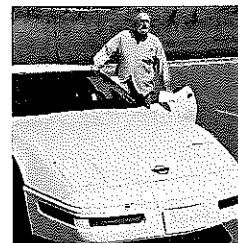


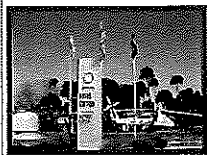
## Hotel Reservation Deadline Is September 7

The time is fast approaching for our annual Orion (AS-18) reunion October 7-11. Roy Smith, 2018 host reports several shipmates have already sent in their reservations and we were happy to have some new shipmates attending this year. A block of rooms has been reserved at the Lexington Hotel and Conference Center, 1515 Prudential Dr., Jacksonville Riverwalk. Rooms are \$105/per night plus 13% tax for a single or double room (extra person \$10/per room per night. Reservations must be made by **September 7, 2018** by calling 904-396-5100 or 877-LEX-7071. Be sure to tell them you are with the USS Orion. A full breakfast is included. The Jacksonville International Airport is approximately 13 miles north of Downtown Jacksonville. The hotel does not provide a shuttle to and from the airport. Rental cars are available at the airport but suggest those arrangements be made in advance or uber services may be available.



**Sunday, October 7**—arrive at the hotel. The hospitality suite will open at 4:00 pm for registration and snacks and beverages will be available.

**Monday, October 8**—Mayport Naval Station and Jacksonville Tour from .9 a.m.—4 p.m. The Mayport Naval Station is a major Navy base that has grown to become the third largest fleet concentration in the U.S. Lunch will be at the Ocean Breeze Conference Center on the base. **You must have a picture ID to visit the Navy base.** In the afternoon, we will travel downtown and hear the exploits of Andrew Jackson and the famous architect that descended upon the city after the Great Fire in 1901. Our *Memorial Service* will be held at the Jacksonville Veterans Memorial. We will return to the hotel around 4 p.m. Dinner this evening will be on your own.



Mayport Naval Base

**Tuesday, October 9**—St. Augustine Experience—the Nation's Oldest City Driving Tour. Lunch will be at the Chatsworth Pub/ A1A Ale Works (on your own) and you might want to enjoy an ale or two. You will also have the chance to visit some unique shops. Dinner that evening will be on your own. There are lots of restaurants within walking distance.

**Wednesday, October 10**—Amelia Island and Fernandina Experience Tour. The town is filled with Victorian architecture and you will experience the appearance of being in a time capsule. The tour lasts approximately six hours. Lunch (on your own) from Noon until 2 pm and you will have the opportunity to visit some shops for a unique shopping experience. **Wednesday Evening**,—Business meeting and pasta bar at the hotel—6:30 PM.

**Contact Roy at 336-312-0647 or email [ussorion2018@gmail.com](mailto:ussorion2018@gmail.com) for additional information or a reservation form.**



### Early Bird Registrants

Registrations received by July 7. One lucky couple will receive a night's free lodging.

John Bellis and Nancy Rampy  
 Jeff Castellini  
 Paul and Lohrey Deter  
 Earl and Cindy Doane  
 Robert and Dale Kane  
 Art and Carol Mager  
 John and Mercedes Mayo  
 Glenn and Joyce Pierce  
 John and Elaine Robinson  
 Randy and Brenda Rosbeck  
 John Stein  
 Joe and Pat Stracka  
 Wayne and Charito Turner  
 Bob and Gloria Wolanin  
 Michael and Joan Zucker

### Nominations for Secretary/Treasurer

John Bellis, our faithful Secretary/Treasurer has expressed that he wants to be replaced for 2018/19. John has done a wonderful job keeping the membership up to date, collecting dues, keeping account of the Split-the-pot drawing and most of all, a superb job of all our finances.

Be thinking about who you want to nominate for this position.

### 50-50 Raffle

Tickets for the 50-50 raffle are included if you wish to participate. Just fill out the enclosed tickets and mail with your check for \$10.00 to John Bellis, 1218 Fairway Greens, Dr., Sun City FL 33573 by Sept. 15. Your contribution helps to defray cost of the reunion. You may also purchase tickets at the reunion until the time of drawing.

### 2019 Reunion—WHERE TO?????????

Are you ready to volunteer to be the host for the 2019 Reunion? If an old salt like Roy Smith can get, not one, but three (although one was canceled due to Hurricane Matthew) organized, surely you can arrange to be the host in your area. As Roy says, call the Visitors Bureau or a tour company and they will do most of the work for you. Others are willing to help with data entry and records.



## Hi Orion Veterans, Spouses and Friends

The 2018 reunion is rapidly approaching. To date, only 30 people have registered for the event. I would really like to see more participation to ensure success. Roy Smith has put forth a lot of hard work in organizing this reunion so let us all enjoy the fruits of his labor.

For all of the younger crew members, please come and join us. We need an infusion of new blood and fresh ideas to keep this thing going. We Old Foggies have told the same old Sea Stories, Fairy tales and Lies so many times that we are even starting to believe them ourselves. So Help!

John Bellis, our great Secretary/Treasurer has announced his desire to be replaced. I think that this is the most important job within the organization, so where are the volunteers. I know that we have members that have the skills and experience to perform this role, so please let me know if you are willing.

I encourage every member to start thinking about the future of our organization and bring your ideas to our next business meeting. Some of the things that should be discussed are but not limited to:

- Next reunion venue
  - Frequency of reunions
  - Legal status of the organization ie. do we want to retain corporate status or social club status.
- If you have new ideas, let's put them on the table.

I hope that all of you continue to have a summer filled with fun and good times, just be safe. My cell # is 619 504 2770. Call any time.

Wayne Turner  
President

### TAPS

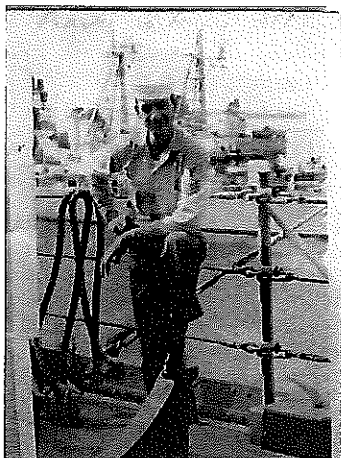
**Richard N. Charles, 1980-82—  
Captain, Commanding Officer—  
died February 9, 2018**

**Harold Davis, 1943-45, CEM 8th Div  
Died May 26, 2018**

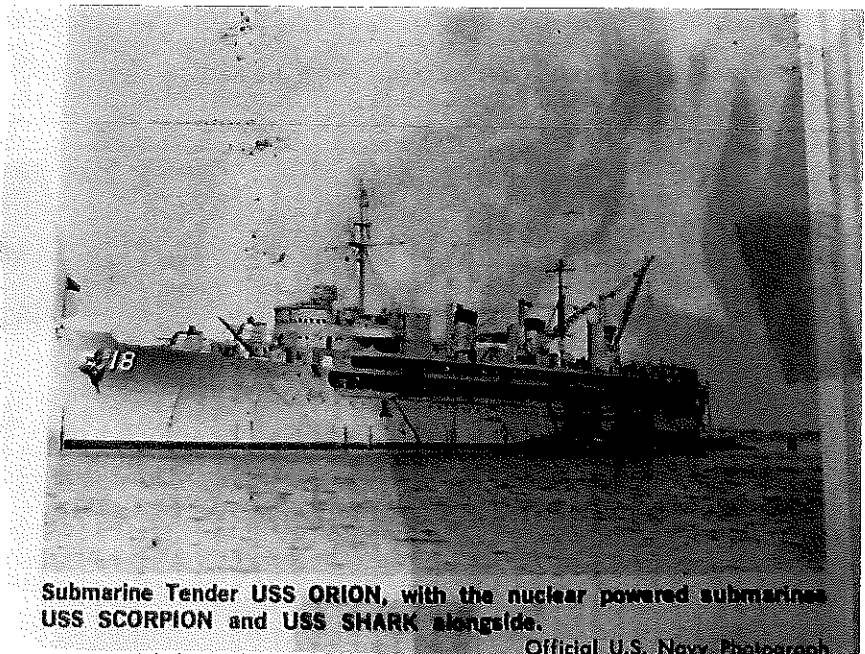
**Richard J. Dzikowski, 1961-63,  
CDR Repair Officer, died April 17,  
2015 (notified by USPS)**

**Alexander McCann, 1949-52m EM2,  
8th Div. died June 7, 2018**

**Dean R. McMillen, 1953-55, MRI,  
E&R Office died March 2, 2018**



SF1 Pearl Salmons , early 60's



**Submarine Tender USS ORION, with the nuclear powered submarines  
USS SCORPION and USS SHARK alongside.**

Official U.S. Navy Photograph

Posted on Social Media by [Stacy Mark Salmons](#), son of SF1 Pearl Salmons

Comment from [Barry Lambly](#), MM2, Refrig. & AC shop 5/60-5/63 -  
"That picture was taken in Bermuda. I think it was late '61 or early '62. The  
photographer gave me an 8x10, and I still have it. The aft 5 inchers were  
removed, Helo deck & Nucleonic added, during winter '60-'61 in Philly yard."

Send your pictures and stories about your time  
aboard to Harold Wright, Co-Editor of the  
Scuttlebutt, 1404 Canterbury Rd, Tarboro, NC or  
e-mail [hwright842@gmail.com](mailto:hwright842@gmail.com)

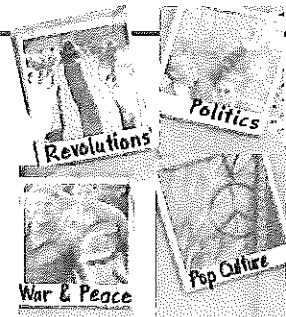
## ORION IN THE SIXTIES

After a year of normal operation in Norfolk, Captain L.S. Eubanks, USN, relieved Captain J.D. Mason, USN, as Commanding Officer of Orion on 20 July 1960. During Captain Eubanks' period of command Orion underwent a FRAM II overhaul at the Philadelphia Navy Yard and a conversion to nuclear support during the period of 6 September 1960 to 25 February 1961. An underway training period was conducted at the Guantanamo Naval Base, Cuba, and the liberty port of Kingston, Jamaica, was visited in March 1961. A week's cruise to Fort Lauderdale was enjoyed in May 1961. In June 1961, USS Shark moored alongside for repairs, becoming the first nuclear submarine serviced by Orion. On 7 July 1961, Captain L.S. Eubanks, USN, was relieved by Captain A.A. Bergner, USN. Captain Eubanks reported two weeks later aboard Orion as Commander Submarine Squadron Six. In 1961, Orion won the Battle Efficiency Award and the Engineering Efficiency Award. After a busy year in supporting the Submarine Squadron Six submarines, including a three-week cruise to Bermuda in January 1962, Captain Bergner was relieved as Commanding Officer on 6 August 1962. The new Commanding Officer was Captain J.J. Vandergrift, Jr., USN. During the year of 1963, Orion was selected as the outstanding submarine tender in Commander Submarine Force, U.S. Atlantic Fleet, receiving both the Battle and Engineering Efficiency "E." While Captain Vandergrift was Commanding Officer, Orion made two cruises, one to Mayport, Florida, from 18 January to 1 February 1963 and one to New York City from 2 May to 7 May 1963. On 30 August 1963, Captain Julian I. Schocken, USN, relieved Captain Vandergrift as Commanding Officer. From 16 September to 23 September 1963, Orion underwent overhaul at the Norfolk Naval Shipyard, Portsmouth, Virginia. Orion conducted refresher training at Guantanamo Bay, Cuba, from 16 January to 31 January 1964 and then proceeded to San Juan, Puerto Rico, and provided services to submarines participating in Springboard 1964, until 14 February 1964. She then proceeded to St. Thomas, Virgin Islands, and continued services there until her return to Norfolk, Virginia, on 22 February 1964. On 1 May 1964, USS Triton, the world's largest and only nuclear submarine powered by twin reactors came alongside to be serviced by Orion and join Submarine Squadron Six.

From 19 June 1964 until 24 June 1964, Orion serviced the British nuclear powered submarine H.M.S. Dreadnought while at Destroyer/Submarine Piers, U.S. Naval Base, Norfolk, Virginia. From 24 July 1964 to 2 August 1964, Orion went to New York City to permit the crew to visit the World's Fair. On 21 August 1964, Captain T.R. McCants, USN, relieved Captain J.I. Schocken as Commanding Officer. Orion continued servicing the 16 submarines assigned to Submarine Squadron Six (including three nuclearpowered submarines) and other visiting submarines. Orion departed for U.S. Naval Station, Bermuda, 15 November 1964. Submarine torpedo firings were held with Submarine Squadron Six submarines USS Requin (SS-481) and USS Scorpion (SSN-589) while enroute from and returning to Norfolk, Virginia. Orion returned to Norfolk on 23 November 1964. Orion remained in Norfolk through 1 January 1965 providing services to submarines of Submarine Squadron Six. On 4 January 1965, Orion departed for San Juan, Puerto Rico, for participation in Operation Springboard 1965. While deployed to Springboard she serviced USS Cutlass, USS Triton, and USS Requin of Submarine Squadron Six. She also provided services to the submarines USS Cobler, USS Dogfish, and H.M.S. Alcide. Commander Submarine Force, U.S. Atlantic Fleet, inspected Orion on 4 February 1965 at the port of San Juan. Other ports visited include Ponce, Puerto Rico; St. Thomas, V.I.; Roosevelt Roads, Puerto Rico; and Santo Domingo, Dominican Republic. Orion returned to Norfolk on 16 February 1965, where services to submarines of Submarine Squadron Six were resumed. In the early part of 1965 Orion serviced submarines in the Norfolk area and operated in the Virginia Capes areas. On 2 August 1965 Orion departed Norfolk for New York City for a routine four-day operational and recreational visit. On 15 October 1965 through 24 October 1965 Orion visited Fort Lauderdale, Florida, to provide routine assistance to the submarines of Submarine Squadron Six. Orion received the Green "C" for communications efficiency for 1965 in competition with other submarine tenders of the Atlantic Fleet. On 3 January 1966 Orion departed Norfolk with four units of Submarine Squadron Six, including the TWR-1, the Squadron's first torpedo-retriever, for San Juan, Puerto Rico, to participate in Operation Springboard. On 12 January 1966, Captain William Lynn Siple, USN, relieved Captain Thomas R. McCants, USN, as Commanding Officer of Orion at Fernandos Juncos Quay, San Juan, Puerto Rico. While participating in Operation Springboard, Orion visited the ports of San Juan, Puerto Rico; Ponce, Puerto Rico; St. Thomas, Virgin Islands; and Montego Bay, Jamaica. Orion returned to Norfolk, Virginia, on 15 February 1966. On 15 January 1967, Captain J.C. Bellah, USN, relieved Captain W.L. Siple as Commanding Officer. In June 1968, during the trying days following the loss of the nuclear-powered submarine USS Scorpion, Orion served as the information and assistance center for the USS Scorpion dependents. On 22 July 1969, Captain W.C. Nicklas, USN, relieved Captain Bellah as Commanding Officer. On 6 October 1970, Captain J.J. Nuss, USN, relieved Captain Nicklas as Commanding Officer. ....copied

### IN THE SIXTIES

- First Televised Presidential Debate Airs. ...
- Kennedy Elected. ...
- Bay of Pigs: Failed Invasion of Cuba. ...
- U.S. Denies Soviet Control of Space. ...
- Kennedy Warns of Possible Nuclear Attack. ...
- USSR Tests Hydrogen Bomb. ...



**At the Reunion.....** We will have available a six-page document about the history of the ship—THE ORION—from the date the keel was laid (31 July 1941) to 15 September 1945. Here are some questions for you to ponder before your arrival:

- 1) Who was the Ship's Sponsor?
- 2) Who was the first Commanding Officer?
- 3) What was the overall length of the ORION?
- 4) What state was the ORION first docked?
- 5) When was the ORION placed in commission?
- 6) When did the ORION first arrive in Pearl Harbor?

If you would like a copy of the History sent to you, e-mail the editor at the address below.

USS Orion Veterans Historical Organization

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*USS Orion (AS-18) Veterans Historical Organization*

**President—Wayne Turner**  
1842 Hardison Canyon Rd.  
El Cajon, CA 92019

(619-445-1425) E-mail: pharco@hotmail.com)

**Vice-President—Harold Wright**

1404 Canterbury Rd., Tarboro, NC 27886  
(252-813-8165)

(E-mail: hwright842@gmail.com)

**Secretary/Treasurer—John Bellis**

1218 Fairway Greens Dr.,  
Sun City Center, FL 33573-8067  
(309)361-4346

(E-mail: orionveterans@gmail.com)

**Storekeeper—Larry Snyder**

308 Oak Street, Rowley, IA 52329  
(319)939-3668

(E-mail: rowleyrunner@gmail.com)

**Auditing Committee**

**Glenn Helbert**

**Ted Swenson**

**Scuttlebutt Editors**

**Harold and Fran Wright**

1404 Canterbury Rd, Tarboro, NC 27886

(252)823-2525 E-mail: fwright743@gmail.com

The Scuttlebutt is published in April, August and December by the USS Orion (AS-18) Veterans Historical Organization, Inc., a non-profit (501C-7) organization and has no official affiliation with the U.S. Navy. Pictures and articles are contributed by members and depict activities of the USS Orion, its crew members or persons affiliated with USS Orion (AS-18).

#### BIG MO IN TROUBLE CIRCA 1950

When I was stationed in Norfolk, Va, the Battleship Missouri was in Chesapeake Bay to visit the shipyard at Newport News for some service. As she was exiting the shipyard she got too close to the mud flats and the bottom build up a suction on her hull. She was stuck and couldn't move. They tried rocking her by having the crew run from port to starboard and back on whistle signals. She was too big for that! They called in for help from the entire area and sent most of the crew ashore to reduce the weight. They had every fleet tugboat and lots of yard tugs hooked up and still could not budge her. They then used ships like the sub rescue I served on later to get close in order to use the diver's tunneling pump which was very large and powerful and used underwater to blow mud and/or sand from under the hull of a submarine when on the bottom. That didn't help either. After several days of pulling by all the tugboats and riling up enough mud to cloud the bay, they decided to rest for a day and figure out what to do next. During that day, she just floated off on her own! Needless to say BIG RELIEF! I bet the Captain wasn't there long after that caper!

.....Harold Zink EM3 1948-50

