



Hooter Hilites

A Publication of the USS Sea Owl Association

Web Site: <http://www.usseawol.com>

We still give a hoot!

March 2005 Issue



Shipmates & 1st Mates

President's message:

As I contemplate what to say in this issue of the Newsletter, I can't help but think of how this Association of shipmates seems to keep growing. We have shipmates locate our web site almost monthly; it is this that keeps the Association moving forward.

As I begin working a new job, which requires more hours for me, I only hope that somehow I can continue to perform this Association's position as I have in the past. If you notice that my e-mails are fewer or less often, bear with me. I will continue to do the best that I can. It won't be easy. I know that the Association will get the support from Tom Moniz, John Leers, Ken Johnson & Ed Welch as it has in the past, although shipmates I may call upon you more often.

We are moving forward with our next reunion. There is a great deal of interest from shipmates planning on attending the Branson, MO reunion. I will put more information on the Branson reunion in another section of this Newsletter. What makes these reunions great is that shipmates attend, everything else is just dressing.

A Newsletter would not be complete if I were not to shake everyone to pay their dues. John Leers has told me that he has gotten many checks, but, still not the amount of checks from previous years. REMEMBER TO SEND IN YOUR ASSOCIATION DUES.

Branson Reunion:

The dates for our Branson reunion have been changed due to the fact that our host hotel did not have a hospitality room available for us. I have had to move the dates to September 27th thru to October 2nd.

This will have us checking in on the 27th of September and checking out on the 2nd of October. If you want to extend your stay a few days either way, the hotel has agreed to give you the reunion rate for your total stay. Our hotel will be the Cobblestone Inn & Conference Center, 275 Tanger Blvd., Branson, MO. For making your reservations call (800) 641-5660 or (417) 336-2152. Room rates are \$51.22 per day (includes tax). When calling the hotel your code to get this rate is: CGOWL. You can visit the hotel's web site by going to this web page:

http://hotels.leisurehotel.com/missouri/Branson/cobblestone_inn/index.asp I will have more on the reunion in the next issue of Hooter Hilites.

Groton Picnic

The dates for this year's picnic are June 10th thru the 12th. Ed Welch has told me that he's going to do a clambake this year.

The clambake comes with chicken, lobster, clams, mussels, potatoes, corn on the cob. As usual we will provide beer, soda, water and a cake. Chowder early with salads. We will try to organize Sunday breakfast at a local buffet or restaurant like we did in Georgia.

Friday June 10th @ 6:00 p.m.: Dinner at Groton Motor Inn \$25.00 per person

Saturday June 11th @ 11:00 a.m.: Clambake at Sutton Park \$35.00 per person

Sunday June 12th: Breakfast is on your own.

Speaking of Ed, this past December he had a tune up on his ticker. He's feeling fine. He only had a few complaints about the overnight stay in the hospital. One complaint was the size of those hospital gowns and the lack of food. Ed is a valuable asset to this Association. We're glad to hear that he's stronger now than he was before.

New Found Sea Owl Shipmates

Just when you think that we have located all the shipmates that we can, we somehow have more surface. These are the sailors that we have located or have located us:

Jon Warn LT 63-64, 10 Hadley Court, Noank, CT 06340 (860) 536-9433

Rudy Horst LT 66-68, 6107 84th Street SW, Lakewood, WA 98449 (253) 582-1690

Edward (Zazu) Pitts EM 64-65, 40703 Steward Road, Dade City, FL 33525-1400 (352) 568-3855

Warren Dietrichson LT 50-52, 1955 Dallas Hwy. NW #320, Salem, OR, 97304

Danny Hicks IC 59-60, 103 Hicks Ct, Easley, SC 29642 (864) 269-4240

Robert C Kristian (Kostyna) FT 44-45, 42 Nash Memorial Road, Abington, MA 02351-2602, (781)878-1037 (We never would have located Bob; he changed his last name from Kostyna to Kristian. He located us!)

On another note: I was sending e-mail messages back and forth with shipmate Edwin Davis CSC '64. In one of his e-mails he gives me his address. With this address, a bell goes off in my head. It's the same address that shipmate Donald Gardner EN 52-53 has. Wouldn't you know it, they both live in the Navy Home in Gulfport, MS. Two Sea Owl sailors under one roof, now that has to be a fun place to live.

Remember our shipmates:

"Dear Roy:

It is with great sadness that I inform you that Les Wood ST 68-69 will be going on eternal patrol very shortly. Last October, he was diagnosed with metastatic prostate cancer. It has spread to his lymph nodes before it was discovered. He has fought very hard to beat this thing, but none of the treatments have worked. He is now on Hospice care at home.

One of his great wishes is to be scattered at sea from aboard a submarine. He and I have discussed this at great length and I would love to make his final wish come true. Les has been a wonderful husband and my very best friend. He has told me all about life on the subs and all of the other stories as well! I have truly enjoyed them and will carry them in my heart. Each time I think of one, it will bring a smile to my face.

If you would like to email me directly, my address is: nancylwoodrn@aol.com. Les is unable to read his email any longer. Our address is: 667 Orange Avenue. Novato, CA 94945. Les's mom passed away in August and we have made our home there.

Thank you in advance for any information that you could provide me with.

Sincerely, Nance Wood"

In answering Nancy's message, I sent her the necessary information for honoring Les's last wishes. I'm certain that we all wish the Wood's family the very best.

Association Dues

A Newsletter would not be complete if we were not to remind everyone to pay their dues. This time we are trying a new approach to let you know individually what your dues status is. Please check the mailing address label on the envelope. The two digits or letters following your name indicate your status according to our records. If there is a "LM", you are a Life Member and you never have to pay dues again. A "06" would mean you are paid up through December 2006, etc. If you are overdue or "dink", but still within a year of being paid up, you will get a note in your newsletter reminding you to pay your dues before October 31st or you will no longer receive the newsletter by mail. If you believe an error has been made in your dues status, notify John Leers and/or your Newsletter Editor, Ken Johnson and we will see that the error gets resolved.

Association Officers:

During our Baltimore reunion meeting, I asked if anyone present would like to take a position as an Association Officer; there were no takers. If you are interested in taking a more active part in the running of the Association, please let me know. Your current Officers did not realize that these were lifetime positions.

Piece of USS Sea Owl saved from chipper

Thanks to a collector who saves just about anything, we now have a piece of the USS Sea Owl that has surprised everyone. Shipmates will remember on the superstructure aft the name "SEA OWL". As you can see from the picture, we have it.



According to George Anderson of Manalapan, NJ, which is close to Bordentown, NJ, the site where our Sea Owl was actually dismantled, he came about it by knowing a fellow who worked in the yard. It seems that this fellow just wanted to get rid of it after all these years and George was good enough to take it from him. After George having it for a few years, he had his son search the Internet for anything related to the USS Sea Owl. It was there that he found our web site. When he contacted me, he offered to ship the sign to me. I told him that I wanted to meet and thank him personally for returning this piece of the Sea Owl to us. I have contacted John Carcioppolo of the USSVI SubVets Groton Base they have agreed to display this item in their clubhouse. I feel this would be a better display area than my computer room.

George has also acquired some very interesting paperwork from the salvage yard that dismantled Sea Owl. We now know the figure that the yard paid for it, \$81,616.33. It cost the salvage yard \$6,500 to have Sea Owl towed from New London, CT, to Bordentown, NJ. As near as I can see, another company paid the salvage yard \$40,000 for 4 engines, 4 generators & 2 electric motors. One has to wonder why someone would want to buy these engines, generators & motors. Plus are they still being used somewhere today??? According to this paperwork, the Sea Owl was picked up by the towing company on or about July, 9, 1971

George also had the Squadron 2 wooden plaque in his possession, although he was not aware that it was for Squadron 2. Being a collector, he knew that someone, somewhere, would like to have it. I think it is this feeling that gave George the sense to save it.

From the Editor

No, your December newsletter didn't get lost in the mail. I just was having a severe case of "writers block" compounded by the new freedom of being retired and having numerous projects that I wanted to work on all at once. Those of you who are retired probably know what I mean. Those of you who are not, well, you will find out eventually. It was easier for me to just make up a special Sea Owl Christmas card and mail it out instead of a December newsletter. The response to my card was overwhelming and very gratifying. It was so nice to have a mailbox full of warm greetings and not junk mail. Some shipmates asked where I got the picture. Well, it is on an Internet site of ship photographs. I altered it just a bit using Adobe PhotoShop, removing the "SEA OWL" label and adding the holly and poinsettia images.

Another activity your editor has become interested in since attending a radio controlled submarine regatta in Rhode Island last summer is to build and operate one of these "boy's toys". No, it won't be the Bushnell Turtle shown here, but a SubTech USS Albacore, a good starter kit. This was one of the more interesting and unique entries.



Another model I have started and hope to complete by this summer, is a 38" Russian Juliett class cruise missile submarine that I am building from "scratch". The challenge on that one, aside from it not being a commercial model kit, will be to see if I can figure out how to make it launch "cruise missiles". I will have both models at the Groton picnic in June, but unless there is a shallow, clean fresh body of water nearby, I can't promise any live demonstrations.

This is a fascinating hobby, (see Bill Brinkman's article further on) but let me caution you. These are NOT "kid's toys" and can get quite expensive. The SubTech USS Albacore kit, complete with just about everything you need was \$669. The X-tail conversion cost another \$75. It is also an addictive and contagious hobby and may be hazardous to your marriage if you have a less than sympathetic "first mate". There is a "support group", the SubCommittee, which has an international membership. They publish an excellent quarterly magazine called the "SubCommittee Report" which is full of interesting articles not only on R/C submarine modeling, but about the real submarines they emulate. The best way for you to

learn more about them is to visit this Internet web site:
http://www.rc-submarines.com/r_c_subs.htm . There are numerous links there that you can explore to see if this is something you may want to get involved in. Again, be advised. This is what they have to say about cost:

“There are four prices for any submarine kit:
The price you actually paid.
The price you tell your wife you paid.
The price she gets you to admit you paid!
The price you pay when she finds out what you REALLY paid!”

For those who may be interested in what has been happening with the Russian Sub Museum in Providence, a new Internet site has been established, <http://www.k-77.com/k77/index.php?w=en>, which went on line on November 15th. This link is to the English version. This site was created by Valery Gregoriev in Russia. Valery is a retired Capt 2nd Rank, Russian Navy, who served as Torpedo Officer on the K-77 in 1991-92. While this site has a ways to go to come close to matching Roy’s Sea Owl web site, it is an interesting and fascinating insight on what submarine life was like during the Cold War for the “other guys” (I find it hard to think of them as enemies, having met and made friends with so many Russian submariners). At this time, there are only two contributing authors, Capt Sergei Aprelev representing Russia and me representing the USA. Capt Aprelev, a Robin Williams “look alike”, was technical advisor for the movie, “K-19: The Widomaker”. His article titled, “K-77 Metamorphosis” is a source of much information about this submarine’s operations during its time in service and later.

Happy Birthday, Cap’n!

We would like to extend heartiest birthday congratulations to Capt Lamar Taylor, the oldest living Sea Owl shipmate as far as we know, on the occasion of his 90th birthday, April 9, 2005.



Lamar is shown here during his visit to the Navy Museum in Washington, DC while attending our reunion in Baltimore last September. Yes, Lamar was there at Pearl Harbor on December 7, 1941 as

an Ensign aboard the battleship USS California and it surely was not a drill!

Book Review: Silent Running: My Years on a World War II Attack Submarine by VAdm James F. Calvert, USN (Ret)

By Ken Johnson

This book, written in 1996, is an account of Ens James Calvert’s war time experience aboard the USS Jack where he became a master of the TDC. This is a good, well written story and a most interesting read. Of particular interest to Sea Owl shipmates, especially “plankowners”, is Ens Calvert’s Commanding Officer on Jack, Thomas Dykers. The rest of us might remember his deep voice as host of the 50’s television series, “Silent Service”, but for Sea Owl “plankowners” he is remembered as their Division Commander during WWII.

As you probably know already, Thomas Dykers retired from the Navy as a Rear Admiral and went on to produce some 50 episodes of the NBC TV series, “Silent Service”. He departed on “eternal patrol” in

1975. Much to the dismay of many submariners and submarine history “buffs” who have fond memories of this series, it has never “surfaced” on the History Channel as we feel it properly should some day.

James Calvert went on to have a distinguished Navy career, including command of the USS Skate for two trips to the North Pole under the Arctic ice. He went on to serve as Superintendent of the U. S. Naval Academy from 1968 to 1972, earning his promotion to Vice-Admiral during that tour. After commanding the First Fleet in the Pacific, he retired from the Navy at age 52 and went on to pursue a second career in industry.

Avery Point Lighthouse Update

You may recall just over a year and a half ago the Sea Owl Association made a contribution to the Avery Point Lighthouse Society for two bricks as part of a memorial walk at the restored lighthouse site in Groton, CT. One brick was for the Sea Owl and the other was for the USS Perch, lost during World War II. Last fall I received a newsletter from the Avery Point Lighthouse Society with a status report on their restoration project.



During a recent trip to Groton, I visited the site and took this photograph of the restoration progress. There is no brick walk in place as yet, but the work on the lighthouse itself seems to be moving along nicely. As for the engraved bricks, to date about 2,800 bricks have been ordered from the Profit Resources Company of Denver, Colorado and

production seems to be well along on them. Just when the brick walk will be installed, I do not know

If you want to keep track of this restoration project, you can visit their web site at:

<http://www.averypointlight.com/>

Sailors Rest Your Oars

One of the saddest parts of doing the newsletter is always the listing of those shipmates who have departed on “eternal patrol” since the last issue. Since the last newsletter we have lost three shipmates:

Alfred Allen, EM – 44-45 – November 23

Les Wood, ST - 68-69 – December 5

Charles R. MacKinnon – TM 58-61 – February 21

We extend our deepest sympathy to family and friends of our departed shipmates.

Hooter Hilites is a quarterly publication of the USS Sea Owl Association. Issues are published in March, June, September and December.

Sea Owl Association Officers are:

President – Roy Purtell, 4 Garden Court, Troy, NY 12180-1307, (518) 272-8614, e-mail roy@ussseaowl.com

Vice-President/Historian - Tom Moniz, 8765 Carlisle Ave., Sacramento, CA 95828, (916) 682-9306, e-mail tmuniz@frontiernet.net

Secretary/Treasurer – John Leers, 1453 Marty Drive, Reynoldsburg, OH 43068-2425, (614) 866-3707, e-mail jleers1168@wowway.com

Storekeeper – Ed Welch, 33 Waco Court, Groton, CT 06340-4719, (860) 446-9104, e-mail erwelch@comcast.net

Newsletter Editor – Ken Johnson, P.O. Box 561, Oakham, MA 01068 (508) 882-3738, e-mail seaowl@charter.net or oakhamgraphics@charter.net



The 40's

March 2005 Issue



Naming a Bridge

By Ken Johnson

The Groton Base of USSVI, and particularly John Carcioppolo as Base Commander, is currently involved in a lobbying campaign to have the southbound span of Interstate Route 95 in Groton named in honor of the submarine veterans of WWII. The original highway bridge spanning the Thames River is named the Gold Star Memorial Bridge, honoring Gold Star Mothers who have lost a child in war. With the addition of a second, parallel span, that became the northbound lanes of Interstate 95 and the new span became the southbound lanes.

As John discovered, this new span was never officially named and thanks to John's efforts so far, two bills that would name this span of the Interstate 95 bridge over the Thames River in memory of the submarine veterans of World War II are working their way through the Connecticut House and Senate. The Senate version is being sponsored by Sen. Catherine Cook, R-Mystic. The House version is being sponsored by Rep. Edward "Ted" Moukawsher, D-Groton. Public hearings were held in February and John testified at these hearings. While passage appears quite likely, it would not hurt if Sea Owl shipmates who reside in Connecticut were to contact their State Representatives and Senators to encourage them to vote in favor of it. John Carcioppolo was also the motivating force behind getting Route 12 between Groton and Preston named the "U.S. Submarine Veterans Memorial Highway". In a recent New London Day article by Bob Hamilton, John was quoted as follows, "They never asked for anything, and nobody has ever gone up there on their behalf. All their memorials, whether here in Groton or anywhere, were all done by the Subvets of World War II. They paid for their own memorials, and they're always dedicated to the men who are on eternal patrol. We want something that is dedicated to all of them."

"Bravo Zulu" to John for his efforts. I look forward to attending a dedication ceremony on August 14th and the opportunity to stand with and honor these men one more time while they are still with us.

eBay Auction Items

By Ken Johnson

Recently while browsing on eBay for submarine memorabilia and bargains, I came across an auction listing for this photograph.



It was apparently taken from the bridge of Sea Owl and shows the Tinosa arriving. When I first looked at it, I thought it might be an opportunity to

identify many WWII shipmates on the deck of the submarine in the foreground. Then I realized that the only Sea Owl sailors in the

photo are the five on the left, since it was taken from the Sea Owl's bridge.

Shipmate and Sea Owl Historian Tom Moniz advised me that this photograph was already in our Sea Owl archives. According to the information he has, it was taken at Pearl Harbor on August 14, 1945 and the submarine in the foreground is the Spadefish. There are apparently some who believe it may have been taken elsewhere, but we believe the Pearl Harbor location and date to be correct.

Another auction item has surfaced on eBay which is of significance to Sea Owl. This is the description of the item:

"THIS IS A FANTASTIC LOT OF ITEMS FROM A FORMER SUBMARINER NAMED RAYMOND R.ROBERTS. HIS BOAT PLAQUE, SUBMARINER PIN WITH THREE STARS, HIS SCRAPBOOK AND AN AUTOGRAPH BOOK ARE INCLUDED IN THIS AUCTION. THE SUBMARINE IN QUESTION IS THE SS SEA OWL COMMISSIONED IN PORTSMOUTH IN 1944 AND SAW SERVICE IN THE SOUTH PACIFIC. THERE ARE OVER 375 PHOTOGRAPHS, MOST OF WHICH ARE NAVY ORIENTATED ALONG WITH SOME PERSONAL ONES INCLUDING FAMILY. ROBERTS WAS STILL IN THE NAVY IN 1951 AND MAY HAVE BEEN A CAREER SAILOR. I HAVE NO INFORMATION ON HIM OTHER THAN THE ITEMS IN THIS AUCTION. ONE INTERESTING PHOTO IS OF HIS SUBMARINE SCHOOL CLASS AT THE PORTSMOUTH NAVAL SHIPYARDS IN 1944. PHOTO IS GOOD ENOUGH TO IDENTIFY THE 300 OR SO SAILORS. SOME OF THE PHOTOS HAVE NAMES ON THE BACK. THIS LOT COULD ASSIST SEA OWL SAILORS IN MAKING IDS OF MANY OF THEIR SHIPMATES. MOST OF THE PHOTOS ARE IN EXCELLENT CONDITION. THE SUBMARINER LAPEL PIN HAS THREE GOLD STARS ON IT. THE AUTOGRPH BOOK HAS A FEW PERSONAL NOTES FROM FRIENDS."

Raymond Roberts was a Sea Owl "plankowner". This much we know about him. The last address we had on him was in Stoneham, MA. He was not an active member of the USS Sea Owl Association and we have little information on his "patrol status" other than he most likely departed on "eternal patrol" some time ago. This eBay seller was contacted by Roy Purtell and Tom Moniz and he advised them that he had obtained this material from an antique shop in Northwood, New Hampshire.

Your Association is always interested in whatever we can acquire that would be of interest to shipmates or have relevance to Sea Owl history. Please, if your family or kids don't want your Sea Owl memorabilia, ask them to donate them to our Association. While you are at it, identify the people in the photos and/or the location of the picture. We would prefer not to have to bid on Sea Owl artifacts on eBay. We've also had instances where we contacting widows who have stated that they had no idea that anyone would want all that old stuff and had simply thrown them away as trash.



The 50's

March 2005 Issue



R/C Model of the USS Sea Owl SS 405 /USS Sea Poacher SS 406

By Bill Brinkman FN 59-60

For Christmas 2004, my wife Lin surprised me with a model kit # 1245 of the USS Bluefish (SS 222) from Dumas Products .

Dumas Products

909 E. 17th ST

Tucson, AZ 85719

520-623-3742

www.dumasproducts.com

You can buy the model three ways: either the 33' long, 4' wide model only for \$ 199; or with the complete R/C Equipment for \$ 385.95 ; or with everything included and built by Dumas for \$ 689.95 ready to run when you receive it..

My friend Dennis Egan was a Torpedoman on the USS Sea Robin SS 407 in New London during the same time I was on USS Sea Owl. He helped Lin get me the model with the R/C equipment but I had to build it.

It took me about 2 weeks to build the model. I've made 3 different sails for the model and built detachable sonar domes, etc and purchased additional model parts so that I can configure the model in five ways:

1. USS Sea Owl in WWII configuration (5" gun aft of the sail)
2. USS Sea Owl with Guppy sail and large sonar dome as she looked during 1959-1969 (*shown below*).



3. USS Sea Poacher in WWII configuration (5' Guns fwd and aft)
4. USS Sea Poacher in Guppy Configuration (1955-1962)
5. USS Sea Poacher with North Atlantic Sail 1962-1969

Now for the fun part! The R/C equipment has 4 channels, but at present only uses 3 of them (rudder, bow planes and speed (forward and reverse)).

The model is a dynamic diving submarine which means that you need to use forward speed and down bowplanes to make it submerge. The kit says the test depth is 3 feet, and I believe that's because you'll lose radio control after that.

The nice thing about it is that if you lose sight of the sub while underwater (which I do in my pond), then you either raise the bowplanes and/or stop the props and it will surface.

Also, if the radio signal is lost, the model will surface on its own. I've been getting advice from Ken Johnson as he's also making two sub models (USS Albacore and the Russian Juliett). Ken told me about the SubCommittee which is a R/C Submarine group which has meets throughout the country. Imagine my surprise to learn that my 5 state district meet is held every August in Georgetown, Texas 10 miles from me. I guess I know where'll I'll be in August!

My friend Dennis now says that he's going to buy a Dumas destroyer kit and roll Cherry bombs off on my sub!

Ken has sent me plans for a miniature working torpedo and now I know what to do with the 4th radio channel: ***Arm the model sub with a torpedo and sink the model destroyer!!***

The Battle of New Orleans

By Bill Brinkman FN 59-60

Dan Hicks IC 59-62

Hurricane Gracie in the Fall of 1959 caused cancellation of a joint NATO exercise involving 25 submarines from four nations including eight British Submarines. These British subs headed for New London along with the USS *Sea Owl*. Bill was on starboard look-out when he spotted a torpedo headed right at the middle of the *Sea Owl*. He only had time to shout out "Torpedo-starboard side" and watch it go under us. It turns out that another US Sub had gotten ahead of us (since it still had the WWII Bow which allowed faster speeds in the heavy seas) and used us for torpedo practice. The Bridge OD didn't appear concerned as he was probably briefed about being torpedoed. Needless to say, but Bill was concerned!



After arriving in New London, the Brits went into town and bought all the toy six shooters (cap guns) , holsters and cowboy hats they could find. They took over the Enlisted Men's Club , about 700 of them.

(*Writer's Note and excuse: In the following narrative, alcohol was involved.*)

Lucky for the USA, both Bill and Danny were there as the only two Americans. The Brits would get up on stage and sing their songs. Danny was "All State Choir" back in South Dakota and could really sing. Bill was the 1st "Pip" (back ground singers for Gladys Knight)". So, Danny volunteered us to sing the current favorite "Mary Lou". Imagine if you dare, a great All State choir singer singing all the words of "Mary Lou" from memory (and beautifully) while a boozy "PIP" was only singing "Mary Lou" over and over in the background.

Then the Brits sang a song which had words "the Yankee skipper working for the American Dollar" in it. Both Danny and Bill instantly decided that those words were an insult and needed a rebuttal quickly, so we got back on stage and started singing Johnny Horton's "The Battle of New Orleans".

Lucky for us, the Club manager quickly turned off the mike and told us that since there were 700 of them and only 2 of us, that we'd better leave! The Brits were confused and didn't understand what was going on. It turns out that in their version of the song , they won!



The 60's

March 2005 Issue



Tom Gilbert Update

The latest report on Shipmate Tom Gilbert is that he has some good days and some bad.

Tom, Suzie and little Tommy survived the hurricanes, but their mobile home was badly damaged and the park where they live was badly damaged as well.

Any one who may want to send him a card to let him know we are still thinking and praying for him can send it to:

Tom Gilbert
5141 E. Lake Road
Milton, FL 32583

Mike Arons 1929 Ford Roadster

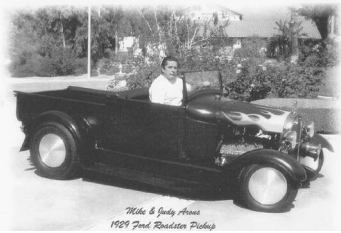
By Ken Johnson

We are always interested in the hobbies that shipmates engage in to dispose of surplus dollars. Here is one man's passion. (Please don't ask me to explain the terminology. Much of it is Greek to me.)

Shipmate Mike Arons, MM, 64-66, is obviously into custom cars.

The below description was "lifted from the following web site:

http://www.oldfartsracingteam.org/Featured_29_Pickup.htm



All steel body on a model A frame.; Painted flat black-and black tuck and roll by Joel's Interior Rear fender by Ralph (the old blister) Knight. 4 inch dropped front axle with disc brakes, and 8 inch Ford rear axle with coil over springs. 1947 Ford

block with a late model steel crankshaft and rods. The block has been relieved and bored. Isky street camshaft and Johnson adjustable hollow lifters. Offenhauser heads and intake manifold. Holley 4 barrel carburetor and an electric fuel pump by Andy. There is a Mallory electronic distributor, GM alternator, Walker radiator, and a Ford C4 transmission.

(Wow, Mike, can you tell us what all this means?)

We would love to have shipmates share their hobbies with us, even if we may not understand them. Please send them to your friendly Newsletter Editor who is always looking for new material for future "Hooter Hilites" issues.

Raffle Drawing

Just a reminder, the Sea Owl Association is conducting a raffle. The prize will be the TV set which is described below. Drawing will be at our Groton picnic in June. Tickets are \$5.00 each or 5 for \$20.00. If you are interested in purchasing raffle tickets for this drawing, send checks to Ed Welch, 33 Waco Court, Groton, CT 06340-6749. He will enter your tickets into the drum. The winning ticket will be drawn at the Groton picnic. The Association will pay for shipping, if the winner is not present at the picnic.

This is a photo of the TV that is being offered. The specifications follow:



- 27"
- Digital Comb Filter
- Pure Flat Picture Tube
- 700 Lines Horizontal Resolution (Video)
- AI Sound
- Closed Captioning on Mute
- Two Speakers
- 2.5-watts per channel Stereo Amp
- Stereo/SAP with dbx NR
- Surround Sound
- 181-Channel NTSC Tuner
- Auto Programmable Scan
- Channel Labeling (30 channels)
- Clock and Sleep Timer
- First Time Set Up
- Trilingual Menu (Eng/Spanish/French)
- PG Parental Guidance (Ch Lock & GG)
- Programmable On/Off Timer
- Lighted Universal Remote
- Front A/V Jacks
- Three A/V Input Jacks (Two Rear and One Front)
- Two S-Video Inputs (1 Rear/1 Front)
- Component Video Input - Y, Pb, Pr
- Stereo Audio Output Jacks - Fixed and Variable
- Remote Control Included
- Dimensions: 19.8"D x 27.1"W x 23.8"H. .

A Halfbeak (Half-baked) Tale

By Ken Johnson

Bill Brinkman's encounter with Brits reminded me of my own. After leaving the Owl in 1965, flew to Northern Ireland and joined USS Halfbeak in Londonderry. I don't recall much of the dinner with several of my new wardroom mates at a local pub, but as in Bill's story, surely alcohol was involved. Some chaps from a Royal Navy submarine were at an adjacent table. Words and challenges were exchanged which included eating the flowers which were on each of the tables. This was my introduction to the "officers and gentlemen" that I was joining on what was to be my new home for the next sixteen months.