

COLUMBUS BASE SUBMARINE VETERANS

Volume 1, Issue 6

July 2005



THE GREEN BOARD



ALL SEAS ARE NAVIGABLE

Columbus Base Newsletter

Here it is the day after Independence Day, all the grills are cooled down, the ice chests drained and the folding chairs folded up and put away. My nephews are even grown up enough to pick up all the balloon fragments from the annual water battle. The big celebration is over, so what do you write about for July?

Let us never forget the cost of independence and freedom. I'd like to share an article sent by base shipmate Galin Brady.

Have you ever wondered what happened to the 56 men who signed the Declaration of Independence?

Five signers were captured by the British as traitors, and tortured before they died.

Twelve had their homes ransacked and burned. Two lost their sons serving in the Revolutionary Army; another had two sons captured.

Nine of the 56 fought and died from wounds or hardships of the Revolutionary War.

What kind of men were they? Twenty-four were lawyers and jurists. Eleven were merchants, nine were farmers and large plantation owners; men of means, well educated, but they signed the Declaration of Independence knowing full well that the penalty would be death if they were captured.

Carter Braxton of Virginia, a wealthy planter and trader, saw his ships swept from the seas by the British Navy. He sold his home and properties to pay his debts, and died in rags.

Thomas McKeam was so hounded by the British that he was forced to move his family almost constantly. He served in the Congress without pay, and his family was kept in hiding. His possessions were taken from him, and poverty was his reward.

Vandals or soldiers looted the properties of Dillery, Hall, Clymer, Walton, Gwinnett, Heyward, Rutledge, and Middleton.

At the battle of Yorktown, Thomas Nelson, Jr., noted that the British General Cornwallis had taken over the Nelson home for his headquarters. He quietly urged General George Washington to open fire. The home was destroyed, and Nelson died bankrupt.

Francis Lewis had his home and properties destroyed. The enemy jailed his wife, and she died within a few months.

John Hart was driven from his wife's bedside as she was dying. Their 13 children fled for their lives. His fields and his grist-mill were laid to waste. For more than a year he lived in forests and caves, returning home to find his wife dead and his children vanished.

Remember: Freedom is never free!

COMMANDER' CORNER

The last few months have been busy. We started off May with our Tolling of the Bells and thanks to Bernie we had some visitors. We even made it on NBC 4 news. Way to go Bernie, it was also another fine event that Bernie's wife Liz put together for us. **BZ Liz**

At the time of the writing of this article we will have attended the Naval Junior Reserve Officer Training Unit at Franklin Heights High School. After seeing the reaction at our Base and seeing how everyone wanted to get involved, we the officer's are very proud of the members of the Columbus Base. We hope to make this an annual event.

Now we need to look ahead. 6 Aug 2005 will be our Awards Night and we will be at the Aladdin Shrine Center. Times will be as before Cash Bar will be 1700 to 1800 and dinner will be at 1800. The bar will be open during the dinner and after.

As I write a welcome note to our new member, I tell them the most important thing that we do, is to see who can tell the Biggest Lie. Enjoy your Base, become active, for we have some open jobs.

See you,

James Morton

Commander (Act)

New Members

No new members this month!

The Conn

Base commander

Jim Morton

Vice Commander

Jim Koogler

Treasurer

Eric Dreiseidel

Secretary

Chaplain

David Johnson

COB

James Williams

Membership Chairman

Bernie Kenyon

Storekeeper

Bill Anderson

Editor

Jan Creekmore

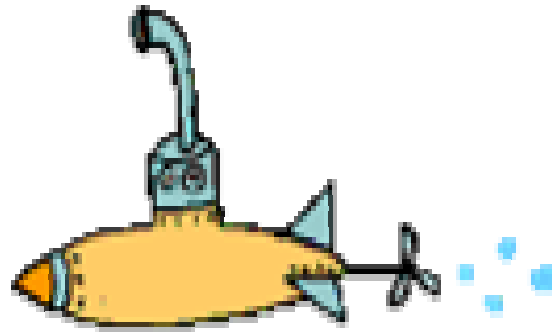
July Birthdays

Robert "Tim" T. France	07/05
Carl R. "Rick" Teter	07/07
Russell L. "Russ" Ferguson	07/16
Russell H. "Russ" Moody	07/24
Bruce Sanderson	07/24
Christopher L. "Chris" Leonard	07/29

Lost Boats

July

USS S-28 (SS 133) July 4 1944
 USS Robalo (SS 273) July 26 1944



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”

Upcoming events

Columbus Base meeting schedule for the remainder of 2005

July	Saturday 9 July 2005	NOON	Gahanna VFW Post #4719 75 W. Johnstown Rd. Gahanna, OH 43230
August Awards Dinner	Saturday 6 August 2005	1700	Aladdin Shrine Center 3850 Steltzer Rd. Columbus, OH 43216
September	Saturday 10 Sept. 2005	NOON	London American Legion Post #105 51 E. First St. London, OH 43140
October	Saturday 1 Oct. 2005	NOON	VFW Post #2374 4223 Roberts Rd. Columbus, OH 43228
November	Saturday 5 Nov. 2005	NOON	Buckeye Lake VFW Post #1388 3430 North Bank Rd. Millersport, OH 43046
December Holiday Dinner Bring a Toy for TOYS FOR TOTS	Saturday 3 Dec. 2005	1700	Hickory House Restaurant (Gahanna) 550 Officenter Place Gahanna, OH 43230

Vice-Commander's Corner

By Vice Commander Jim "Clutch" Koogler

I'm on my soapbox (again) this month. But I've kept it short. Actually, I've re-written it a few times to make it shorter. There's a lot that I left out but I think you'll get the message.

I read, with great interest, a couple of newspaper articles that were forwarded by Columbus Base shipmates: "Submarines' Role Being Reduced To Fit In With New, Leaner Military", written by Hartford (Connecticut) Courant Staff Writer Jesse Hamilton and published on May 22, 2005; and "Munns: Reducing sub fleet could put nation at risk", which appeared in the Navy Times.

Admittedly, the primary purpose of the first article seems to be garnering support against the closing of the Naval Submarine Base at Groton. The second article dealt more with issues regarding reducing the size of the sub fleet, but also had undertones of the effect on the Connecticut economy.

Few, if any, active and former submarine sailors want to see the Groton base closed... it has history, it has heritage, and it was "home" to many of us. Nor do we want to see Electric Boat, Portsmouth, or Newport News shipbuilding facilities close because of a lack of Navy business. Think of the lost talent and expertise if that were to happen. Would you want to go to sea on a submarine that was welded by guy who just came out of a welding course in a trade school... who knew little, if anything, about the pressure applied to submarine welds at 1300 feet? So much for the SubSafe program!! But, frankly, I'm far more concerned with the projected future reductions in the submarine fleet, which I guess also mirrors concerns for closing shipbuilding facilities.

Since the end of the Cold War, the fleet has dwindled to 54 fast attack and 14 FBM submarines. Current projections indicate further fast attack reductions down to 33-37 submarines over the next several years. The "stated" reasoning being that there's no more enemy fleet to be concerned with. Hello? Have we forgotten that Russia still has boats cruising the oceans... boats that rival our technology? Have we forgotten that Russia is probably far less stable today that it was during the Cold War? Have we forgotten about China, who is in the process of modernizing and increasing it's submarine fleet by adding newer diesel and nuke boats, including missile submarines, which it's purchasing from Russia? Have we forgotten that China just successfully tested a submarine-launched missile with a 6,000-mile range? What about Iran? Or North Korea... who has recently been testing atomic bombs. Both countries continue to purchase more advanced diesel boats, and certainly have the monetary means to purchase nuke boats.

So what's at the heart of the debate? I think it's all about MONEY! Oh, and let's not forget other factors like press, power, and self-promoting agendas. And what *really* angers me are some of the comments of our government bureaucrats, our elected officials, and non-governmental crybabies.

It costs \$2 to \$3 billion to build a new Virginia-class submarine. And a 2002 report from the Congressional Budget Office said that each of the latest submarines costs about \$2.7 million for every day it conducts active operations... an average of 35.7 days a year. It's called INSURANCE, people!! Insurance to keep the United States a free, democratic society... insurance to help keep the rest of the free world free... insurance to hold the "dogs of war" at bay! How many Russian rubles, or Chinese yuan, or North Korean won, or Irani rial would it cost to build and/or operate a Virginia-class submarine? Personally, I don't want to find out.

The last sentence of the USSVI creed, and the last sentence of the Columbus Base secondary purpose, states: "*We support a strong US Submarine Force.*" Personally, I support a strong US submarine force... whatever the cost. The government wastes far more taxpayer dollars on trivial and insignificant pork-barrel programs than what it would cost to build and maintain a strong, modern submarine force. And I would think that anyone who rode the boats would feel the same.

Further... the government should channel more money into defense, into improving the pay structure of those who serve in the military, into improved care, treatment, and increased retirement benefits for those who served their country in the military. Helping the poor is a wonderful thing, whether it's individuals or countries. But you need to take of your own first.

OK... I'll step down from the soapbox now.

Knot

The term knot or nautical mile, is used world-wide to denote ones speed through water. Today, we measure knots with electronic devices, but 200 hundred years ago such devices were unknown. Ingenious mariners devised a speed measuring device both easy to use and reliable: the "log line." From this method we get the term "knot."

The log line was a length of twine marked at 47.33 foot intervals by colored knots. At one end was fastened a log chip: it was shaped like a sector of a circle and weighted at the rounded end with lead.

When thrown over the stern, it would float pointing upward and would remain relatively stationary. The log line was allowed to run free over the side for 28 seconds and then hauled on board. Knots which had passed over the side were counted. In this way the ships speed was measured.

Don't forget the Coffee, Tea or Hot Cocoa donations for the Veterans Clinic.

Bring them with you to the meetings and we will see that they are delivered to the clinic on behalf of the Base.

This simple gesture is greatly appreciated.

If you are interested in knowing more about the "Sub-Vettes", please contact Paige Ogle at e-mail address:

paigechildrensix@aol.com

Or you can contact her at:

740-756-7953

Editor's Note

If you have comments or articles, please contact the base newsletter editors.

Dave and Jan Creekmore at e-mail

creek636@earthlink.net

July 4th parade at Upper Arlington



Yesterday, this writer once again had the pleasure to participate in a parade honoring our veterans.

I'll remember driving down the parade route between 7:00 and 7:30 a.m. and seeing hundreds of chairs lining both sides of the street for two miles. No people, just privately owned chairs of all types waiting for their owners to arrive to view the parade.

I'll remember meeting some of the guys at a location where we knew the parade would be ending and thinking it'll be an hour and a half to two hours before we even get started with the march and what a drag that wait will be.

I'll remember that it wasn't a drag at all. Time flew as we shared each other's company, met new acquaintances at the staging area, shared complimentary coffee, donuts and bagels and in general was fascinated with the sights all around us. We even had a lady volunteer to take our picture (photo #004, l-r is Lloyd Berger, Eric Dreiseidel, Marv Pastor, Bill McCorkle, Dave O'Carroll, Joe Murphy, Jim Koogler and Bernie Kenyon).

As I was waiting for our group to enter the street from the staging area, I'll remember the mother who was advising four little boys that they would all have to stand and salute the veterans when they came by and one of her youngest couldn't say "salute", the word came out as "ah'lute", so when our guys came into view (picture #030), the mother said, "O.K. boys, everybody ah'lute" and they proudly carried out her command.

I'll remember the awesome sight of looking down the street and seeing all those previously emptied chairs now filled and the people cheering, waving and thank-

ing us for serving.

But most of all, I'll remember the countless number of times I said to myself, "I WAS A SAILOR ONCE, I WAS PART OF THE NAVY. THE NAVY WILL ALWAYS BE PART OF ME."

Bernie Kenyon



Minutes of Columbus Base, USSVI Meeting

4 June 2005

VFW Post #1380

Lancaster, Ohio

Base Commander Jim Morton called the meeting to order at 1315 hours. Regular members present included: Jim Morton, Jim Koogler, Edward Ellsworth, Marv Pastor, John Leers, Bill McCorkle, Frank Lloyd, Bill Meyer, Bill Anderson, Dave Creekmore, and Galin Brady. Associate members present included: Sharon Lloyd, Barbara McCorkle, and Paige Ogle. A quorum was established and declared. Commander Morton gave the Invocation and led the Pledge of Allegiance. Vice Commander Koogler read the list of lost boats for June. The minutes from the April 30, 2005 meeting were read and approved. Treasurer's report was read and approved. No correspondence was introduced.

Member introductions:

Vice Commander Koogler introduced one of our newer members, WWII submarine veteran Edward Ellsworth. This was followed by self-introductions of all regular and associate members present.

Old Business:

Sponsoring the USS Columbus Sailor of the Quarter, Senior Sailor of the Quarter, Sailor of the Year, and Senior Sailor of the Year programs.

Vice Commander Koogler again brought this proposal to the floor. It was first introduced at the last base meeting on 30 April and, although support was voiced, no action was taken at that time. A spirited discussion followed, covering such subjects as:

Eligibility of the award nominees: "Sailor" award is E-5 and below, "Senior Sailor" award is E-6. E-7 and above are not eligible.

Who selects the award winners: The leading chiefs submit the nominations. The COB then chairs a board that includes all Department Chiefs. Nominations are reviewed and discussed, and a vote is taken. Results of the selection vote are then forwarded to the Commanding Officer for approval.

What the base would provide to the award winners: For the "quarter" award winners, the base might possibly provide a certificate of recognition (yet to be developed) and a \$25.00 "gift card" to the Base Exchange. Cost to the base would be \$50.00 per quarter. For the "year" award winners, the base might possibly provide a certificate of recognition (yet to be developed) and a \$50.00 "gift card" to the Base Exchange. Cost to the base would be \$100.00. Total cost to the base for all awards would be \$300.00 per year.

How the gift cards would be obtained: Purchase might possibly be made via the Internet, or could be made directly from the Base Exchange by the USS Columbus COB or designated representative.

How the base will fund the awards: Funding will come from the general treasury. Donations would obviously be accepted. Other methods of funding, as well as increasing the general treasury, were briefly discussed but no specific means or decisions were made.

Proffering Columbus Base "honorary membership" to award winners: This issue was discussed at length, but members ultimately decided this should not be done as a part of this program.

A motion to sponsor the USS Columbus Sailor of the Quarter, Senior Sailor of the Quarter, Sailor of the Year, and Senior Sailor of the Year programs, as described above, was made by shipmate John Leers and seconded by shipmate Frank Lloyd. The proposal was unanimously accepted and approved by all voting members present.

Proposed change to Columbus Base Bylaws Article VI (OFFICERS), Section 1 (BASE OFFICER COMPOSITION, PRE-REQUISITES AND STRUCTURE), *second* item "A" (so identified in error due to the eccentricities of Microsoft

Vice Commander Koogler performed the second reading of the proposed change. The intent of the change is two-fold: first, to allow associate members to hold the offices of secretary and treasurer, providing more opportunities for associate members to be involved in the Columbus Base; second, to increase the pool of available candidates for base officer positions.

The proposal is to change the current wording:

“The prerequisite for Base office is that a Nominee must be a Regular or Life Member in good standing a minimum of twelve consecutive months.” to say:

“The prerequisites for nomination, election, and/or appointment to an elective Base officer position are as follows:

For the offices of Commander and Vice-Commander: must be a Regular Member, in good standing for a minimum of six (6) consecutive months.

For the offices of Secretary and Treasurer: must be a Regular or Associate Member, in good standing for a minimum of six (6) consecutive months.”

A motion to change the Columbus Base Bylaws, as described above, was made by shipmate Frank Lloyd and seconded by shipmate Bill McCorkle. The proposal was unanimously accepted and approved by all voting members present.

New Business:

Associate member Paige Ogle is working on forming a Sub-Vettes (or similar) chapter for the benefit of our female associates and regular member spouses. She asked that all members make their spouses aware and to contact her for information and/or to advise her of interest. Five (5) members are required to charter a Sub-Vettes organization.

Announcement of next meeting:

The next base meeting is scheduled for Saturday 9 July 2005. Note that this is a departure from our regular schedule of the first Saturday of the month, due to July 4th holiday. The TENTATIVE location is the Gahanna VFW Post #4719 at 75 W. Johnstown Road. All members will be notified when plans and location are confirmed.

Future meetings beyond July were discussed. As currently scheduled, these are as follows:

August: Saturday 6 August 2005, Columbus Base Awards and Recognition Dinner at the Aladdin Shrine. More information will be sent as plans are confirmed.

September/October: No dates/locations have yet been determined. The Commanding Officer of the USS Columbus and several members of the crew are planning to visit Columbus in this time frame. Based on verification of their plans, we will attempt to schedule these 2 meetings accordingly.

November: Saturday 5 November 2005 at the Buckeye Lake VFW.

December: Saturday 3 December 2005, Columbus Base annual Christmas Dinner at Hickory House in Gahanna.

For the good of the Order:

Commander Morton announced that base officers are meeting the 3rd Tuesday of each month at various locations. The general purpose of these meetings is to set the agenda for the upcoming base meeting, but other items are also discussed. All members who wish to attend are welcome. Please note that these are NOT Executive Board meetings. Also note that these meetings are generally “dinner” meetings (past meetings have been at City Limits Café, Ruby Tuesday’s, Bruno’s). All who wish to attend and eat are welcome to do so, but you pay for your own dinner.

Commander Morton announced that we would soon start planning for 2006 meetings and activities. Planning will probably start at either the September or October base meetings.

50/50 pot was \$95.00, for a \$47.50 split. Paige Ogle won the 50/50, and generously donated \$20.00 back to the general treasury fund. In addition, Bill Anderson won the secondary drawing... a jar of homemade maple syrup (and free annual refills) donated by Galin Brady and Paige Ogle.

A reminder that we will be marching in the Upper Arlington July 4th parade. This is a really BIG parade with an approximate 2-mile route. Based on the tremendous crowd response to our Worthington Memorial Day parade marchers, we expect the Upper Arlington response to be at least as much. Please plan to attend if you can. You definitely WON'T be sorry!

It was moved and seconded to adjourn. Commander Morton gave the Benediction. The meeting was adjourned at

SUBMARINES and the MOVIES

Your history on film

by Bill McCorkle - former CS3 (SS) U.S.S. Dogfish (SS-350) & U.S.S. Sablefish (SS-303)

Part Five

In the News

There always is a time when technology, events and human desire and conflict collide.

While technology and events are constantly changing, human desire and conflict in all of its forms remains unchanging.

Sailors At Sea

As I have been charting my way through the sea of material on the topic of submarines and the movies, I know the navigational reference points indicating the location of classes of submarines, the release year of movies and the dating of historical events. I'm also aware of those ports of call where individual movies about submarines can be viewed. In viewing my charts and their navigational reference points, I have decided to alter my itinerary and reschedule my call at some ports where World War I-themed movies can be viewed until later parts. Instead, I'm going to call at some ports where other movies can be viewed which do not have precise navigational reference points indicating historical dating.

There are sea-going sailors who after leaving port, heading for the deep ocean depths, will deliberately, without hesitation, sink their ship while they are still aboard and the event will only on the rarest of occasions be reported in any newspaper. Their ship is called a submarine. In the history of their ships, not all of those aboard have been volunteers and not all of them have been men. From the beginning, their ships have required from their younger crew members a level of volunteerism to a devotion of duty above the call of those in other branches of the naval service. In the history of their ships, not all of those who served wore a special insignia indicating a special qualification to serve on their ships. There has been a time when the senior leadership of our country and other countries didn't believe those who served on those ships deserved a special insignia. Even when the special insignias had been awarded, some who served on those ships would never be able to wear them. Their names and the name of their ships would be the headlines in many newspapers. They, like many, would leave port knowing the hazards of the deep, those on the surface and in the air above the surface. In times of war, those who send them out know some will not return and their names may not make the headlines. Yet, they go to sea, in wartime and peacetime, hoping to keep the peace or to return to a more peaceful condition. They go out knowing one item they must do without is the reading of the local newspaper. If a propulsion plant similar to the one in the Nautilus of post-American Civil War fame (Part 3) was available in the post-World War I era instead of the post-World War II era, the submarine sailors of the 1920's would have missed many more newspaper articles than they did. Those sailors really had to know how to read. If they didn't, they couldn't read the captions in the newspaper's cartoon strips or really enjoy seeing the (Part 4) movies without reading the dialogue caption inserts. Many of the Cold War sailors at sea would miss an all-time favorite cartoon strip. Yet, many would remember Charlie Brown-like incidents. They would remember the baseball field, kicking the football, summer camp and most of all that red-haired girl. Or they would be like Snoopy, in thoughts and behavior only. They would remember mother, home, the anguish of playing on the baseball field with a Charlie Brown or playing ice hockey on a birdbath sized rink with a bird-brain, kissing Lucy, or returning to port and the quaffing of many root beers. In the 1920's, with many drinks of their choice on the forbidden list the only quaffing they could do was the quaffing of root beer-like cola beverages, while reading the headlines and articles about American submarines and those from other countries. There were too many of them and I am limiting my scope to only American World War I authorized S-class submarines built to a Simon Lake design and those built to a John Holland - Electric Boat design. Since my research time has also been limited, I have limited much of my time to articles which have appeared in the *New York Times*. The 1920's would also begin and end with multi-national conferences on limiting the amount of naval warfare tonnage and armament. There were those at both conferences who tried to end the history of submarines. Others

talked about the politicians who were sinking the United States Navy's fleet without a shot being fired. A political shot was fired and it was against Japan. The Japanese "lost face" when they were only allotted three/fifths the tonnage limits of the United States and England. During the first naval conference, World War II in the Pacific was only twenty years in the future.

S-class SUB SUNK

S-class Sub in collision with

S-class Sub Aground

S-class Sub Disabled - Being towed to

Sept. 1, 1920 - S-5 sank bow down in shallow water 50 miles east of Cape Henlopen, Delaware. The crew saves themselves by cutting a hole in the stern and hailing a passing ship. **Dec. 9, 1921** - S-48 sank in shallow water off Bridgeport, Conn. The crew were able to force the bow out of the water and escape via a port side torpedo tube onto the deck of a hailed tug boat. **Jan. 10, 1923** - S-19 disabled off Cape Hatteras, due to a fire in the engine room. **Oct. 10, 1923** - S-37 - Three dead after a battery explosion at San Pedro, Cal. **July 12, 1924** - S-29 rams and sinks the sailing yacht "Miladi" off Provincetown, Mass. **Jan. 13, 1925** - S-19 grounded off Cape Cod. **Jan. 30, 1925** - S-48 grounds on rocks near Portsmouth N. H. **May 23, 1926** - S-28 - Misunderstood orders causes sub to dive while most of her crew was still topside, off Hawaii. **Oct. 15, 1925** - S-25 - Hit by mine sweeper U.S.S. Ortolan while submerged off San Diego, Cal. Damage to periscope area. **Apr. 20, 1926** - S-49 - Battery explosion kills three at New London Sub Base. **Oct. 29, 1926** - S-12 collides with a railroad barge in the East River, N.Y. **Sept. 25, 1927** - S-51 involved in a collision with the steamship City of Rome off Block Island. Only three survived. **Dec. 17, 1927** - S-4 involved in a collision with the U.S.C.G.S. Paulding CG-17 (ex-U.S.N. DD-22) off Provincetown, Mass. and sank in 132 ft. of water. The crew members could not be rescued. **Mar. 31, 1928** - The S-42 is damaged when rising under the S-26 off San Diego, Cal. **May 31, 1928** - S-18 rams S-12 while trying to tie up at the New London Sub Base. **July 3, 1928** - S-6 grounded on ledge off Jonesport, Me. **Sept. 21, 1928** - S-17 grounded off Panama.

The parents and grandparents of a majority of the crew of the S-5 would have read in the newspapers of the technological advancements from the over the wire telegraph systems of the American Civil War era to wireless telegraphy. They had watched as photography had advanced from strictly a professional occupation with the use of long exposure time tintage or glass plates to the commonplace everyday use of the roll film box cameras and the marvels of the motion pictures. The phonograph and the telephone were vastly improved with the use of improved speaker systems. Alexander Graham Bell's first telephone of 1876 used the same unit for the transmission and the receiving of sound. Other people would use Thomas Edison's electric light bulb to create a wide variety of what were generally called vacuum tubes. One month after the sinking of the S-5, the crew would read of the experimental radio station, KDKA, in Pittsburgh, Pa. becoming the first commercial station, in the United States to begin weekly broadcasts. KDKA would be the only radio station east of the Mississippi River to retain the starting letter K. The crew of the S-5 would advance in age in the electronic age. Very few, if any, of the crew of the S-4 would see the first full length motion picture to incorporate the synchronization of sound, from a phonograph disk with the moving pictures.

SOUND IS A SENSATION

Sound leaves untold number of theater musicians unemployed

Oct. 6, 1927 - The *The Jazz Singer*, starring Al Jolson, premiered and became an overnight sensation. Hollywood and the movie making industry was caught off guard, as the public demanded more "talkies." From a technology point of view, the public didn't know the technological problems the movie had created. The public only knew what they read in the newspapers. A movie which covers some of the technological problems and where *The Jazz Singer* is prominently mentioned in the 1952 *Singin' in the Rain* starring Gene Kelly, Debbie Reynolds & Donald O'Connor. The movie does have a submarine connection which will be revealed in a later part. A technological advancement in sound was made when sound could be transformed into patterns of light and those patterns could be transferred to a narrow strip of unused motion picture film. In the "olden days", how many spare projection and exciter bulbs did submarines carry? Without spare

projection bulbs the crew couldn't see the movie and if there wasn't spare exciter bulbs they couldn't hear the movie. As for Al Jolson: he was an extremely popular entertainer and singer, until his star dimmed as others like Bing Crosby and later Frank Sinatra became stars. Al Jolson's star would brighten again as a very popular entertainer on the U. S. O. tours of World War II. In 1946, a Hollywood look at his earlier life, *The Jolson Story*, starring Larry Parks, would be a financial success. In the film, Al Jolson did the singing and some of the stand-in work for the star. Of course, the camera, when filming him, had to be placed as if someone was viewing the performance from the balcony. A continuation of his life can be seen in the 1949 production of *Jolson Sings Again*. Shortly after returning from entertaining the troops engaged in a new war in Korea, he died on Oct. 23, 1950. *The Jazz Singer* would be remade in 1980, starring Neil Diamond. A good storyline never dies. The foregoing has been my salute to those entertainers of the U.S.O. who gave their all just to entertain.

SUB SUNK IS SENSATIONALISM

Sunken Subs in the Movies

The sinkings of the S-4 & S-51 would stir up a lot of anger within the American public and the halls of Congress and be directed toward the fantail of the U.S. Navy Department. The promises by the Navy Department for improved safety features on existing subs would be slow in their completion due to another event. Some of the boats wouldn't be improved until the 1940-41 time frame. Other results would be completed sooner. One would be the Navy Department's relationship with Hollywood. Instead of criticizing every movie where a sailor is portrayed, they were going to co-operate with the Hollywood producers, if the movie will be in their best interest. That is still true today and I will make note when a movie does not have naval co-operation.

Despite the U.S. Navy's co-operation, a 1928 Russian sunken sub movie, *Prisoners of the Sea*, will be shown in the United States almost five months before the first American movie. The time period for the movie is set during the Reds vs. Whites revolution following Russia's withdrawal from World War I. The 1965 movie *Doctor Zhivago*, is set, in part, in the same time frame in Russia. I can only assume the sub is under Red control, since most of the Russian Navy was. *While at sea, a drunken seaman will cause the sub to founder and it will sink like a toy in a fish tank. Awaiting a possible rescue the crew will argue if the drunken seaman is loyal, a traitor, or crazy.* The reviews do not mention how the crew was rescued. The reviews only use up space panning the film for not reaching the achievement level they expected from Russian cinematography.

While Frank Capra was filming his 1928 movie *Submarine* starring Jack Holt, Ralph Graves & Dorothy Revier - released by Columbia Pictures - the U.S. Navy allowed the usage, off San Pedro, Cal., of a submarine, several destroyers and the U.S.S. Saratoga (CV-3). *As the movie opens, Jack, an expert U.S. Navy diver, is so madly in love with Snuggles, he asks her to marry him and they are married. However, while Jack is at sea, along comes Bob, a submariner, and he and Snuggles fall in love. Jack doesn't know about Bob when he returns to port, since Bob's submarine is already at sea on maneuvers. Jack won't know about Bob, until the sub is reported down. Jack feels other divers can rescue the crew of the sub which collided with a destroyer. The crew of the submarine are slowly running out of oxygen, when Jack learns the truth from Snuggles. Jack decides he is the only diver who can reach the depth of the sunken submarine with an air hose. [In the movie a hard hat diver descends like a toy diver bought at a five and dime store to a toy submarine bought in the same store. I wonder if they were blue light specials.] The life giving airline is connected. [The movie does not show how the crew are rescued.] In the final scene, Jack and Bob, now very good friends, can be seen walking away from Snuggles, leaving her high and dry.*

When John Ford was filming his 1930 Fox release, *Men Without Women* starring Kenneth MacKenna & Frank Albertson, the U.S. Navy allotted him the use of the S-44, designed by Electric Boat and the World War I authorized U.S.S. William B. Preston (DD-344) to be filmed off Santa Catalina Is. The movie opens with part of the crew being granted liberty and heading for a quaffing place in Shanghai, China where quaffing was legal. Although John Ford may have used a sound stage already set up for his opening sequence, he couldn't have picked a better location for my purpose. S-class submarines had been based on what was called *China Station* with the Asiatic Fleet from Dec. 1921 until the dark days of Dec. 1941. The

S-boats would spend the wintertime in the Philippines and the summers at Chinese ports. While in China, they probably met U.S. sailors from the gunboats of the Yangtze River Patrol. The only known full-length movie of either the Asiatic Fleet or the Yangtze River Patrol is the 1966 *The Sand Pebbles* starring Steve McQueen & Richard Attenborough. Outdoor filming was completed in Taiwan. War conditions were real when the gunboat U.S.S. Panay was sunk, by Japanese aircraft, on Dec. 12, 1937.

The crew will be recalled from liberty and the submarine will be sunk by a **1927 - S-51 - City of Rome** collision. Of the four officers aboard three of them are written out of the script and the remaining officer is an ensign, who reported aboard in Shanghai during liberty call. He is neither brave nor bold and a couple of chief petty officers must take charge. Yet, they must allow the ensign to believe he is in charge since he is the senior officer present. Hopelessness and chlorine gas would grip the crew as they moved into the forward torpedo room. Some of the crew would die before rescue was at hand. John Ford would not make a repeat of Frank Capra's mistake and would use underwater photography of hard hat divers and a real submarine. The surviving crew members can be seen wearing Momsen escape lungs which were adopted as standard safety equipment on March 19, 1929. However, the technical mistakes in their use wouldn't be corrected until a later film. The crew would make their escape via the **1921 - S-48** route, through a port side torpedo tube. As each crew member reaches the surface, not one Momsen lung can be seen. One man must stay with the submarine to operate the torpedo tube. Who that person was relates to the love interest sub plot of the movie. An early working title of the movie was *The Sinking of the S-44*. Tragically, the S-44 would be caught on the surface by an IJN destroyer in northern Pacific waters and sunk by gunfire during Oct. 1944. Only two would survive that encounter. More about the DD-344 in a later part.

The **1927 - S-51 - City of Rome** sub sunk storyline would be used again as the opening to the 1978 *Gray Lady Down* starring Chaleston Heston, David Carradine & Stacy Keach. This time the submarine would be nuclear powered and would employ the latest D.S.R.V. technology. This time the producers would pay attention to the special effects.

SKY HIGH STORIES

For more information as to what was in the news in the 1920's, this time from a military aviation perspective, there are four excellent movies. *Task Force* starring Gary Cooper & Jane Wyatt from 1949 covers naval carrier aviation from the U.S.S. Langley in 1922 to the introduction of jet aircraft. It is interesting to note that when the politicians met for the first naval limitation conference in the early 1920's they didn't believe the aircraft carrier was a viable concept and there would be no listing for them. The Japanese would take special note of that fact. As people in the U.S. Navy Department were compiling the first categorical classification of U.S. Navy ships, which was officially adopted on July 17, 1920, for the naval conference, they had no idea the number of ships they would be forced to destroy. After the conference, as they looked at the listing of cruisers, some aviation minded officers thought some of the four World War I authorized cruisers still being built could be turned into aircraft carriers and used as an additional non-limited addition to the cruiser scouting force. Only two were authorized by Congress, U.S.S. Lexington & U.S.S. Saratoga and placed in the cruiser classification as "aviation scouting cruisers" CV-2 & CV-3. As you look at those big flat-tops think of their cruiser legacy. In 1925 some of the news stories would be about the content of the 1955 *The Court-Martial of Billy Mitchell* starring Gary Cooper & Charles Bickford. He could not win but fought the good fight. On May 20, 1927 Charles Lindbergh would take off from New York and fly non-stop to Paris in a single engine monoplane, as shown in the 1957 *The Spirit of St. Louis* starring Jimmy Stewart. In 1927 the famed naval aviator, Frank "Sprig" Wead would fall down the stairs at home and would never pilot a plane again. Yet, the reason John Ford would make the 1957 *The Wings of Eagles* starring John Wayne, Maureen O'Hara, Dan Dailey & Ward Bond was not about Sprig Wead's earlier career. His second career as writer and movie screenwriter of naval stories was more important. More about Sprig in Part Six. The really big story from the 1920's & 1930's which was not in the newspapers or made into films was how much the Japanese were learning from the American newspapers, the stories behind the above films and the American films & newsreels being shown in the theaters.

STOCK MARKET SINKING

The headlines of **Oct. 24, 1929** also known as **Black Thursday** and afterward said it all. The United States was heading into the Depression Era. The Jazz age of the 1920's was over and so must I close.