



LEE'S SHADOW

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THE REBEL YELL

USS ROBERT E. LEE (SSBN/SSN-601)

www.decklog.com/ssbn-601.asp Vol. 2015

From your President Joe White:

It is hard to believe that we are well into 2015. It is also time to make your reservations for the 2015 Robert E. Lee Reunion that will be held in Branson, Missouri. The reunion is being held at the Radisson Hotel on the following dates:

April 16-19, 2015

To make your reservation you can call the hotel directly and make sure you tell them that you are part of the Robert E. Lee Reunion. We have plenty of good rooms blocked for our reunion at \$102.00 plus tax. The Hotel Website is:

<http://www.radisson.com/ussrel>

Please go to the Robert E. Lee Web Site for more information on the reunion, including tours and other things you can do while spending a few days in the Ozarks of Missouri. As far as travel goes, if you are not driving, I would recommend that you fly into Springfield, Missouri unless you can get a flight into Branson. There is an airport in Branson, but the flights in and out are limited. If you decide to fly into Springfield you will need to get a rent car and drive to Branson which is about a 30 minute drive. I recommend you get a car so you will have the transportation to see all of the sights. If you fly directly into Branson you will also need a rent car or you will have to get a taxi to take you to the hotel.

For more information on the sites around Branson you can find this information on the following web sites:

www.bransonmissouri.com

www.branson.com/info/military-reunions

Please make your check out to the **USS Robert E Lee Association** and send your reunion fee of \$89.00 per person to our Secretary/Treasurer:

USS Robert E Lee Association

C/O Chuck Horvath

435 B Somerset Court

Aurora, IL 60504-4088

For the event dates of April 16-19, 2015, our special event rates are as follows: These rates are good for 3 days before reunion and 3 days after the reunion.

King/Double: \$102

Leisure Suite: \$154

The above rates will include up to two breakfast buffets, and will be honored 3 days before and 3 days after the reunion.



Our keynote speaker for the Friday night banquet will be Dr. Michael Jones. Dr. Jones is a retired Navy Chaplain who had the privilege to serve in the Air Force, Navy and Marine Corps. He recently retired from the College of the Ozarks where he taught as an Associate Professor of Clinical Psychology. After retiring from the military, ministry and teaching, Dr. Jones has dedicated his efforts to help people understand severe and persistent mental illness.



2015 ROBERT E. LEE REUNION ITINERARY

Thursday 8 am- 4 pm	Friday 8 am-1 pm	Saturday 9 am-10 am	Sunday 8:00 am-?
Registration Hospitality Suite	Registration Hospitality Suite	Business Meeting Old Business Elect New Officers New Business Pick next Reunion site Women's Event (Hotel)	Go Home or stay for more time in Branson
1:15pm - 5:00pm 60 Hits Tour 5:00 pm-6:30 pm Welcome/Reception Hotel/buffet	5:00 pm-6:30 pm Group pictures Cash Bar/Hotel 6:30 pm-9:00 p.m Banquet/Hotel 9:15 p.m-10:00 p.m Entertainment/Elvis	2:00 pm (Depart Hotel) Ride the Duck/Branson Belle Duck Tour Showboat Branson Show/Dinner/Cruise (Lake Table Rock Evening Free	

April 16, 2015

(Hits of the 60's Tour)

01:15 pm - Coach will be at hotel to start boarding
 01:30 pm - Coach will depart hotel
 02:00 pm - Show will start
 04:00 pm - Show will end however cast will be in the lobby to sign autographs and shake hands
 04:30 pm - Coach will load
 04:45 pm - Coach will depart for hotel

\$39.00 Per Person Inclusive



TOURS

April 18, 2015

Duck Tour

2:00 pm- Ducks will depart from Hotel
 3:15 pm- Ducks will drop group off at Showboat Branson Belle
 4:00 pm- Showboat--Branson Belle Dinner, Show and Cruise
 6:30 pm- Ducks will return group to Radisson Hotel

*Special recognition will be done before the show for our members attending. This is one of the top attractions in the Branson Area and you will be treated with a beautiful view of Table Rock Lake.

\$76.00 Per Person Inclusive



Payment and Reservations:

Each member will be responsible for calling the Branson Tourism Center to make their own individual reservation for the reunion package at **1-800-268-4014**. They may also sign up on line at:

www.mybransoneventplanner.com
Tour #18487 Keyword: Robert

If you mail in your payment, make payable to **Branson Tourism Center** and mail to the following address:

Branson Tourism Center
Attn: Group Dept. #18487
220 Branson Hills Pkway
Branson, Mo. 65616

Video of things to do in Branson:

<https://www.youtube.com/watch?v=kVFz3GLI-8s>

Golf:

<http://www.thousandhills.com/branson-golf?gclid=CK->



Jim Stewart-Vice President

VP comments for the January Newsletter

If you've recently visited our old website you've seen that it's no longer functioning properly and does not contain the most recent reunion news. The reason for this is that we no longer have access to the tools required to edit it. Until we're able to extract some remaining data, it will still be up and accessible for viewing the old photos that are there, but do not use it for current reunion information. The new website at:

<http://www.decklog.com/ssbn-601.asp>

is the most accurate and up-to-date place to go now for information on the Association and reunion planning, so we encourage you to visit it regularly. Also, our Flickr site is running, where you can view some of your shipmates' photos. Visit it at:

http://www.flickr.com/photos/uss_robert_e_lee_association

Photos from some past reunions and from my own collection of the old days are there. Do you have some to add? Contact me and I'll get them posted. If you're a Facebook user visit our page at:

<https://www.facebook.com/groups/52832196299/>

If you open up the photo tab on the new web site it will take you directly to the Robert E. Lee FB page.

The raffle at the coming Branson reunion will be open to members who would like to donate some of their own handiworks to the reunion in addition to the things that we've selected, with the proceeds going to the association. We know some of you have talents that the rest of us admire, so don't be afraid to display some of your artful creations and make the rest of us envious. We'll provide the display table, you supply the talent. Of course we'll supply some great raffle items too. Here's your chance to win a memento of the Branson reunion.

Along with the raffle we'll once again have a few hats and shirts to sell too...at bargain prices! We're not trying to set ourselves up as a 'Ship's Store' though, so the supply will be limited. Remember, it's for a good cause- It helps pay for our reunion!

This will be my final year as the association's VP. It was never my intention to make my presence here a permanent one but instead to just be involved, to take my turn at doing some of the work, and hopefully help accomplish something for the USS Robert E. Lee Association that would be considered worthwhile. After 6 years of service I'm satisfied that that's been done now. I've worked closely with Joe and Chuck and numerous other key people in establishing an upgraded association identity, incorporated, non-profit in tax status, and with more comprehensive bylaws; we've made good progress in working our way through some sensitive website problems; and we've planned and hosted 3 reunions, including the coming Branson one. Some serious family health issues during the past year have influenced my decision too, so I hope you will forgive me for stepping away at the end of this term. It's been a great pleasure to serve as your Vice President and to work with Joe, Chuck, and Fred these past several years, but now it's someone else's turn...someone else's opportunity.

One or two of our shipmates have shown an interest in taking over the job, but if any others of you would like to consider throwing your hat into the ring, you're welcome to write or call either myself or Joe White for information.

FOR THE LADIES:



This "arm chair" tour of Branson provided for the ladies will be from 9 - 10 am on Saturday.

As certified step-on guides, we are active members of the Branson Professional Tour Guide Association where "Our mission is to provide an exciting, fun, safe, and worry-free vacation with emphasis on history, positive facts, and knowledge of the area."

Along with studying the rich history and beauty of the Ozarks, from Shepherd of the Hills to College of the Ozarks, we pride ourselves in staying current with what's new in Branson, including restaurants, shows and shopping. It's no secret that we love Branson shows. (As Branson area residents, we attend 100+ Branson shows each year.)

As certified step-on guides, we offer three-hour, full-day and multi-day tours to downtown Branson, shows, restaurants and other activities. Our goal is to treat your group as family, not as tourists. Carl is a Vietnam era veteran.

Pam of First Community Bank in Keokuk, IA says, "Carl and Nancy did an excellent job touring our group around Branson. They were very informative and professional, yet interacted with our group to make the tour lots of fun. I highly recommend their services --- A+!"

Carl and Nancy Kelly

ANNUAL REPORT 2014

Beginning Balance	\$10,554.08
Deposits	\$ 1,835.00
Expenses	\$ 1,560.25
Ending balance	\$10,828.83

Chuck Horvath, Treasurer



Association Membership Dues for 2015 are now due

Please mail in your 2015 membership dues to Chuck Horvath at the address listed in this newsletter and make the check out as follows:

USS Robert E Lee Association

We always appreciate dues paid in advance and any extra you want to donate to the Lee Association to help cover future expenses. All monies received by the Association are used exclusively for the Lee Association and no Officer takes any compensation. The yearly dues will remain at \$10.00. Contact Chuck at the address in this newsletter if you unsure if your dues have been paid.

Membership Contact Information

Please provide the Association with your current mailing address and your current email address so we can make sure each member of the Association is getting all of our correspondence.



Scrambled Aye!

--Fred Williams

While stationed on the Lee during the first "retrofit" in Mare Island, as a FTB 2 non-qual, filling an over capacity Missile Fire Control billet, my turn for mess cooking came up. I was subsequently dispatched to the mess hall used by all the boats currently in the yards. Damn! And I thought I had dodged that bullet!

The chow hall crew was a cross section drawn from all the boats including the cooks. One real steamer off of a smoke boat took the prize for the wildest, crudest, drunkest, and having almost no socially redeeming value. Which of course, made him a beacon of guidance for all us wanta'be submarine sailors.

We mustered at the chow hall each morning at, I think, four A.M. Invariably shortly after muster, the "old salt" would roll in wearing his rumpled western shirt, faded

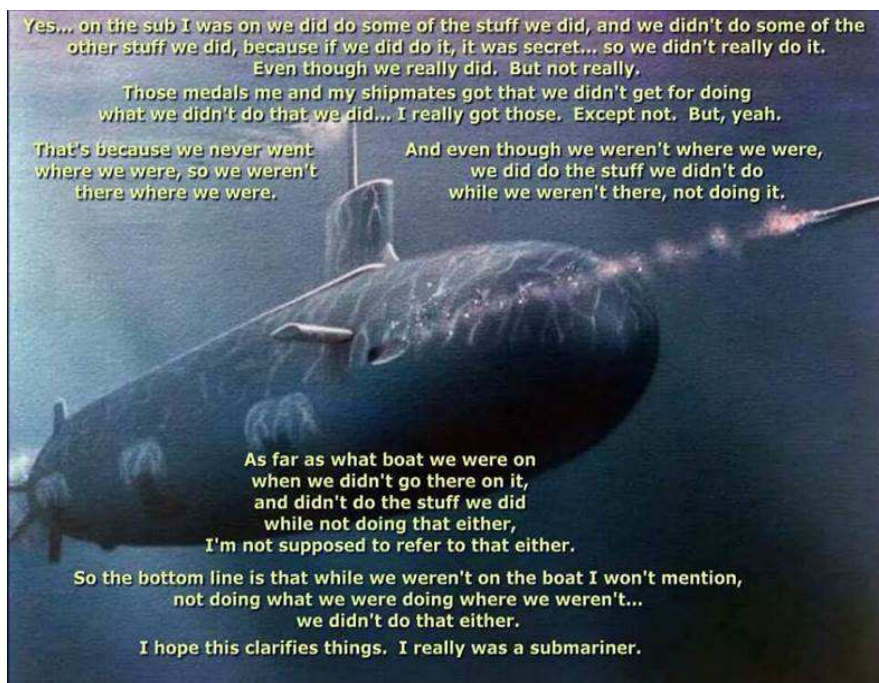
Levis, and “cockroach killer” western boots. Roaring mightily with an admirable string of obscenities, he would pull his duty cook’s whites on over his civvies, grab a cup of coffee, a cigarette, and await the call to breakfast.

I drew the somewhat lucky straw of being his assistant at the grill. In this chow hall the grill was imbedded in the food service line so that each sailor coming through the line could order his eggs cooked to his specification. Our smoke boat cook would stand behind the grill and hook one toe of his roach killers under the grill’s bottom edge, thus reducing the possibility of falling backwards. I think the heat of the grill must have discouraged him from falling forward.

My job was to break one, two, or three eggs into a series of bowls, thus prestaging them to meet a hungry sailor’s request. And without fail, our salty old cook would politely ask each sailor in turn, “And so how do you want your eggs this morning, sailor?” Of course the poor guy would say something like, “Two over easy, please.” Or “Three, sunny side up.” Our cooking machine would grab up a bowl holding the required number of eggs, sling them on the hot grill, and yell, “Scrambled, Aye!”

I soon learned that the cook’s assistant could end up running the grill on the mornings his “leader” was just too under the weather to take the heat from the grill. I also found that the sailors in line those mornings never enquired as to the health of our missing cook, but took great delight in actually getting my best effort at fulfilling their egg request. Over time, I must admit, I became quite an egg cook. Lord knows I sure got plenty of practice!

Later in life I have found cooking to be a very interesting hobby, and I remember fondly those days behind the grill in the Vallejo shipyard galley. That’s where I learned it can be fun and quite rewarding producing something people obviously enjoy. It proved to become my foil to software development. A job it seems where no matter what you do, someone, somewhere, always finds something to bitch about. And naturally, they could have done it better themselves. To them I just think, “Scrambled Aye!”

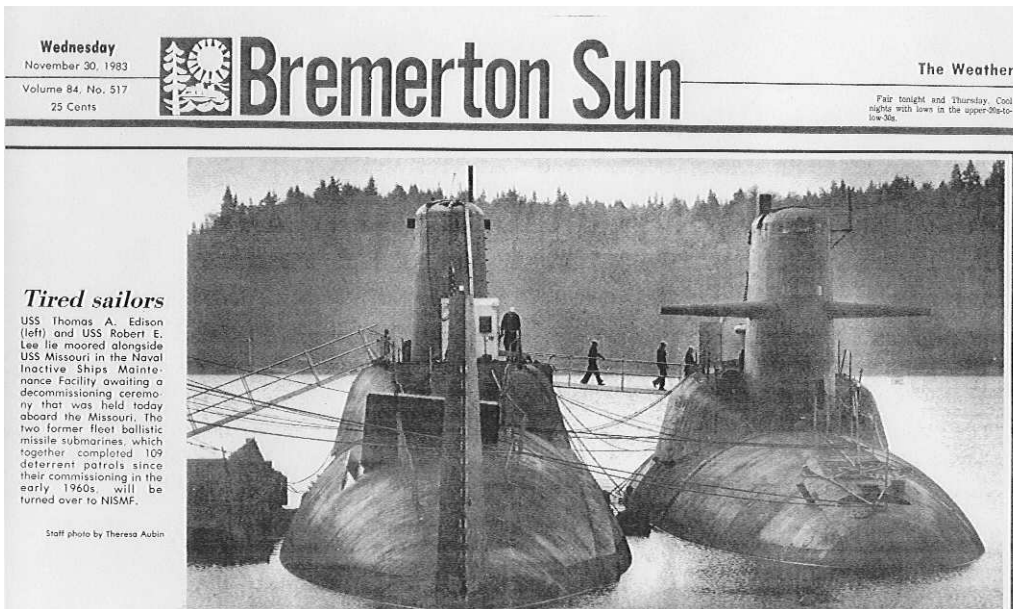


CREW MEMBERS ON ETERNAL PATROL SINCE LAST REUNION



Full bios are available at: <http://www.decklog.com/ssbn-601.asp>

Romeo Oscar Collazo, TMC (SS), 79, December 18, 2014
 Marvin Smith Blair, CAPT, 11/3/2014. SVWWII Life Member
 John A. Lindquist, FTMC(SS)DV, 77, Wednesday, Oct. 15, 2014
 Barry Schenkelberg, ETC(SS), 10/10/2014
 Tom E Stanley, MMC(SS), 10/8/2014
 Dennis Patrick Keane, SKCS(SS), 8/31/2014 Age: 83
 Louis R. Kaltsas, ETN2(SS), Tuesday, August 19, 2014
 Russel Steve Richey, ETC(SS), 8/16/2014
 Walter Dick Bennett, LCDR, 7/10/2014
 George Thomas Brigham, TMC(SS), 7/8/2014
 Frederick D. Keigley, EN2(SS), 81, July 6, 2014
 William Pelot Strobhar, Jr., MTC(SS), 83, June 19, 2014
 Dale "Pete" A. Peterson, QMC(SS), 84, Thursday, June 12, 2014
 Wesley Grant Chronister, MSCS(SS), 79, Monday, June 2, 2014
 Robert Ezra Freeman, STS2(SS), May 30, 2014
 Garvin E Mayhew, ET2(SS), Thursday, May 29, 2014
 Ronald P Jansen, ET3(SS), 71, 4/16/2014
 Bruce B Lenz, LT(SS), 4/9/2014
 Danal C Wiese, FTCS(SS/DV), 2/20/2014
 Gilbert Perry Shaddock CDR, 82, Tuesday, January 28, 2014
 George Roscoe Robey Jr., CAPT, 83, Monday, Jan. 27, 2014
 David Wayne Walker, MT3(SS), 8/3/2013
 Ralph E. Chatham, CDR, 5/18/2013
 Vincent Richard Ragen, STS1(SS), 5/10/2013



LAST LOOK AT THE "LEE"

--Jim Stewart

Shortly before the Lee was decommissioned, in December of 1983, my family and I took a short driving vacation to British Columbia, Canada. On our way home we passed through Bremerton, Washington and decided to spend some time looking around, reminiscing the time we had lived there during the Lee's overhaul in the early 1970's. We drove over to the Navy housing area, visited Illahee State Park, and walked all around downtown Bremerton. At one point we decided to take the ferry across the Sinclair Inlet to Port Orchard for dinner. From the upper deck of the ferry still parked at the ferry terminal I looked to my right and could see several ships of the "mothball fleet" lined up at their piers. Two of them were subs, and one had the numbers "601" painted on the sail.

I quickly hustled to the bridge of the ferry and asked the Captain if he could do a slight deviation from his normal course and steer in front of the boat that had been my home for 4 years, so that I might show my children and take a few photos. He said he wasn't allowed to do that, but to my surprise a few moments later he did it anyway. I have to admit it was quite a thrill to see her there. But I also admit to being somewhat shocked to see the SSN version of the mighty SSBN I had known. She was definitely shorter, and the "turtleback" was but an abbreviated structure behind the sail that looked completely out of context. Tied up there, next to the Jefferson (SSBN 618), I was struck by an appearance of sadness and impending doom. She was only months away from decommissioning and eventual recycling.

can appreciate the strange relationship. Perhaps that's why we still gather together...to rekindle those feelings.



Current Association Officers

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Secretary/Treasurer

Chuck D. Horvath
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THE DIVING ALARM BALLET

by Mike Hemming

As I pass between the controller men, the oogah, oogah, "Dive!", "Dive!" comes over the speakers and they leap to their sticks and rheostats. The engines shut down air lever is hit, rheostats spun down, sticks are thrown, as the ballet begins.

Generator electricity wanes as the huge storage batteries are called on for power. Sticks pulled to new positions and rheostats spun back up to keep the motors turning. The flurry of intense activity over, minor adjustments made and times logged while listening, always for the sound of water doing something it shouldn't.

As I walk forward at the same time into the engine room, the two men in each one do the shutdown dance. Throttles are slapped down, hydraulic levers pulled to the closed position to shut exhaust valves and drains opened by the throttleman. As his oiler spins the inboard exhaust valves the 32 1/2 turns to shut it, either the oiler or the throttle man (depending on who is closer) will have yanked the pin holding the great intake air valve open so it falls shut with a loud clang. His inboard exhaust valves shut, the oilier drops below to secure the sea valves that allow the seawater to cool the engines. Then, the throttle man checks everything secure one more time.

In the control room, the other area of great activity on a dive, lookouts almost free fall to their diving stations on the bow or stern planes. Quickly the bow planes man rigs out his planes and both he and the stern planesman set their charges to the prescribed angles for the dive.

Arriving soon after the planesmen, the OOD, now the diving officer, gives the ordered depth to reach and the angle to do it. Then he checks that all is well and will watch the planesmen to learn if the trim needs changing.

The Chief of the Watch having closed the huge main air induction valve, will watch the Christmas Tree to see that all hull openings are closed. Then he pulls the vents to flood the main ballast tanks and watches the depth to signal the auxiliary man on the air manifold when to blow negative tank to the mark to stop our descent into the depths.

The manifold operator will hammer open the valve and then close off the roaring rush of compressed air, as needed.

By this time, the trim manifold operator will have arrived from the engine room. After climbing over the stern planesman he will be ready to pump and flood seawater to the tanks. This will trim up the boat to neutral buoyancy.

In the conn, the helmsman will have rung up standard speed so the boat will be driven under by the screws. (In the navy, screws = propellers.) The QM of the watch will dog the conning tower hatch when the OOD, the last man down from the bridge, pulls the lanyard to close it.

There is no music to guide this dance except calm orders given and acknowledged.

Started in a flurry of activity, it will end by winding down quietly to a state of relaxed vigilance by men practiced and confident of themselves and each other. They have done this many times, this graceful and awkward descent into the depths. They do it as fast as is safely possible. This is where they belong, with many feet of sea hiding the strong steel of the hull. Men asleep in bunks half-awakened by the raucous alarm and noisy ballet, drift back to deep sleep, confident they are at home where they should be.

--

"Submariners are a special brotherhood - either all come to the surface or no one does."

The Meaning of Naval Sayings--Reprinted with the permission of the Plymouth, UK City Council

A1: *First class* From the eighteenth century Lloyds insurers graded the quality of a ship's hull by letter, and the condition of its equipment by number.

Aloof: *Distant; remote, either physically or emotionally*
The order given to a helmsman on a ship sailing close to the shore was to 'keep aloof', from the original 'keep your luff', meaning to sail as close as possible into the wind blowing towards the shore so as not to risk running aground.

As the crow flies: *Shortest travelling distance between two points*

It was a custom to carry crows on board ships. Vessels out of sight of land would release a crow, which would naturally fly towards land, taking the most direct route. Ships would follow the path of the crow, and the look-out platform at the top of the tallest mast became known as the crow's nest.

Joe White
1708 S. Blvd
Edmond, Oklahoma 73034

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SSBN 601 ASSOCIATION ENLISTMENT FORM

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C/O Chuck Horvath
435 Somerset Court, Apt B
Aurora, IL 60504