK 14 in it was over Otto. We used chain falls to lift the forward end of the torpedo skid back onto the rails and I think Otto went to change his skivvies. *Ha ha*. He was such a great guy and one of the best shipmates ever. He will be missed.

Eml 11Jul20 from **Joe Hess** (LT '70-71) Jeff - great newsletter. I always forward it off some of it to other old submariners. My dad served on the S-8 in China in 1926 as a gunner's mate.

Eml 14Jul20 from **Robert Vincent** (TM'60-62)The reference to Sprout in the Mystery Men is **Rees L. Madsen**. He and I were on the Sabalo at the same time. His nickname was Sprout. Interestingly enough his brother's nickname was "Sprig".

**MORE SABALO PICS—From Pat Byers (EN3(SS) Mar68-??)**  
15Apr 20 <http://img.gg/DUfLF9e> This is the link to photos I uploaded to my Nikon space.

Below- CO **Jess Cariker** & MMFN 'mystery man'  
-Still looking for firm ID



## ➔ MAILBAG—Continued

**STEEP ANGLES & DEEP DIVES-** In the July '20 issue there was a piece on this subject. It seems to have stimulated the memory of another Sabalo vet who relates his actions during the incident of the failure of the speed log 'sword'(also called pit log). [recd 16Jul2020]

*I'm a grateful veteran of flooding in the forward torpedo room in November 1954.*

*After finishing the noon to 4 watch, and eating dinner, I went forward to watch the movie. I was sitting not five feet from the flooding. [[The retractable sword was located just forward of the water tight door to starboard.]] I was the first one through the door to the forward battery compartment before the door was latched down. I didn't have time to realize the danger.*

R.J. **"Bob" Herold** QM3(SS) - also served on Stickleback SS-415 '55-57 [his pic on pg 2]

*ed.- Bob didn't relate any additional details of how the casualty was handled, but obviously capable crew were quickly successful in securing from flooding once on the surface and water pressure was minimized.*

Note recd fm **Gary Garrison** QMSN(SS) (Jul58-Jan60) dated 3Aug20- Certainly appreciate your time and effort to produce the Sabalo newsletter. Look forward to each one I receive. I spent a year and a half (Jul58-Jan60) on Sabalo - 'a good old sub'.

Lots of memories. Presently pushing 82, fairly healthy, but struggling with a dose of Alzheimer's, but getting by. Life is still good.

Note fm **Paul McPolin** SK3(SS) (Aug60-Sep61) rced 25Jul2020- I was a proud member of an elite group of sailors who I will never forget. Thank you for reminding me every so often. Please continue your good work.

Ltr fm **Don Parigis** EM3(SS) (Aug'63-'64) dated 18Jul20- Jeff, Over the years I've enjoyed reading Clever Boy a lot. The articles are very interesting and the jokes are great.

The 3 years I spent on my 'kiddie cruise'\*\* are still a big part of my past. I loved the Navy and the USA. When our government decided to do business with China I (and probably many old veterans) know that they were crazy. We are paying for it now, and have been for many years.

Sorry to hear of Jess Cariker's passing. He was CO when I was on board in 1963 until I got transferred off just before WesPac in 1964 along with 20 others.

Next I was on USS Medregal (SS-480) and the Sabalo went through a yard period. I didn't have enough time left to go through Medregal's WesPac, so I was transferred to USS Charr (SS-328) coming from San Diego and going to WesPac.

It took 13 days to get to Yokosuka, Japan and then we spent 45 days out and had the good fortune of picking up a downed

pilot of Viet Nam.

I had an enjoyable time in the Navy - brings forth many fond memories.

Thanks again to you for all you have done.

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\*\*The Navy formerly had a program called "Kiddie Cruise". It gave the opportunity to sign up as soon as you turned 17 years old and serve a three-year enlistment instead of four, getting out of the service when you turned 21 years old.

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Note fm **Joe Butzer** (EN3(SS) '56-58) ...has a new address in Wernersville, PA

### Historical Look at WWII Diesel Boat Service

#### **Cont. from pg 6**

When conditions approached that of a Chinese garbage scow junk with an over flowing head and the crew in dire need of fumigation the Skipper might decide to allow **showers** piecemeal by sections. You lined up to enter the shower, the Chief of the Boat turned on the water for 2 seconds and shut it down while you soaped down. You were then allowed a correspondingly brief rinse.\* - \*Each member of the crew was allotted one locker which measured about

12" high, 18" wide and about 18" deep. You kept your uniforms under your mattress. Your rack had a plastic zip around cover. Your mattress was encased in a "mattress cover" which was akin to an oversized pillow case. It was able to be turned over once and some even turned them inside out and got two more uses. Less the uninitiated be stunned by that you must be cognizant of lack of water for regular laundry.

Internal communications on board were conducted by the 1MC and 7MC phone and speaker systems.

To reenter a submarine after handling lines etc. when returning to port was a shocking revelation. It was impossible to believe that you had survived that malodorous environment. Politely put the atmosphere was conducive to a shanty town house of ill repute that also was inundated by a backup of its sewer system. Pity the poor relief crew that had to come on board and make the boat shipshape again.

You could immediately identify an Electrician on a submarine. He was the individual with the most shredded moth eaten dungarees due to battery acid.

Ribald humor was the tenor of the day. No topic or human frailty was off limits. Nothing was sacred. Horseplay and trickery were the order of the day. The antics and demeanor of the crew, both at sea and ashore, would not be socially acceptable nor politically correct nowadays. I fear that the late Admiral Rickover would have been aghast.\*

One real advantage was food, especially when you first went out. Although they were ridden without mercy the cooks did an excellent job of feeding the crew. We ate family style off china [glass] plates. Our officers ate exactly what the enlisted personnel did. The stewards would come back to the Galley and fill their serving plates and bring it to the Wardroom. When leaving port rations were stored in every conceivable space, including the shower since it wouldn't be needed.

**Cont. on pg 14**

## In the Past- The Old Navy

WW2 Submarine Still In Service Cutlass (2:28) <https://www.youtube.com/watch?v=Cozk3AcehiU>

Silent Service Boats Of World War II (44:24)- Documentary <https://www.youtube.com/watch?v=aaELe9ez0o4> The Silent Service Submarine War Story - World War II Submariners -official DoD film (37:19) <https://www.youtube.com/watch?v=z8HxtTKodMM>

Last survivor of the USS Tang SS-306- 1Sep2020 <https://www.military.com/off-duty/2020/09/01/meet-last-survivor-of-legendary-world-war-ii-sub.html> Note: The CO of Sabalo SS-302 upon recommissioning in 1951 was Lawrence Savadkin, along with this last survivor, they are of the only 9 survivors of the 87 on board when the Tang was sunk by her own torpedo that made a circular run. They were sent to prison camp in Ofuna, Japan. The whole story: <http://ss563.org/306/survivors.html>

In real life, the hardest aspect of the battle between good and evil is determining which is which. ...George R.R. Martin,

## WUHAN VIRUS REPORT [Mid Nov ]

**People keep asking: "Is coronavirus REALLY all that serious?" Listen y'all, the churches and casinos are (well, not anymore) closed. When heaven and hell agree on the same thing it's probably pretty serious.**

I'm not worried about coming in contact with infected persons. We live in the sticks; can't see a neighbor's house from ours. Only go shopping once a week, and don't eat out anymore since this got started. My subvets group only met twice since the shutdown began and our Nov and Dec mtgs are cancelled. We aren't exactly quarantining, but our contacts are limited and the infection rate here in northeast Pennsylvania is very low.—Jeff

**However, here's my warning to the masses:**

**CORONA COASTER - The ups & downs of the pandemic—One day you're losing your bubble. You decide to start working out, helping bake banana bread and going for a long walk. Next day you're sad and crying and drinking gin for breakfast, and worse, you're missing people you don't even like.**



**While y'all ready to go back to work, party, eat out and open the country. Make sure you have life insurance. I'm not gofunding shit.**

The toilet paper shortage phenomenon has cropped up again in certain areas, and diarrhea is not even a major symptom. I don't care, I found a way around the problem

**TO HECK WITH TOILET PAPER! I JUST BOUGHT DRYER SHEETS AND MY BUTT SMELLS LIKE LAVENDER AND ROSES AND THERE IS NO STATIC ELECTRICITY**



**AND BY THE WAY MY OLD ASS IS FOR THE VERY FIRST TIME IN 20 YEARS NOW WRINKLE FREE!**

## **A Man and a woman-**

Finally, I pondered an age old question: Is giving birth more painful than getting kicked in the nuts? Women always maintain that giving birth is way more painful than a guy getting kicked in the nuts, but how could they know?

Well, after another beer, and some more heavy deductive thinking, I have come up with an answer to that question. Getting kicked in the nuts is more painful than having a baby, and even though I obviously couldn't really know, here is the reason for my conclusion. A year or so after giving birth, a woman will often say, "It might be nice to have another child."

On the other hand, you never hear a guy say, "You know, I think I would like another kick in the nuts."

I rest my case. Time for another beer, and then maybe a nap.

**\* \* \* When wearing a bikini, women reveal 90% of their body... men are so polite they only look at the covered parts.**

## Historical Look at WWII Diesel Boat Service

**Cont from pg 13**

However, as supplies diminished the cooks were hard pressed to come up with varied favorable menus. All boats had "open icebox" so you could prepare and cook almost anything you wanted at any time as long as you cleaned up after yourself. The After Battery "Mess" was for chow, off duty recreation, meeting space and a hang-out.

This is a collective attempt at recollection after the passing of a half-century so any errors or omissions hopefully forgiven as "senior frailties". Much of this is collective memory and is a compilation of boats in general. There is no pride of authorship so any comments, additions, corrections and/or deletions are welcome and appreciated. This is merely a historical comparison as best one can do and is in no way a negative reflection between "then and now". GOD BLESS ALL SUBMARINERS - Past, Present and Future.

Michael Skurat  
Central CT Chap. USSVWWII



**MEET YOUR SHIPMATE**

**Doucette, Alex** (nmn)

ETCS(SS) On board Sabalo Feb66-Feb68 was COB during a short period while the boat was homeported in P.H. and was then sent to the shipyard at Hunter's Point.

Ret. May, 1970 as ETCS(SS) 24 yrs service - was originally EN and converted rating. After retiring worked for Electric Boat for another 26 years.

USSVI Holland Club Member - Qualified on Cochino SS-345 in 1948

b.21 Aug 1928; d.26 Feb 2013, age 84. He was an elder of the Cowlitz Native Tribe in Longview, WA

Last Residence: Bothell, WA

Marr: (1) 25 Jun 1948 Sophie K. Barszcz(d.14 Feb 1999); (2) 18 Nov 2011 Mary Tarabochia

Enlisted USN 1947— Korea & VietNam Vet

Survived the sinking of the Cochino due to battery explosion 26 Aug 1949

Also served on: (incomplete list?) Tecumseh SSBN-628, Sargo SSN-683

☞ In the Navy, the unofficial, un-codified, mentorship system is called having a "**Sea Daddy.**" In naval parlance, a Sea Daddy is a seasoned mariner who takes a less-experienced crewmember under his wing and provides expert tutelage.

**Chief Alex Doucette** was my first '**seadaddy**' on Sabalo. He was the senior chief in the Ops Department and the boss of the ET and ST gangs.

My motivation to join the submarine service had a great deal of inspiration from the information given to me by my brother, Roy, a QM already on board Sabalo. I was finishing ET "A" school at Great Lakes and applied for 'brother duty'. My request was denied out-of-hand because I had not been to Sub School in New London/Groton. However, based on the request from my brother, and through a direct request from the Sabalo XO, Pete Wells to BuPers, I was transferred direct from 'A' school graduation to the Sabalo a couple weeks before she was leaving the yards at Hunter's Point in March '67.

This was a shocking adjustment in the beginning. First aspect was the hazing and negative rhetoric that non-quals (NQP-non qualified personnel) are subjected to. Learning sub systems from scratch was a daunting task, and added to the many tasks within the department as a result of loose ends from the yard work, after about four months I was ready to call it quits.

Armed with a chit for a transfer, I went to see Alex for his signature. Instead, I received a fatherly, and professional, lecture on why he just couldn't approve such a request immediately.

Dwelling a few days on his advice and counsel that I could finish quals on time, and that most importantly, my time in the subs would be the most memorable and pride instilling of my life, I kept it up and made qualifications right on time in six months. Getting thrown over in Subic Bay in September '67, and already having been elevated to maneuvering watch radar operator, I found the teamwork and the comradery of working with Alex and my fellow crewmen a great enjoyment. Chief Doucette saved me from making a big mistake.

Alex never made it to one of the Sabalo reunions, but I did get to see him post-Navy. About 2002, I was visiting Mystic Seaport with my wife. I was fortunate to meet with him, and at the same time shared company with Harold Losby and Shirley for a few hours at a local restaurant.

I had a few other 'seadaddies', and maybe I will tell their story and how much mentorship can mean in any walk of life.

**"The purest form of science is observation."** – a concept attributed to Hippocrates. One of the principles of his scientific method of medicine involved the 'clinical observation' of patients as a significant way of diagnosis. Chief Doucette had his own adaptation of this which he called "dynamic troubleshooting". Before applying higher levels of theory and combing tech manuals for diagnosing any electronic failure, his method involved a good basic visual inspection for loose wires or parts, or as found numerous times some burnt or obviously overheated circuit components. This shortened the repair time during operating evolutions and simplified things so many times. In my later career in aviation electronics maintenance I always applied that concept and passed it on to technicians I worked with. — Jeff Owens

## ETERNAL PATROL NOTICES

**Abile, Felicitio Agulo 'Bill' d.12Apr2020**, Bremerton, WA (age 94) SD3(SS) on 302 Jun51-Dec62; later SDC(SS); also served in AS-24, and boats 271, 404, 307, 331.320, 482, 338

**Burki, Arde Adolph d.20Mar2020**, Wilton, CT (age 95) CO on 302 as LCDR Aug59-Jul60, Ret CDR Jun'65; also XO SS-349

**Dionisio, David Serrano d.20Dec2019**, Farmville, VA (age 82) TN(SS) on 302 Sep69-?71


**Dunham, Walter A. d.4Nov2017**, SanDiego, CA (age 84) HMC(SS) on 302; Ret.'70 w/20yrs; [OBIT](#)

**Ellis, Elmer J. Sr. d.17May2020**, Marshall, WI (age 87) EN2(SS) on 302 Sep53-Nov55

**Lisner, Charles George d.1Sep2020**, Port Charlotte, FL (age 96) FTG1(SS) on 302, Ret.FTG1(SS) '67 w/25 yrs; WWII Vet; served on DD-403, AG-76, AD-17, and boats 347, 323, 322, 587, 381

**Trevelyan, Willard d.9Aug2020**, Breckenridge, TX (age 74) QM3(SS) on 302 Mar65-Feb67; chgd name to Wm. Bannon, [OBIT](#)

**Viduya, Napoleon d.4Mar2020** Alameda, CA (age 93) SD1(SS) on 302 Mar56-Dec57

 Eml fm **Mary Ellen Schwichtenberg** 14Jul20 meschwichtenberg@sbcglobal.net [**Del Schwichtenberg** ENC(SS) on 302; later CWO3, Ret.; passed away 12 Dec 2019]

Jeff, I just had to send you a note to tell you just how much I enjoyed reading your July issue of Clever Boy! I printed it and sat down with my coffee this morning and read through the full issue. Many of the WWII references I had definitely heard before (first hand from Del) but they certainly gave me many remembrances of my conversations with Del.

You can't be thanked enough for all the effort you put into this newsletter. I wish I could tell you a million times what a wonderful job you do and the thoughts and reflections it gives to many people. You are sincerely appreciated. My best wishes to you and your wife. As Bob Hope would say - Thanks for the memories!

I received this following e-mail from a friend of mine and thought you might enjoy it - you may have already seen it but worth reading a second time.

### I Talked With A 80+ Year Old Man Today.

I talked with a man today, an 80+ year old man. I asked him if there was anything I could get him while this Coronavirus scare was gripping America.

He simply smiled, looked away and said: "Let me tell you what I need! I need to believe, at some point, this country my generation fought for... I need to believe this nation we handed safely to our children and their children..."

I need to know this generation will quit being a bunch of pussies...that they respect what they've been given...that they've earned what others sacrificed for."

I wasn't sure where the conversation was going or if it was going anywhere at all. So, I sat there, quietly observing.

"You know, I was a little boy during WWII. Those were scary days. We didn't know if we were going to be speaking English, German or Japanese at the end of the war. There was no certainty, no guarantees like Americans enjoy today.

And no home went without sacrifice or loss. Every house, up and down every street, had someone in harm's way. Maybe their Daddy was a soldier, maybe their son was a sailor, maybe it was an uncle. Sometimes it was the whole damn family...fathers, sons, uncles..."

Having someone, you love, sent off to war...it wasn't less frightening than it is today. It was scary as Hell. If anything, it was more frightening. We didn't have battle front news. We didn't have email or cellphones. You sent them away and you hoped...you prayed. You may not hear from them for months, if ever. Sometimes a mother was getting her son's letters the same day Dad was comforting her over their child's death.

And we sacrificed. You couldn't buy things. Everything was rationed. You were only allowed so much milk per month, only so much bread, toilet paper. EVERYTHING was restricted for the war effort. And what you weren't using, what you didn't need, And we sacrificed. You couldn't buy things. Everything was rationed. You were only allowed so much milk per month, only so much bread, toilet paper. EVERYTHING was restricted for the war effort. And what you weren't using, what you didn't need, things you threw away, they were saved and sorted for the war effort. My generation was the original recycling movement in America.

And we had viruses back then...serious viruses. Things like polio, measles, and such. It was nothing to walk to school and pass a house or two that was quarantined. We didn't shut down our schools. We didn't shut down our cities. We carried on, without masks, without hand sanitizer. And do you know what? We persevered. We overcame. We didn't attack our President, we came together. We rallied around the flag for the war. Thick or thin, we were in it to win. And we would lose more boys in an hour of combat than we lose in entire wars today."

He slowly looked away again. Maybe I saw a small tear in the corner of his eye. Then he continued:

"Today's kids don't know sacrifice. They think a sacrifice is not having coverage on their phone while they freely drive across the country. Today's kids are selfish and spoiled. In my generation, we looked out for our elders. We helped out with single moms whose husbands were either at war or dead from war. Today's kids rush the store, buying everything they can...no concern for anyone but themselves. It's shameful the way Americans behave these days. None of them deserve the sacrifices their granddads made.

So, no I don't need anything. I appreciate your offer but, I know I've been through worse things than this virus. But maybe I should be asking you, what can I do to help you? Do you have enough soft drinks to get through this, enough steak? Will you be able to survive with 300 channels on your tv?"

I smiled, fighting back a tear of my own...now humbled by a man in his 80's All I could do was thank him for the history lesson, leave my number for emergency and leave with my ego firmly tucked up my arse.

I talked to a man today. A real man. An American man from an era long gone and forgotten. We will never understand the sacrifices. We will never fully earn their sacrifices. But we should work harder to learn about them. Learn from them...to respect them." 