

COLUMBUS BASE SUBMARINE VETERANS

Volume 4, Issue 9

October 2008



THE GREEN BOARD

ALL SEAS ARE NAVIGABLE



Columbus Base Newsletter

Meet & Greet with two of the USS Columbus Officers



Jim Koogler and Cmdr. Doody



Left to right: Ken Sewell, Jim Rivelli,
Walt Fleak and LTJG Mike Mowery



Jim Tolson and Tim Barker



LTJG Mike Mowery and Ken Sewell



Opal and Phil Philipps



Marv Pastor and Bill Anderson



Karla and Jim Tolson



Dave and Jan Creekmore

Also present, but not caught by the camera were Cliff Dodson, Dave O'Carroll, Joe Testa, Mary Testa and their granddaughter Kennedy.

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 of America and its Constitution.”

Dear Columbus Base,

I'm writing this just in advance of what will be my last trip to the city of Columbus while I'm the Commanding Officer of the USS COLUMBUS. Though I'm happy to be coming back, it's a little bittersweet knowing that I won't be back again as the captain of your ship. The ship is doing well and enjoying a well-deserved stand down after our recently completed deployment. We returned on the 7th anniversary of the 9/11 attacks. I thought that it was very meaningful for us to come home to our loved ones on a day that gave us an opportunity to reflect on why we do what we do.

By any measure, the deployment was an extraordinary success. The ship was privileged to execute some very challenging missions, and the men assigned to the ship achieved outstanding results. Everyone also has a much better understanding now concerning why we train as hard as we do before going on deployment. In addition to their operational successes, the crew was outstanding in their roles as ambassadors for the navy and the United States. We did not have a single liberty incident while on deployment, which was very gratifying. There have been a number of high profile cases where U.S. service people have been involved in serious crimes overseas, and scrutiny on visiting forces is high. The men of COLUMBUS did nothing but distinguish themselves by showing that they could have a lot of fun without causing embarrassment to themselves or the U.S. military.

Over the next few months, we will start building the foundation to prepare the ship for its next deployment, which commences in about a year. We have a maintenance period scheduled, but most importantly we will get a few weeks at sea to start developing new Sailors on new watch stations. Though deployment is, of course, the pinnacle of the operational cycle, we remain motivated to build a new team to take the ship forward and succeed. I am confident that the team on COLUMBUS is up to the challenge.

In closing, I offer a personal note of thanks for the expressions of sympathy I received following my father's death. My dad had a good and full life, and his health had degraded to the point that it truly was for the best. I appreciate your thoughts and prayers very much; thank you for them.

Thanks again for all your support of our boat, and I look forward to seeing as many of you as possible during my upcoming visit to Columbus and Ohio State

Best Regards,
CDR Jim Doody
Commanding Officer
USS COLUMBUS (SSN 762)



Upcoming Events

<i>Nov. 1, 2008</i>	<i>12:00</i>	<i>Monthly base meeting, AM Vets post 89</i>
<i>Nov. 7, 2008</i>	<i>12:00</i>	<i>Veterans Day Parade downtown Columbus</i>
<i>Nov. 29, 2008</i>	<i>????</i>	<i>Gahanna Lights Christmas Parade</i>



Lost Boats



October

USS O-5 (SS-66) Lost on 29)October 1923 with the loss of 3 men when it was sunk after a collision with the SS Ababgarez (owned by the United Fruit company) off the Panama Canal. Torpedoman Mate 2nd Class (SS) Henry Berault received the Congressional Medal of Honor for his heroic actions.

USS Dorado (SS-248) Lost with all hands (76 men) by an air attack on 12 October 1943 in the SW Atlantic.

USS Seawolf (SS-197) Lost with all hands (82 crew and 17 U.S. Army) on 3 October 1944 when it was mistaken for a Japanese submarine and sunk by friendly destroyers just north of Morotai, Republic of the Philippines.

USS S-44 (SS-155) Lost on 7 October 1943 with the loss of 54 men when it was sunk by surface craft off Paramushiru, Kuriles. 2 men survived and were taken prisoner.

USS Wahoo (SS-238) Lost with all hands (80 men) during a Japanese air and surface attack on 11 October 1943 in La Perouse Strait off northern Japan.

USS Escolar (SS-294) Lost with all hands (82 men) by possible Japanese mine in the Yellow Sea off china on 17 October 1944.

USS Darter (SS-227) Lost on 24 October 1944 when it became grounded on Bombay Shoal off Palawan then was destroyed. All the crew were rescued by USS Dace.

USS Shark II (SS-314) Lost with all hands (90 men) on 24 October 1944 when it was sunk by Japanese surface craft in the channel midway between Hainan and Bashi Channel.

USS Tang (SS-306) Lost with 78 men on 25 October 1944 when it was sunk by her own torpedo in the north end of the Formosa Strait. Nine of the crew were taken prisoner and survived the war. Her Commanding Officer, Richard O'Kane, received the Congressional Medal of Honor.

Commander's Corner

By Joe Testa



Don't get too excited, the Columbus is not coming up the Scioto, but Commander Doody will be joining us on Friday 10 October. The Columbus Captain, COB and a junior officer will be coming in to town as they have for the last several years. As I mentioned in a recent email broadcast, this will probably be Commander Doody's last visit as skipper of our boat. Commander Doody has been a strong supporter of our base, and we will miss him as he moves on. So come out and thank him for his service and support, and learn about the exploits of SSN-762. We will be meeting at the AMVETS Post 89, the site of our monthly meetings, at 1800. AMVETS is located at 3535 Westerville Road, Columbus, OH 43224.

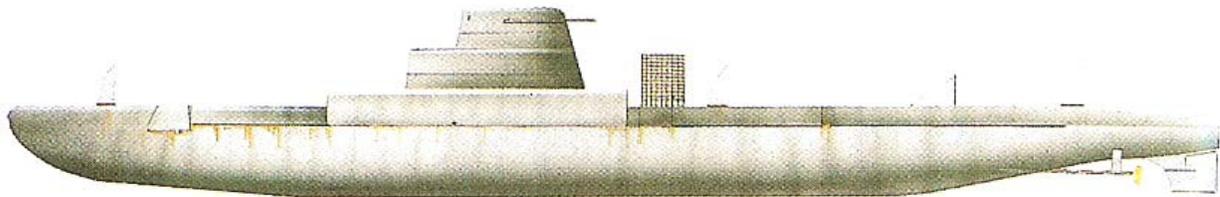
As the leaves begin to change color, and the hectic schedule of Columbus Base starts to wind down, we should probably enjoy a well deserved break. Are you kidding, take a break? Full speed ahead I say, so let me outline where we are going.

In the next several months, we will take one more walk along I-270 picking up trash before the snow falls. We will begin cataloging our Rick Larson memorabilia and construction of our "museum". We will be marching in the Columbus Veteran's Day and Gahanna Festival of Lights parades, hold our Holiday Dinner and Firefighters4Kids toy collection, and reinstate our Pens for Patients collection program for the VA hospital in Chillicothe.

Meanwhile, the officers of the Columbus Base will be sitting down to plan and budget 2009. We invite all to submit their input, so if there is anything you would like to see the Columbus Base do, please let us know. Remember, this base's mission is to "Perpetuate the memory of shipmates...", so that is our number one focus. Call me "old school", but I think our calling is to give back. We all stepped up and served our country, and for some, that is enough. But we are an unusual bunch, we "volunteered", and we continue to do so. We think you can never do enough for your country, city, and neighborhood. So, we will continue to look for new ways to give back, new ways to make central Ohio better.

I hear all the time that one person cannot make a difference, and that is the most ludicrous thing I have ever heard. Not only can one person contribute, but when others join, the output is multiplied exponentially. WE make a difference, let me explain. Our coffee donations to the VA clinic seem inconsequential, because we have a disconnect. We drop off a can of coffee on a table, but what happens next? Unless you use the clinic, you probably don't know that when our fellow veterans come to the clinic, they can relax and have a cup of coffee while waiting to be seen, something that would not be possible if it were not for you. A cup of coffee, big deal! But stop and think for a moment, maybe that veteran is waiting to meet a doctor to discuss a health issue that is scary, treatment that will be long and painful, or just the unknown of not knowing what is wrong. That stress can be overpowering, and maybe seeing the free coffee brewing they can get a cup and relax a little. I know a cup of amber brew is my salvation sometimes, and if one of our nation's heroes can find a little peace while waiting for news or treatment, one person made a difference. If your toy donation ends up in the hands of a child that may not have had a Christmas had you not donated, who knows what that might lead to. That smile on the face might lead to this child wondering why someone would donate, and grow up to do the same. Paying forward is a concept I love, and call me an eternal optimist, but I like to think that this happens more often than we think. One person can make a difference... YOU make a difference.

Grouper

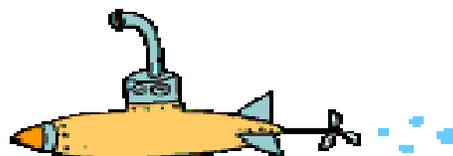


Grouper was originally completed as one of the Gato class, and ten years later she was converted into one of the first hunter/killer submarines (SSK) dedicated specifically to tracking down and destroying enemy submarines. The concept required that the hunter/killer submarine be very quiet and carry long-range listening sonar with high bearing accuracy. So equipped, the submarine could lie in wait off enemy bases, or in narrow straits, and intercept the enemy boats as they moved out to patrol. *Grouper* was converted in 1951, and in 1958 she became the sonar test submarine for the Underwater Sound Laboratory at New London. The work she did in this respect was vital in building up a library of underwater 'sound signatures'. The submarine was decommissioned in 1968, and was scrapped in 1970.

Country:	USA
Launch date:	7 October 1941
Crew:	80
Displacement:	Surfaced: 1845 tonnes (1816 tons) Submerged: 2463 tonnes (2425 tons)
Dimensions:	94.8m x 8.2m x 4.5m (311ft 3in x 27ft x 15ft)
Armament:	Ten 533mm (21in) torpedo tubes
Powerplant:	Twin screws, diesel/electric motors
Surface range:	19,300km (10,416nm) at 10 knots
Performance:	Surfaced: 20.25 knots Submerged: 10 knots

Vice Commander's Corner

By Jim Tolson



Jim was on vacation recently and will have his column in the next issue.

Activities Report

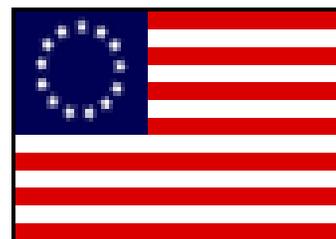
The annual Columbus Veterans Day Parade will be held November 7 at Noon. The parade is on Friday, even though Veterans Day is on Monday. We will meet at 1130 on Nationwide Blvd. west of High Street, and the parade will end at Veterans Memorial Arena on Broad Street, which is different than in the past.

We will also be taking part in the Gahanna Festival of Lights Parade again this year. If you have not joined us in the past, give it a try. The parade is on Saturday November 29, which is Thanksgiving weekend. If you have kids/grandkids, come early and visit the Christmas Tree Forest or Santa's Workshop.

Our annual Holiday Dinner will be held 6 December at the AMVETS Post 89. Social hour will begin at 1700, with dinner at 1800. More information will be coming as we get closer, but mark your calendar and join us for dinner and bring a toy/monetary donation for Firefighters4Kids.

Respectfully,

Joe Testa
Activities Chairman



From Ron Rossington

I have the 2009 U.S. Submarine Veterans of WWII calendars and will have them for sale at future base meetings. The price is - \$6.00. For those desiring a calendar by U.S. Mail, postage is an additional \$1.50. This calendar may well be the final one published and could be a collectible.



October Birthdays

Richard (Doc) Morin	10-02
Bob Wells	10-05
Cliff Dodson	10-09
Steve Bascomb	10-14
Bill Anderson	10-22

Spouses

Karla Tolson	10-02
Mildred Ellsworth	10-24



The Conn

Base commander

Joe Testa

Vice Commander

Jim Tolson

Treasurer

Jim Koogler

Secretary

Tom Baughman

Chaplain

Sharon Lloyd

COB

Marv Pastor

Membership Chairman

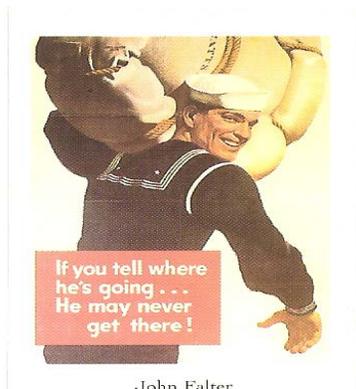
Storekeeper

Frank Lloyd

Activities Chairperson

Editor

Jan Creekmore



Editor's Note

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

Jan Creekmore at e-mail
creek636@columbus.rr.com

Midshipmen

“Midshipmen” originally referred to the youngsters aboard British Navy vessels who were in training to become naval officers. Their primary duties included carrying orders from the officers, quartered in the stern, to the crew, quartered in the fore’sle. The repeated scampering through the middle part of the ship earned them the name “midshipmen” and the nickname “middie.”

Naval Academy students and Navy Reserve Officer Training Candidates are still called midshipmen because, just like their counterparts of old, they are in training to become officers in the sea service. It is interesting to note that mids (the term middie went out of use only recently) back in the days of sail could begin their naval careers at the ripe old age of eight.

Rickover: Father of the Nuclear Navy

Hyman G. Rickover was born on January 27, 1900, in Makow, Russia. When he was six, his family moved to Chicago, Illinois. Rickover entered the U.S. naval Academy in 1918, and was commissioned as an ensign in June 1922. Following sea duty aboard the USS *La Vallette* (DD-315) and the USS *Nevada* (BB-36), Rickover attended Columbia University, where he earned a Master of Science degree in electrical engineering. His career with submarines began in 1929, when he qualified for submarine duty and command.

Rickover spent the next four years aboard the submarines S-9 and S-48. He assumed command of the USS *Finch* in June 1937. A few months later, he was selected as an engineering duty officer, which remained his specialty for the remainder of his career.

After the Japanese attack at Pearl Harbor brought the United States into World War II, Rickover became head of the Electrical Section of the Bureau of Ships. After the war he was the commanding officer of the Naval Repair Base in Okinawa.

In 1946, Rickover was assigned to the Atomic Energy Commission laboratory at Oak Ridge, Tennessee: in early 1949, he was assigned to the Division of Reactor Development, U.S. Atomic Energy Commission. It was as director of the Naval Reactors Branch that Rickover developed the world’s first nuclear-powered submarine, the USS *Nautilus* (SSN-571), which went to sea in 1955. For many years, Rickover directed all aspects of building and operating the nuclear fleet.

Rickover’s numerous medals and decorations include three Distinguished Service Medals, the Legion of Merit, the Navy Commendation Medal, and the World War II Victory Medal. He also received 61 civilian awards (including the prestigious Enrico Fermi Award) and 15 honorary degrees.

Rickover was twice awarded the Congressional Gold Medal for exceptional public service. In 1980, President Jimmy Carter presented him with the Presidential Medal of Freedom, the nation’s highest nonmilitary honor, for his contributions to world peace. Rickover retired in 1982 after 63 years of service. A building at the Naval Academy is named after him, and the attack submarine USS *Hyman G. Rickover* (SSN-709) is named in memorial to him.

When it comes to people whose ideas and drive shaped the twentieth century, Rickover’s name is frequently overlooked. However, it was Rickover who envisioned and implemented the atom as a source of energy rather than destruction.

Former U.S. President Jimmy Carter described Rickover as an “iconoclastic Navy figure who had overcome all obstacles.” Without Rickover, it is unlikely that nuclear energy would have been launched as expeditiously or as safely as it was. Rickover was a maverick and a charismatic figure. He was able to charm and entreat an unwilling military and Congress into building the prototype nuclear-powered submarine, which turned out to be the USS *Nautilus*.

Rickover’s efforts were duly rewarded. Every pain that the *Nautilus* project bought him early on was replaced by glory in long and distinguished service.

From: The Complete Idiot’s Guide Submarines, courtesy of Ben Grimes



Columbus Base Meeting Minutes 4 October 2008

The October meeting was called to order at 1300 by Joe Testa, Base Commander at the Columbus AmVets Post 89 with 28 members and guests in attendance.

The Pledge of Allegiance was lead by the COB, Marv Pastor

Opening invocation was lead by the Chaplain Sharon Lloyd.

The tolling of lost boats for Oct was conducted by the Chaplain and the COB

Secretary's Report was given by Tom Baughman. Minutes of the last base meeting were accepted as posted in the Green Board. We had no correspondence to report. The September Officers Meeting was cancelled.

Treasurer's Report was waived.

Webmaster Report Webmaster reports the website is working well and all are encouraged to visit and send in pictures.

Chaplain's Report was given by Chaplain Lloyd. Sam Templeton is continuing to improve following his stroke, he is using a walker to get around but cannot drive. Galin Brady's mother is home from the hospital today following a stent operation. We note the passing of Commander Doody's father.

Membership Report No new members to report. Current Base membership is 91.

Committee Reports

Book Committee reports that we sold 5 books over the past month.

Activities

- Meet and Greet with Cdr Doody and members of crew of USS Columbus
- 1800 Friday 10 OCT 08
- Am Vets Post 89

- Navy League Luncheon
- o Details to follow
- o Columbus Veterans Day Parade
- o 1200 Friday Nov 7
- o Gahanna Holiday Lights Parade 1500 Saturday 29 NOV 08

Unfinished Business Nothing to report.

New Business

Bylaws Change Jim Tolson offered a second review of the recent changes to the Bylaws. Following the discussion a motion was proposed by Cliff Dodson and seconded by Marv Pastor to put the change to a vote. The motion passed unanimously by show of hands.

For the Good of the Order

Storekeeper's Report Check out the new patches available at the ships store.

Announcements

- **Pens for Patients** Please remember to collect donated pens for VA patients during you doctor's office visits.
- Columbus Base members are invited to COD Base Luncheon featuring a speech from COMSUBFOR Vice Admiral Donnley on 07 OCT 08.
- **Next Columbus Base Meeting** will be held Sat 01 NOV 08, Location AmVets Post 89. Social Hour @ 1200; Meeting @ 1300
- **Next Officer Meeting**
 - o 21 Oct 08 @ 1800 Location to be determined
 - o All members are welcome to attend.
 - o Reminder: Please clean up the room after the meeting.
 - o Closing Prayer was offered by Chaplain Lloyd
 - o Motion to Adjourn John Leers, Second Jim Tolson
 - o Meeting adjourned at 1344 by Commander Testa.

Raffle

The 50/50 winner was Bill Anderson who donated the winnings to the NJROTC Scholarship Fund.

Additional winners were:

Opel Phillips – Cider
Gus Hoehl – Knife
Tim Barker – OSU Cooler
Jim Tolson – OSU Ballcap
Joe Murphy – Loaf of bread

Thomas A Baughman
Secretary

What it means to wear Submarine Dolphins

Meet Machinist's Mate 3rd Class Trevor Kopp and his 154 brothers.

Kopp and his family live in King's Bay, Ga., a fitting place to raise a family of 155 men with its low cost of living and traditional southern hospitality.



But, unlike most families, what binds these men together isn't their last name. After all, each one of Kopp's brothers comes from a different set of parents. No, what makes these men brothers is what they call home – a 560 foot-long steel boat with no windows, no fantail, and in the event of a casualty – no easy escape. These brothers are submariners.

Members of the USS Maine react to an emergency deep drill.

Official Navy photo

“The difference in damage control philosophies between us and a surface ship is that if we start sinking because of a casualty, there's nowhere to escape,” said Chief Electronics Technician (SS) William Murtha, USS Maine's (SSBN 741) Blue Crew 3M and drill simulator coordinator. “We can't jump on any life boats, abandon the ship or parachute out of a plane to avoid the fire, flooding or catastrophic mechanical failure.”

Every submariner is familiar with what hundreds of feet of overhead seawater can do to a submarine if it found its way into the boat. They know that a fire anywhere in the enclosed steel tube can fill the boat with smoke in about 10 minutes; or that the tubular design of a submarine, meant to aid its smooth swim through the ocean, when faced with a fire, turns the boat into a super-sized convection oven.

But they go to sea anyway, cruising below the ocean's cloak. Most people, many Sailors included, think they're crazy. But like any family, when nobody else understands them, they understand each other.

“To be a submariner you have to be different,” said Murtha. “It takes a unique mindset to handle being isolated from people, the sun and fresh air as long as we are. Most people just can't handle the thought of being underwater, but submariners never really think about it. We try to tell people that being submerged at 400 feet is just like sitting on your couch in the living room, but I guess they just can't get past having that much water above their heads.”

Murtha's words go a long way in understanding why the submarine warfare qualification process, the one and only passage into the “Dolphin”-wearing brotherhood, has always been mandatory.

“Earning your Dolphins is what signifies to the rest of the crew that you can and will be trusted with our lives,” said Electronics Technician 2nd Class (SS) Joseph Brugeman. “I know everyone aboard personally, and that level of familiarity allows me to trust them in a casualty situation. I couldn't imagine trusting my life and the life of the boat with anyone I didn't know personally. If you're on my boat and you're wearing Dolphins, then I trust you, period. I don't care if you're a yeoman, cook, missile technician or mechanic – I know you've got my back. It doesn't get any more intimate than that.”

When a new Sailor reports aboard any submarine and gets his boat's submarine warfare qualification card, he'll find blocks for pneumatics, hydraulics, sonar and even the weapons systems. What he won't find any signatures for is the very thing that wearing Dolphins is all about – trust. But once you're wearing them, trust is the one thing that rank and rating knowledge can't compare to.

“Wearing Dolphins means much more than knowing how to draw all of the boat's hydraulic, steam, electronic and air systems,” said Culinary Specialist 3rd Class (SS) Jeff Smith, the Blue Crew's night baker. “It means more than being able to explain how a drop of seawater outside the boat makes it into your cup in the galley. No, wearing Dolphins means that the crew trusts you to know how to save the boat regardless of the casualty, and regardless of your rating or rank. Earning that trust makes you much more than a professional Sailor, it makes you a member of the submarine family.”

Having a cook comment on the aspects of damage control may not be the quote of choice on most Navy ships, but on submarines, wearing Dolphins is all that matters.

“On my boat,” said CDR Robert Palisin, Maine's Blue Crew commanding officer, “everyone is expected to know how to save the boat. We don't discriminate based on what your rating or even your rank is. My cooks should and do know how to fight a fire in the engine room, just like my nuclear trained mechanics are expected to know how to isolate a power supply if smoke comes from the sonar shack. Everyone on a submarine is the damage control party – everyone.”

Palisin was careful to explain that damage control is much more than just knowing what to do if something bad happens. It's being confident enough in your knowledge of the boat's systems to speak up if someone else on the crew is about to make a mistake that affects ship's safety.

“In the submarine force, we put an emphasis on being right more than what a Sailor's rank might be, because everyone aboard a submarine is expected to be a backup to his shipmate,” said Palisin. “Even I, as the captain of this boat, would expect the most junior Sailor to jump up and down screaming his head off if I made a mistake that endangered the ship. Our lives depend on knowing that we can count on each other to watch our backs, to make sure the safety of the ship is placed well ahead of rank or rate.”

Palisin, like all boat captains, makes sure his crew knows how to fight any casualty by constantly running casualty drills throughout the boat's deployment. After all, practice makes perfect, and when you have only yourselves to count on, being perfect is the only standard good enough to keep you alive.

“We practice responding to casualties so much that we do it instinctively,” said MM2(SS) Jim Crowson. “Our training has to be instinctive. Otherwise, we might get scared first instead of responding if the real thing ever goes down. At 400 feet, there's no time to be scared. I'm not trying to sound macho—it's just the reality of how to survive when all you may have are seconds before the boat sinks below crush depth.”

Despite going to sea on a boat with no windows, no fantail, no helipad or even a hatch to allow in some tension-breaking fresh salt air, submariners are still Sailors at heart. These brothers all volunteer for submarine duty, and their commitment is no different than the Sailors on aircraft carriers, cruisers or even tugboats. They just make a few extra bucks (submarine special duty pay) doing it, which comes in handy when you have 154 brothers' birthdays to buy for. They love their country, uphold the Navy's Core Values of honor, courage and commitment and want to make it back safely from every deployment. As the silent service, though, they'd just rather you didn't talk about it.

From the desk of Jack Gallimore—submitted by Ron Waldron

USS George Washington (SSBN 598)

Keel Laid: November 1, 1958

Launched" June 9, 1959

Commissioned: December 30, 1959

Sponsor: Mrs. Robert B. Anderson

Decommissioned" January 224, 1985

Recycled: September 30, 1998

Builder: Electric Boat, Groton, CT

First Commanding Officers

CDR. James B. Osborn (Blue)

CDR. John L. From, Jr. (Gold)

USS George Washington was the Navy's first nuclear-powered fleet ballistic missile submarine. George Washington was originally scheduled to become USS Scorpion (SSN 589). During her construction she was lengthened by the insertion of a 130-foot missile section and was finished as a fleet ballistic missile submarine.

April 9, 1981

The USS George Washington collides with the 2,350 ton Japanese freighter Nissho Maru. As the submarine is surfacing, it runs into the underside of the freighter, damages its hull and causes it to sink in 15 minutes, killing two of the 13 crew of the freighter. The Washington suffers minor damage to a small section of its sail. The accident sparks a political furor in Japan, straining US-Japanese relations a month before a meeting between Prime Minister Zenko Suzuki and US President Reagan. The US is criticized because it took over 24 hours to notify Japanese authorities; The submarine and a US P-3 aircraft overhead did not make a rescue attempt, and the submarine was operating so close to Japan, less than 20 miles outside the 12-mile limit. The US Navy initially says the submarine surfaced but could not see any ship in distress due to fog and rain. On April 11, President Reagan and other US official express regret over the accident, make offers of compensation and reassure the Japanese there is no cause for worry about radioactive contamination. Over the next several months as the controversy continues, the US Navy accepts responsibility to preclude lengthy litigation; is criticized for is preliminary report which says the submarine and the P-3 claimed no to have realized the freighter was sinking; and relieves and reprimands the commanding officer and officer of the deck of the submarine. On August 31, the Navy releases a final report which concludes the accident resulted from a highly coincidental set of circumstances, compounded by errors on the part of some members of the crew of the George Washington

The "Georgefish" made 55 deterrent patrols in both the Atlantic and Pacific oceans in her 25-year career.

Upon completion of recycling her sail was set as a memorial to the "41 For Freedom" at Submarine Force (Nautilus) Library and Museum, Submarine Base—New London/Groton, CT

From: "41" For Freedom, The FBM Experience by Dale Schoepflin