

# COLUMBUS BASE SUBMARINE VETERANS

February 2005

Volume 1, Issue 1



## THE GREEN BOARD



### First issue of the Columbus Base Newsletter

#### Inside this issue:

Commander Note	2
Sick Bay Notice	9
New Members	2
Upcoming events	6
Birthdays	2
Chaplain's Note	3
Vice Commander corner	4-6
Lost Boats	3
Stories of interest	7-8

#### The Conn

##### Base commander

Jim Morton

##### Vice Commander

Jim Koogler

##### Treasurer

Eric Dreiseidel

##### Secretary

Russ Moody

##### Chaplain

David Johnson

##### Storekeeper

Bill Anderson

##### Membership Chairman

Bernie Kenyon

By now most have had the time to look over the **American Submariner** latest issue, with the U.S.S. Razorback on the cover. I was one of the very fortunate to be able to attend that event and ride her down the river for its last journey. It indeed was a honor to be part of history in the making and a honor to see, first hand the faces of pride and listen to the stories told among the Razorback veterans and other WWII sub vets, as well as a few of us "nukes". But what I came home with was a truer understanding of what diesel submariners lived like. I never served on diesels, when I was in sub school, 1970's, we were teaching the Turkish



sailors and selling the diesel to them.

But now that I have seen one up close and had crew members explain the rooms and systems as we toured the boat, I have a admiration, far beyond just respect for my elders, for all diesel boat sailors. I also want to thank everyone who did ride diesel submarines. For the knowledge you gained,

be it good or bad, had to have made the systems and construction of the nuke boats what they are today. I can see now, I really did have a easy life onboard. And I would have to think some things have improved in the last 30 years. Like a "safer" way to empty the sanitary tanks!

Dave Creekmore MM(SS)

What does it mean to you to be a submarine veteran?

Lets us hear from your side at,

creek636@earthlink.net

### OUR CREED

" To perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their country. That their dedication, deeds and supreme sacrifice be a constant source of motivation toward greater accomplishments. Pledge loyalty and patriotism to the United States Government"

## Commander's Corner

Our commander Jim Morton as you may know by now has had knee replacement surgery and at this writing is at a rehab facility in Johnstown, Ohio. And most likely will be home soon. We all wish Jim a speedy recovery. In Jim's absent our Vice commander has offered to fill in a column that can be read in its entirety later in this newsletter.



### **January's Birthdays**

John Alexander 1/07  
Orville Horton 1/28  
Rick Larson 1/11  
Henry Leffin, Jr 1/03  
Angelo Naso 1/27  
Ronald Roman 1/11  
Paul Vawter 1/16  
James Williams 1/12  
John Woodmansee 1/20



### **February Birthdays**

Tony Miller 2/04  
Gary Spang 2/21

On December 31, 2004 we completed our 14th month of operations with 80 members. Our membership list was comprised of:  
16 Officers  
6 Chiefs/Master Chiefs  
14 Lady Associates  
1 NROTC Associate  
43 White Hats

---

80 Total

## New Members

January 2005 has added six new shipmates listed by name, city, county and spouse's name.

Berger, Loyd D.  
Newark, OH  
Licking  
Wife, Marge

Carter, Charles J. "Chuck".  
Westerville, OH  
Franklin  
Wife, Betty

Johnson, David  
Columbus, OH  
Franklin  
Wife, Tracey

Leers, Jr., John T.  
Reynoldsburg, OH  
Franklin  
Wife, Lorraine

Loney, Jr., Dale E.  
Gahanna, OH  
Franklin  
Wife, Bethany

Tobin, Thomas Ray "Tom"  
Middleport, OH  
Meigs  
Wife, Kelly

We are extremely pleased to welcome this wonderful group of submarine veterans to our ranks, and especially pleased that David Johnson became our new Base Chaplain.

Respectfully submitted by,  
Bernie Kenyon

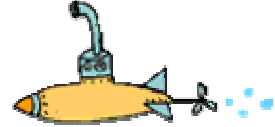
## Lost Boats

### January

USS S-26 (SS-131) 1/24/42  
 USS Argonaut SS 166 1/10/43  
 USS Swordfish SS193 1/12/45  
 USS S-36 SS141 1/20/42  
 USS Scorpion SS 278 1/05/44

### February

USS Shark SS174 2/11/42  
 USS Amberjack SS 219 2/16/43  
 USS Grayback SS 208 2/26/44  
 USS Trout SS 202 2/29/44  
 USS Barbel SS 316 2/04/45



## In The Spirit

BY: David Johnson, Base Chaplain

### “ A Rattle in the Sail”

Not long after we brought our boat out of Mare Island, due to a lengthy overhaul, we developed an intermittent rattle in our sail. As virtually everyone who is reading this knows, noise and submarines are not a good mix. No one could pinpoint the source. Time and time again members of the crew, teams from the tender, and groups of civilian contractors would march through control, disappear into the sail and re-emerge with a ‘thumbs-up’ sign, confident they had solved our problem; only to have the rattle come back the next time we got underway.

We had a Sonarman onboard who became preoccupied with the rattle (I guess most STs are obsessive about something... probably comes from all those hours in a dark room with headphones on listening to noise). He studied every tab and schematic he could find. He asked (interrogated) me again and again if one of my innocent and precious antennas could be the cause (blame the Radioman...Typical). Everyone onboard wanted to be “rattle free”, so both the boat and the sonar tech would just be quiet! It got so bad for him that he would lay awake at night and focus on nothing but the problem. Sure enough, that caused him to oversleep and he was late relieving his watch. And when he did relieve him, he was near exhaustion, very distracted and made some mistakes that could have been rather serious had some shipmates not caught the errors. He left that week for a three day school. Upon returning, he was in the sail just doing some routine maintenance checks, discovered the source of the problem, and it was expeditiously fixed.

The lessons?:

1. Rattles, no matter how small, cannot be ignored... Problems in our life will not be fixed by simply ignoring them. Many times we do not want to face situations and instead we occupy ourselves with other things to avoid dealing with circumstances that cause us discomfort. A rattle that represents a shortcoming in character gives the enemy something he can exploit. No matter how small the flaw is, we have given him the ability to label us. He knows what our course is and we have given him an obvious weakness that may lead to our destruction. We must be determined to address our weakness.
2. Obsession will never fix a rattle... While problems cannot be solved through neglect, they also will not be solved by turning them into your passion. Passion is what motivates us. It provides us with purpose and determines the priorities in our life. When a defect becomes your passion, you become guided by the defect. Since your guide is defective, your course will be defective, and you will never get to where you want to go. You have added additional stress to the original problem, and that just compounds the negative situation.
3. It takes a new approach to fix an old rattle...” If you do what you’ve always done, then you will get what you’ve always got.” Instead of the focus being on the problem itself, meditate on the thing in life that the rattle is stopping you from doing. Remember, everything has some purpose. Ask yourself what’s more important, the rattle or the mission? When our focus is on the ‘big picture’ of your life’s mission, we go about our routine to make it happen. When we can relax a little, handle our business according to our training with the purpose of mission in mind, the source of the rattle has no choice but to become apparent; and once you get to the source, you can fix the rattle quite easily.
4. You don’t need to fix the rattle by yourself...Every submariner knows that he needs his shipmates to survive at sea. Why is it, then, that many of us feel that we can be the Lone Ranger with the rest of our life? We were created for relationship. Interaction with God and man is a large part of why we are here. Relationship means to share. It is impossible to share meaningfully by suppressing our individual rattles from those who can help. We are called to bear the infirmities of the weak. If we happened upon someone with a broken leg, we would certainly help them to their feet and allow them to lean on our shoulder until we could get them to some proper treatment. Likewise, if we suffered the break we would take someone else’s help. Whether it is a broken leg, a broken heart, or a broken vow, the steps for treatment are the same. Someone can help you. Ask the Lord to direct you. There is no shame in weakness for the Word tells us that through our weakness He is made strong. The shame is when you don’t get help when it is available. Shortcomings are merely opportunities for you to achieve and opportunities for God to be God. Shortcomings are not failures. Not getting help for shortcomings is failure.

What, you may ask was the source of the sail rattle? Well, that’s not the important part of our story. I’m just using it as an illustration...Oh...Okay, so one of my antennas wasn’t so innocent after all ( hey, I didn’t design it, I just used it).

I pray that all of our missions are rattle-free.

David

## Vice-Commander's Corner

Ahoy, Shipmates,

Welcome to THE FIRST EVER Columbus Base newsletter. How exciting... our first base newsletter! It's been a long time coming, but it's finally here.

I tried to come up with a really catchy name for the Vice-Commander's column. I thought about "Hot, Straight, and Normal", since I was a Torpedoman. But I spent my time as a Polaris launcher technician so that name didn't quite fit. I thought about "View From the Top", but like I said... I was a Torpedoman, and never thought of ANY of my XOs as being "on top". (No offense intended to any former Executive Officers among our ranks or readership. To tell the truth, I can't even remember the name of a single one of my former XOs.) I thought about "From the Stateroom", but I always hated the term "stateroom" (what "state" is the room in anyway?). How about "Satan Speaks"? Has a ring to it, doesn't it? And it conjures up opinions that many had about their "second in command". (Again, no offense intended.) But, it also has some pretty negative connotations... and the chaplain probably wouldn't appreciate the humor of it anyway. Then, in my infinite wisdom (is that an oxymoronic thought... Vice-Commander and infinite wisdom?), I thought "HEY... maybe I should run a "name the Vice-Commander's column" contest". The winner could get something really special... like the "honor" of submitting a column piece to the newsletter!!! Yeah... right... like that would work!! So much for "infinite wisdom". So, for the time being, I'll just call it the "Vice-Commander's Corner". It's not particularly imaginative, but it will do until something better comes along. And if any of you have suggestions, let me know. Maybe you can win a "prize"! (Yeah, right!!)

At the time of this writing, our Base Commander Jim Morton is laid up in the hospital recuperating from knee replacement surgery. I, as I'm sure you all do, wish Jim a speedy and complete recovery... and the mobility that goes with it. Obviously, writing a column for the base newsletter is not paramount in Jim's mind right now. When you're in pain, sitting in front of a computer screen and trying to write for a newsletter is easier said than done. Therefore, please indulge me as I attempt to write this column in the names of both the Commander and the Vice-Commander.

Before anything else, a "thank you" is in order to Jan and Dave Creekmore, our newsletter editors. There would be no newsletter if not for their voluntary efforts at such a demanding and arduous undertaking. Filling the pages of a newsletter, no matter how large or small, is no easy task. Perhaps that's why no one has volunteered... before now. So, to Dave and Jan I say "thank you"... and HOOYAH!!

It's been an explosive 14 months for our base. We held our base formation meeting in November 2003 with maybe 15 or so former bubbleheads... with a few ideas, a few visions, a few (or not so few) beers, and the desire for a return to the fraternity and brotherhood we had all felt when we "rode the boats" (Please note... I said "BOATS". Admiral Rickover would not totally agree.). Truth be told, I think we also wanted to get back to sharing "sea stories"... you know, those that start with "this ain't no...". Since that time, thanks in no small part to the tireless efforts of our membership chairman Bernie Kenyon, we've grown to 80+ members (and we're still growing)... with members' service ranging from World War II to the Navy ROTC program at THE Ohio State University. That's a 600% increase... an admirable achievement. Now, we have even MORE ideas, MORE visions, and MORE sea stories!! And yes... a few (or not so few) MORE beers.

As a base, we've had some important accomplishments in our first 14 months, probably more than we thought we would... but certainly not more than we thought we could. We've established an on-going coffee donation program to the local VA clinic, established our annual "Tolling of the Bells" ceremony for our lost boats and shipmates, had a contingent marching in the Columbus Veteran's Day parade, partnered with the other 3 Ohio Bases (Cincinnati, Cod, and Toledo) to form an informal "Ohio Group". Several of our shipmates attended the USSVI National convention in Saratoga Springs. And I know there are other things that bear mentioning here, so I apologize for any and all omissions. Maybe one of the other newsletter contributors will mention them.

What's on the horizon? Far more than any small group can hope to do alone. We're finalizing plans to march in at least 2 parades. Thanks to Liz Kenyon, our "Tolling of the Bells" ceremony and associated cookout/picnic at Darby Park is set for May. Thanks to Cliff Dodson, we're working to acquire a 1/4 scale model of the USS Dolphin (AGSS-555). Some scale model! It's about 40 feet long! We're working (well, maybe "begging" would be a better term) with Worthington Steel to get a scale model of the USS Columbus made... a model that can be used in parades and such (if I knew who started this effort, I'd gladly give credit). Thanks to Ken Sewell, we've been turned on to the possibility of acquiring the sail of the USS Parche (SSN-683)... one of the most famous and most decorated boats in submarine history. We might, and I stress "might", have an opportunity to work with Mott's Military Museum in Groveport to develop a submarine display (they have NOTHING on display relating to submarines). All in all, we have a LOT of plans for the future... so much so that I can't remember everything.

And that brings me to another subject. I'd like to share with you a work called "Lessons From Geese", written by Milton Olson. I found it in one of the San Diego base newsletters. I hope I'm not committing any copyright infringements... but I think it's important enough to take the chance.

Lessons From Geese by Milton Olson

Borrowed from the San Diego Base "Silent Sentinel"

1.As each bird flaps its wings, it creates an "uplift" for the bird following. By flying in a "V" formation, the whole flock has 71% greater flying range than if the bird had flown alone.

LESSON:

People who share a common direction and sense of community can get where they are going quicker and easier because they are traveling on the thrust of one another.

2.Whenever a goose falls out of formation, it suddenly feels the drag and the resistance of flying alone, and quickly gets back into formation to take advantage of the "Lifting" power of the bird immediately in front.

LESSON:

If we have as much sense as a goose, we will stay in formation with those who are headed where we want to go (and be willing to accept their help as well as give ours to the others).

3.When the lead goose gets tired, it rotates back into the formation and another goose flies at the point position.

LESSON:

It pays to take turns doing the hard tasks, and sharing leadership — with people. As with geese we are interdependent on each other.

4.The geese in formation honk from behind to encourage those up front to keep up their speed.

LESSON:

We need to make sure our honking from behind is encouraging, not something else.

5. When a goose gets sick, wounded, or shot down, two geese drop out of formation and follow it down to help and protect it. They stay with it until it is able to fly again or dies. Then they launch out on their own, with another formation, or catch up with the flock.

#### LESSON:

If we have as much sense as geese we too will stand by each other in difficult times as well as when we are strong.

Why do I think "Lessons From Geese" is important? Two reasons.

First, it demonstrates to me that geese are very similar to submariners. Geese depend on each other; submariners depend on each other. When we submariners were on the boats, we depended on our shipmates for our survival. When we submariners were "on the beach", our survival often depended on help from our shipmates (some personal sea stories that have no place here). As a base, we submarine veterans might depend on each other for help to our shipmates and for survival of the base. And few could argue the fact that submariners are VERY good at "honking... "honk" about the good, "honk" about the bad, "honk" for the sake of "honking"!

Second, it demonstrates the value of "teamwork". No one can do it all alone... they need the help of the "flock". More can be accomplished as a group, or "flock", than can be accomplished by an individual. Hey... isn't that what "United" States is all about?

In case you haven't realized it by now, I'm using "Lessons from Geese" as a means to encourage you to be involved in the base. Ask questions. Make suggestions. Offer advice. If you have the time and the inclination, volunteer: for base leadership positions, base committees, base projects... host a base meeting, organize a base dinner. If you can think of it, we probably need help doing it. Whatever you can do, whatever help you can provide, no matter how insignificant **you** might think it is, is needed and appreciated. As was mentioned before, we have a lot of plans for the future, both near-term and far-term. And the fact that I couldn't remember everything we're planning just helps prove that point. It takes a lot of effort to accomplish the plans and goals. We need the help and support "from the flock" to make Columbus Base successful.

I offer my best to you and to your families. Stay warm and stay safe during these cold winter months.

Faternally,

Jim "Clutch" Koogler

#### Coffee collection for the Veterans.

Congratulations and thanks to all contributors, to date we have donated over **200** cans of coffee, also a substantial amount of teas and hot coco mix. This is a very appreciative gesture.

Every month we collect cans of coffee, boxes of tea and hot coco mix and take them to the Columbus Veterans Clinic.

#### Upcoming events

March Meeting:

March 5th American Legion Post 532 Grove City, Ohio

April Meeting:

April 2nd, Submarine Birthday Dinner Ball, Aladdin Shrine Hall, Columbus, Ohio

May Meeting:

Tolling of the Bells picnic. Battelle Park

Columbus Base Shipmate, Bill Dumbauld, USS Caiman SS-323,  
USS Becuna SS-319 and USS George W. Carver SSBN-656 sends the following:

### STORY NUMBER ONE

Capone wasn't famous for anything heroic. He was notorious for enmeshing the windy city in everything from bootlegged booze and prostitution to murder.

Capone had a lawyer nicknamed "Easy Eddie." He was his lawyer for a good reason. Eddie was very good! In fact, Eddie's skill at legal maneuvering kept Big Al out of jail for a long time. To show his appreciation, Capone paid him very well. Not only was the money big, but also Eddie got special dividends. For instance, he and his family occupied a fenced-in mansion with live-in help and all of the conveniences of the day. The estate was so large that it filled an entire Chicago City block. Eddie lived the high life of the Chicago mob and gave little consideration to the atrocity that went on around him.

Eddie did have one soft spot, however. He had a son that he loved dearly. Eddie saw to it that his young son had the best of everything: clothes, cars and a good education. Nothing was withheld. Price was no object. And, despite his involvement with organized crime, Eddie even tried to teach him right from wrong. Eddie wanted his son to be a better man than he was. Yet, with all his wealth and influence, there were two things he couldn't give his son; he couldn't pass on a good name and a good example.

One day, Easy Eddie reached a difficult decision. Easy Eddie wanted to rectify wrongs he had done. He decided he would go to the authorities and tell the truth about Al "Scarface" Capone, clean up his tarnished name and offer his son some semblance of integrity. To do this, he would have to testify against The Mob, and he knew that the cost would be great. So, he testified. In less than a year, Eddie's life ended in a blaze of gunfire on a lonely Chicago Street. But in his eyes, he had given his son the greatest gift he had to offer, at the greatest price he would ever pay. Police removed from his pockets a rosary, a crucifix, a religious medallion and a poem clipped from a magazine. The poem read:

The clock of life is wound but once  
And no man has the power  
To tell just when the hands will stop  
At late or early hour.

Now is the only time you own.  
Live, love, toil with a will.  
Place no faith in time.  
For the clock may soon be still.

## STORY NUMBER TWO

World War II produced many heroes. One such man was Lieutenant Commander Butch O'Hare. He was a fighter pilot assigned to the aircraft carrier Lexington in the South Pacific. One day his entire squadron was sent on a mission. After he was airborne, he looked at his fuel gauge and realized that someone had forgotten to top off his fuel tank. He would not have enough fuel to complete his mission and get back to his ship. His flight leader told him to return to the carrier.

Reluctantly, he dropped out of formation and headed back to the fleet. As he was returning to the mother ship he saw something that turned his blood cold, a squadron of Japanese aircraft were speeding their way toward the American fleet. The American fighters were gone on a sortie, and the fleet was all but defenseless. He couldn't reach his squadron and bring them back in time to save the fleet. Nor could he warn the fleet of the approaching danger. There was only one thing to do. He must somehow divert them from the fleet.

Laying aside all thoughts of personal safety, he dove into the formation of Japanese planes. Wing-mounted 50 caliber's blazed as he charged in, attacking one surprised enemy plane and then another. Butch wove in and out of the now broken formation and fired at as many planes as possible until all his ammunition was finally spent. Undaunted, he continued the assault.

He dove at the planes, trying to clip a wing or tail in hopes of damaging as many enemy planes as possible and rendering them unfit to fly. Finally, the exasperated Japanese squadron took off in another direction. Deeply relieved, Butch O'Hare and his tattered fighter limped back to the carrier.

Upon arrival he reported in and related the event surrounding his return. The film from the gun-camera mounted on his plane told the tale. It showed the extent of Butch's daring attempt to protect his fleet.

He had in fact destroyed five enemy aircraft. This took place on February 20, 1942, and for that action Butch became the Navy's first Ace of W.W.II, and the first Naval Aviator to win the Congressional Medal of Honor. A year later Butch was killed in aerial combat at the age of 29. His home town would not allow the memory of this WW II hero to fade, and today, O'Hare Airport in Chicago is named in tribute to the courage of this great man.

So the next time you find yourself at O'Hare International, give some thought to visiting Butch's memorial displaying his statue and his Medal of Honor. It's located between Terminals 1 and 2.

SO WHAT DO THESE TWO STORIES HAVE TO DO WITH EACH OTHER?

Butch O'Hare was Easy Eddie's son.



## SICK BAY NOTICE

Columbus Base Shipmate, Dave O'Carroll, is now at home facing a lengthy period of recovery from a dual open heart surgery procedure. He had his aortic valve replaced and quintuple bypass surgery.

We will be advised when he may receive telephone calls and/or visitors. In the meantime, I am confident that he would be most happy to receive a card or letter to brighten his days ahead. Anything involving his profession which is "Sales" or his avocation which is "Golfing" would certainly be appropriate.

In the meantime we wish him the very best in his recovery and will be extremely happy to see him and Jo Anne at an upcoming meeting.

Dave's address is:  
O'Carroll, David E.  
1019 Conant Drive  
Columbus OH 43229-4216

Columbus Base Commander, Jim Morton, continues his recuperation from knee-replacement surgery at the Northview Manor Nursing Center in Johnstown.

He can receive visitors plus cards and letters.

To visit him go east on Route 161, take route 62 north to Johnstown and turn left on Route 37 and it is about half mile west on the left side of the highway.

To mail him, his address is :  
Northview Manor, Room 305  
267 Main St  
Johnstown OH 43031

His cell phone number is 614-565-5245.

He is doing well and will be there another week or so. If any of you get a chance, I am sure he would appreciate hearing from you.

Paul Darland is a sub vet on our mailing list and he is recovering from coronary artery bypass surgery.

Paul is retiring from WPAFB Commissary after 32 yrs., which includes 6 years in the Submarine Service. He was a Meat Cutter by trade and if you shopped at the Commissary, he was the man working the Meat case with dolphins on his hat which was a wonderful conversation piece.

Paul served aboard USS JOHN ADAMS SSBN-620G and USS THOMAS A. EDISON SSBN 610B. He was a CS2(SS).

You may send cards or letters to him at:  
Darland, Paul D.  
514 Snowglen Drive  
Englewood OH 45322-1615

## Treasurer's Report

Our Base finances are doing well thanks to all those who have donated items that were sold in the "Ships Store", participated in the 50/50 drawing and paid 2004 and 2005 dues. Thanks again to ALL those who have donated "to the cause", paid dues and have come to the meetings. The Columbus Base of USSVI is grateful for your support.

Speaking of membership, we have surpassed 80 plus members (regular, associate and secondary) in the first year and in all possibility may even reach 100+! WOW!

The Base 2004 Year Report has been completed and received by National. Will continue our work on membership and keep the roster up to date. Please make Bernie Kenyon or myself aware of any changes, address, e-mail or corrections that need to be made to our current list.

Fraternally,

Eric V. Dreiseidel

Treasurer

## Editor's Note

We didn't realize how inept our computer skills were until we took on this project. Many thanks to our son Mike (North Carolina) and the free minutes of a cell phone for helping us get this newsletter started. J & D

# Ships stores

Base Store Keeper, Bill Anderson has some items in stock, Base Patches, American Flag Patches, American Flag Pins ETC. He can order many items from various sources. Boat Patches, Patrol Pins ETC. If there are Items you would like, contact Bill via E-Mail at [z71toy@aol.com](mailto:z71toy@aol.com) or see him at the next meeting.

**United States Submarine Veterans Inc.**

**Columbus Base Newsletter**

Return Address

Jan & Dave Creekmore

4030 Beaver Run Rd.

Hebron, Ohio 43025