

# COLUMBUS BASE SUBMARINE VETERANS

Volume 5, Issue 1

February 2009



## THE GREEN BOARD

ALL SEAS ARE NAVIGABLE



### Columbus Base Newsletter

There is no doubt that things have changed since most or all of us have sailed the friendly seas. During a round table open discussion I was informed of a few changes, some I had heard of, others, new news to most at the table. First is the periscope, there isn't one any more, what? You can't have a submarine without a periscope, where's the CO going to get oil to drip on him? And without a periscope you can't even ... well come to periscope depth for one. Don't panic there is a new and improved version the new Navy uses and it's a *Photonic Mast*. More detail to come. Second was a fact that there no longer is some 5000 paper navigation maps, all is stored on a hand held electronic compact disc. Just think of the look the XO gives the Quartermaster when he spills coffee on that thing. There are unmanned underwater vehicles, *UUV* and unmanned aerial vehicles *UAV*. Here are some follow up articles to go with these changes to get you started. Look for more in coming additions.

Sit back were coming to Photonic Depth!!

### *Last Dance with the Gray Lady*

The orders "**down periscope**" and "**up periscope**" are, for most of us, completely tied in with our experience of submarine navigation and target tracking operations. These are phrases that we've heard countless times while either underway or in submarine movies, in which there's usually a dramatic scene of a submarine captain hanging onto the handles of a periscope, looking out at the enemy above the water. Standing watch at the periscope like this is called "**dancing with the gray lady**".



An officer aboard USS BULLHEAD (SS-332) "**dancing with the gray lady**" Photo taken during a Pacific war patrol in spring of 1945.

## Periscope History

The periscope is the eye of the submarine. It was invented and developed solely for the purpose of providing a means to view the surface without fear of detection by surface craft. While it is primarily simple in principle, actually it is a complicated piece of apparatus.

The earliest submarines were built without provision for periscopes and therefore, when submerged, were forced to grope their way blindly.

In 1854 Marie Davey, a Frenchman, designed a sight tube for a submarine. This tube contained two mirrors, one above the other, held at a 45 degree angle and facing in opposite directions. These, while providing some degree of sight to the submerged vessel, were faulty at best and, in 1872, prisms were substituted for mirrors.

Before the War Between the States, the submarine had not had a place among the ships of naval warfare. An American, Thomas H. Doughty, USN, was the inventor of the original periscope. Doughty's invention was not the result of study and research but rather the result of necessity. During the campaign of the Red River, while he was serving aboard the monitor *Osage*, Confederate cavalry, from the banks of the river, kept up a steady series of surprise attacks upon the Union vessels which had no way of seeing over the banks. This led Doughty to seek some new method of watching the shores. He took a piece of lead pipe, fitted it with mirrors at either end, and ran it up through the turret. This makeshift periscope provided sight for the crew of the *Osage*, enabled them to annihilate approaching Confederates, and practically freed her from further attack.

The earliest periscope, other than a collapsible one designed late in the nineteenth century by Simon Lake and known as an omniscopescope or skalomniscopescope, was a fixed tube. Soon, however, provision was made to allow the tube to be raised and turned by hand. This was fairly satisfactory when the boat was traveling at a low rate of speed but, with increased speed, the pressure was apt to bend the tube and throw the image out of line. Improved design resulted in a double tube, the outer to resist pressure and the inner to house the lens systems.

The basic design for the modern periscope was perfected by the industrialist Sir Howard Grubb in Britain. His father founded a Dublin telescope-making firm, which Grubb eventually inherited. Renowned for his optical expertise, Grubb was commissioned to develop periscopes for the British Royal Navy's new Holland-designed submarines in the early 1900s. Improving upon Lake's omniscopescope design, Grubb eventually perfected his own version during World War I, which was installed on the majority of the British Royal Navy's submarines, and on several U.S. Navy boats. The Grubb periscope and subsequent variants remained the submarine's only visual aid for over fifty years, until underwater television was installed aboard the first nuclear-powered submarine, USS *Nautilus* (SSN-571).

From these early days through World War II, various improvements were made to periscopes, including the ability to rotate and be retracted into the hull. This allowed periscope tubes to become longer while the diameter was decreased to reduce wake. Around 1911, Dr. Frederick O. Kollmorgen proposed the introduction of two telescopes into the periscope, instead of a series of lenses. This allowed the window at the top of the periscope to become a simple piece of glass, as opposed to a prism, which in turn allowed for a much smaller head. The telescopes also made it easier to develop tubes of various lengths because of the lack of intermediary lenses. In 1916, during World War I, Kollmorgen formed the Kollmorgen Corporation, which quickly became the dominant U.S. periscope manufacturer. The two-telescope design was tested during the war, and became standard for periscopes into the modern day.

Continued on page 9

## Upcoming Events

*March, 07, 2009      1200      Monthly meeting, AmVets, Westerville Rd.*

*March, 14, 2009      St. Patrick's Day Parade, Dublin, OH*

*April, 04, 2009      Submarine Birthday / Tolling Ceremony  
Dinner*



## Lost Boats



### February

**USS Shark (SS-174)** Lost with all hands ( 58 men ) on 11 February 1942 when it was sunk by surface craft East of Manado, Celebes Island as a result of one of three Japanese attacks.

**USS Amberjack ( SS-219)** Lost with all hands ( 74 men ) on 16 February 1943 by Japanese aerial bombs and surface craft off Rabaul in the Solomon Sea.

**USS Grayback (SS-208)** Lost with all hands ( 80 men ) on 27 February 1944 during a Japanese Air and Surface attack off Okinawa.

**USS Trout (SS-202)** Lost with all hands ( 81 men ) on 29 February 1944 during a Japanese Surface Attack in the Philippine Sea.

**USS Barbel (SS-3116)** Lost with all hands (81 men ) on 4 February 1945 during a Japanese air attack off the entrance to Palawan Passage.

Greetings Columbus Base,

As I write this, we are underway in support of Submarine Command Course operations. SCC provides the opportunity for prospective submarine Captains and Executive Officers to train at a high level in preparation for their upcoming assignments. It's great for the ship, too, since it requires us to execute our operational capabilities to the utmost. The experience will make the team better as we work toward the ship's next deployment.

There are no real changes to our schedule since last month's newsletter. We'll mostly be at sea until the middle of March, after which we will commence a maintenance period. My Change of Command remains scheduled for May 8th. My relief, CDR Dave Minyard, rode the ship at sea for about a week, so that he could begin to meet the crew and get a sense for how the ship operates. Any of you who might be able to come out would be more than welcome at the Change of Command ceremony.

It was a real highlight for us to have Clutch and Bonnie Koogler visit with us for a day in January. I thought that having Clutch present the Base's Sailor of the Quarter certificates was a real treat for us. Along with his remarks, the certificate presentation was a fine way to strengthen the connection between those of you who have served and those on active duty.

I remain grateful for the support that you provide for us. I genuinely believe that your support helps to make our service more meaningful by better connecting us to the illustrious history of the Submarine Service. Thanks for all that you do, and have done.

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



There are several new options for your use on the base web site you can pay your dues, look up some photos from past events, read today's newsletter or past issues, just to mention a few. If you would like we can just send you a notice the newsletter has been posted and you can go to the site and get it when your ready. Check it out! [www.ColumbusBase.com](http://www.ColumbusBase.com)

## 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.”**



MCSN Kelvin Edwards / Navy

The submarine community is dropping its reliance on paper charts in favor of the electronic Voyage Management System, a combination of digital charts, global positioning system updates and sensors that allow sailors to navigate where they're going instead of plotting where they think they've been.

## Subs ease way into electronic navigation

Paper charts will still be used, but only for large-scale planning.

By [Andrew Scutro](#) - Staff writer

Posted : Tuesday Dec 30, 2008 10:01:18 EST

NORFOLK, Va. — Chief Electronics Technician (SS) William Hoyt reaches under the chart table aboard the fast-attack submarine Scranton and pulls out a black nylon compact disc case the size of a phone book.

"That's the whole world," says the ship's assistant navigator, holding it up. Rather than containing the latest in heavy metal or rap, it holds 29 discs of the globe's nautical charts as part of the ship's electronic Voyage Management System, or VMS.

Moving quietly through the dark depths, submariners have long relied on maintaining an accurate location and course provided by a navigation team stooped over large paper charts.

And until recently, Scranton might have had 5,000 such charts stashed in lockers around the ship. Instead, the crew will rely on the discs and VMS on its upcoming deployment, as the Navy's undersea fleet sheds its paper charts.

"We have started to electronically navigate and get rid of our paper," said Cmdr. Steven Benke, submarine force navigator. "It's a paradigm shift for us."

And while submariners may groan at the thought of giving up their reliable, tangible paper charts, the undersea fleet is on a steady course to switch completely to electronic navigation.

Scranton's navigation team was certified in August and on its upcoming deployment will only use paper charts for large-scale planning purposes.

Benke, who took his current job in July, said there were about 10 crews certified at the time. Today, all eight blue and gold crews for guided missile subs are certified, as are 25 crews in the attack submarine fleet. Oklahoma City was the first to certify, in October 2006.

"By this time next year, it will be ones and twos," Benke said. "You eventually have to make that transition, and it's going to happen."

Likewise, the Navy's 14 Ohio-class ballistic missile submarines will begin certifying in 2009, with the process taking about four years to complete.

And as current crews make the shift and get certified, the Navy's newest submarines will be going to sea essentially paperless.

Benke said the New Hampshire, a Virginia-class submarine commissioned Oct. 25, went through its builder's trials equipped solely with digital navigation.

“That’s a big transition,” he said.

Some recent mishaps have highlighted the need for extremely precise navigation. Inaccurate charts were blamed after the attack submarine San Francisco plowed into an underground mountain 350 miles south of Guam on Jan. 8, 2005, partially crushing the bow and killing one sailor and injuring 31 others.

Likewise, an investigation into the grounding of the attack submarine Hartford on Oct. 25, 2003, on a reef off La Maddalena, Italy, during a surface cruise found faulty navigation as a cause.

For Scranton’s navigation team, working electronically means being able to navigate the sub to where it’s going instead of plotting where they think they’ve been.

“With VMS, you know where you are at that moment. It’s an instant information source,” said ETC (SS) Robert Mueller, assistant navigator for Submarine Squadron 6. “From that standpoint, it’s wonderful.”

The VMS contains multiple layers of charts — rather than a single paper chart — that can be updated continuously. When the sub is submerged, its course is constantly tracked on VMS from the Ring Laser Gyro Navigation system.

“It makes the process of trying to figure out where you need to be much faster,” Hoyt said. “Instead of looking behind you, this is all real-time data.”

To track surface contacts, information identifying commercial ships can be fed into VMS through the fire control system, further clarifying potential hazards. Likewise, fresh charts can be downloaded when the ship is in port or when new discs arrive.

Hoyt said the system is also an incredible time saver because a recently returned crew can hand over the discs from its deployment to an outgoing crew.

While the Scranton navigation team said it looks forward to electronically navigating in its upcoming deployment, they’re also looking toward the next development, such as the current touch-screen version improved with a tabbed format.

“There’s always room to improve technology,” Hoyt said.

Here are a few web sites for you to look at in your spare time, submitted by Cliff Dodson.

<http://www.navsource.org/>

<http://www.navsource.org/Naval/arph.htm>

<http://www.latimes.com/news/nationworld/nation/la-na-warrior-dolphins13-2009feb13.0.1494768.story>

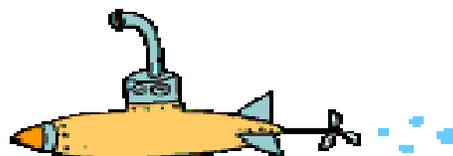
<http://www.columbian.com/article/20090210/NEWS02/702079970>

<http://www.escapistmagazine.com/news/view/89277-Russian-Inventor-Creates-Personal-Submarine>

[http://www.ananova.com/news/story/sm\\_3193629.html](http://www.ananova.com/news/story/sm_3193629.html)

## Vice Commander's Corner

By Jim Tolson



### Vice Commander Comments February 2009

Do you have cabin fever, yet? Maybe it has been the warmer weather the last few days, but I am ready to get out and start exploring our 2 mile stretch of "Adopt a Highway". Besides, who know what treasures someone has left along the road since last fall, besides the trash that is always there?

Thanks again to John Leers for delivering the "Pens and Toothpaste for Patients" to the VA hospital. I think John said it was over 100 pounds of toothpaste in small tubes. There must have been at least 100 pounds of paper and pens also delivered and much appreciated.

It was good to hear that Barb McCorkle is home and doing well after her surgery. Thanks to their son for staying with Barb and allowing Bill to have the afternoon off to attend the Columbus Base meeting.

Remember to bring your donations of coffee, tea, or hot cocoa to the monthly meetings.  
Your donations are very much appreciated by the veterans at the Chalmers P. Wylie  
Veterans Clinic.

### Columbus Base- 2009 Event Calendar

February 7	Columbus Base Monthly Meeting	July 11	Columbus Base Monthly Meeting
March 7	Columbus Base Monthly Meeting	August 1	Awards Dinner/ Holland Club Induction
March 14	Dublin St. Patrick's Day Parade	August 13-15	Bucyrus Bratfest Parade(s)
April 4	Submarine Birthday/Tolling Ceremony	Sept. 9-13	USSVI National Convention
April 23-26	USSVI Central District 2 Convention/ Submarine Birthday Ball	September 19	Columbus Base Monthly Meeting
May 2	Columbus Base Monthly Meeting	October 3	Columbus Base Monthly Meeting
May 16	New Albany Founders Day Parade (Not yet confirmed)	November 7	Columbus Base Monthly Meeting
May 23	Placing flags on graves at Resurrection Cemetery	November 9	Columbus Veterans Day Parade (Date not yet confirmed)
May 25	Worthington Memorial Day Parade	November 28	Gahanna Festival of Lights Parade
June 6	Columbus Base Monthly Meeting	December 5	Holiday Dinner/Toys for Tots collection
July 4	Westerville Fourth of July Parade		



## February

### Birthdays

Robert Holt 03

### Spouses

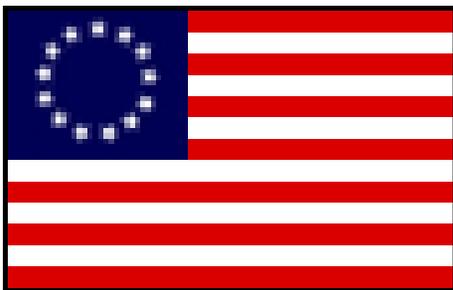
Michele Harrison 03

Lorraine Holly 07

Reba Ryan 11

Donna France 13

Cindy Lee 21



### Editor's Note

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

Jan Creekmore at e-mail  
[creek636@columbus.rr.com](mailto:creek636@columbus.rr.com)

### 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

#### Web Master

Cliff Dodson

#### Editor

Jan Creekmore

## USS Abraham Lincoln (SSBN 602)

Keel laid: November 1, 1958

Launched: May 14, 1960

Commissioned: March 11, 1961

Sponsor: Mrs. May L. Beckwith ( Great Granddaughter of President Lincoln )

Decommissioned: February 28, 1981

Recycled: May 10, 1994

Builder: Portsmouth Naval Shipyard, Portsmouth, NH.

First Commanding Officers

CDR. Leonard Erb (Blue)

CDR. Donald M Miller (Gold)

The fleet ballistic missile submarine got underway on 20 March for shakedown and weapons testing at Cape Canaveral, Fla., and returned to Portsmouth on 1 June for post-shakedown availability. She left Portsmouth on 17 July to return briefly to Cape Canaveral for further testing and then proceeded to Charleston, S.C., for final load-out. ABRAHAM LINCOLN subsequently got underway on 28 August as a unit of Submarine Squadron 14, Submarine force, Atlantic Fleet. She arrived at Holy Loch, Scotland, in October. The submarine underwent a refit alongside PROTEUS (AS 19) during November and upon its completion, commenced her first deterrent patrol.

ABRAHAM LINCOLN operated out of Holy Loch for the next four years. She alternated periods of upkeep at Holy Loch alongside PROTEUS (AS 19) or HUNLEY (AS 31) with deterrent patrols from that port. A highlight of this period occurred during the Cuban crisis of October 1962. The submarine was in the middle of a scheduled four-week upkeep when she received orders to deploy. ABRAHAM LINCOLN departed in short order and successfully carried out a 65 day patrol. On 13 October 1965, ABRAHAM LINCOLN arrived at Groton, CT. and entered the Electric Boat Co. yard located there on 25 October to begin an overhaul and refueling.

This work was completed on 3 June 1967 and the submarine returned to her base in Holy Loch and resumed her schedule of deterrent patrols. She continued the pattern of alternating patrols with periods of upkeep alongside either the SIMON LAKE (AS 33) or CANOPUS (AS 34) through 1972. In early March of that year, ABRAHAM LINCOLN sailed for the United States and arrived at the Submarine Base, New London, CT., on 25 April. She held two dependent cruises before getting underway on 19 May for the west coast to join the Pacific Fleet., transited the Panama Canal on 1 June sailed to Bangor, WA, to offload her missiles, then pushed on to San Francisco, CA. On 25 June ABRAHAM LINCOLN entered the Mare Island Naval Shipyard, Vallejo, CA, to commence overhaul and refueling.

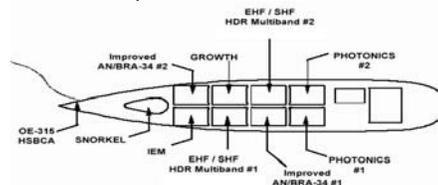
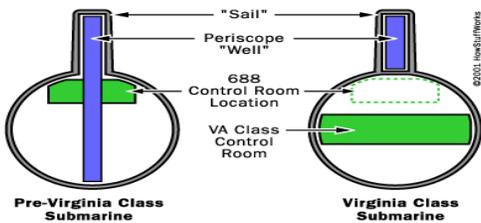
The extensive overhaul was completed in Dec. 1973. After shakedown in the area around Puget Sound and San Diego ABRAHAM LINCOLN transited the Panama Canal on 1 June 1974. She held test and local operations at Cape Kennedy, and Charleston. The submarine re-transited the Canal on 26 July and sailed for her new port, Pearl Harbor, Hawaii, where she arrived on 10 September. She then continued to her advanced base at Guam, arriving 18 October. She carried out deterrent patrols for the next four years from Guam. In 1977, ABRAHAM LINCOLN became the first ballistic missile submarine to have conducted 50 strategic deterrent patrols.

In the late 1930s, submarine operators convinced the Bureau of Ships to develop a new type of periscope that eventually became the “needle nose” Type 1 attack design. This featured a tube that tapered at its head to reduce the surface wake. Recognizing that by this time aircraft were a major threat to submarines, Kollmorgen in 1940 offered a modified Type 1 periscope, dubbed the Type 2. The Type 2’s field of view extended to 90.5 degrees of elevation, which enabled the attack periscope to cover the entire sky. The Type 3 designation was used for earlier large-head search periscopes, but this was replaced in World War II by the Type 4 night periscope, which featured a much fatter head (for greater light-gathering power) and a shorter tube (to reduce loss of light inside). A major innovation during this period was the advent of quality periscope photography. Throughout the course of World War II, most submarines sailed with two instruments – an attack periscope and a search/night periscope. The Type 2 periscope could only operate during daylight, but it was known for superb optics and minimal wake. Improvements were made for greater depth, improved optics and optical coatings, and photo capabilities, and it remained in use through the 1990s. Newer submarine classes were equipped with two types of periscopes, typically a Type 2 attack scope and a Type 18 search scope. The Type 18 scope is limited to operations in the daylight. It takes photographs with a 70-mm digital camera and then displays those images on a television monitor. Some periscopes also have night vision, a still camera, a video camera and can magnify images being viewed.

### Virginia's New Look

There are two fundamental problems with conventional optical periscopes. First, the periscope well runs the entire height of the ship to house the periscope, and its size restricts the arrangement of the sail and interior compartments. The second problem is that periscopes can accommodate only one person at a time. This led to the development of a new AN/BVS-1 photonics mast to solve these two problems. The Virginia-class attack submarine, is the first US submarine class to be equipped with these

The photonics mast provides the imaging, navigation, electronic warfare and communications functions of a conventional optical periscope. Each Virginia-class submarine has two photonics masts, which do not penetrate (retract into) the ship’s hull. The mast will rise like a car antenna, in a telescopic motion.



Kollmorgen’s Photonics Mast, the next generation in submarine optics. The infrared camera is located in the lower rectangular housing, while the optical cameras and laser range finder are located directly above. To the right is the mission critical camera, and the mast head is topped by the antenna assembly.

Virginia’s AN/BVS-1 Photonics Mast has replaced the traditional optical lenses and prisms of conventional periscopes with electronic imaging equipment. Each Virginia-class submarine will have two photonics\_masts that do not require physical penetration of the ship’s hull, but instead “telescope” out of the sail. Importantly, this allows Virginia’s Control Room to be moved from the cramped first deck to the more spacious second deck.

This means, that for today’s submariner there will be no “gray lady” to dance with – or take up valuable control-room space – since the customary periscope in its below-deck well gives way to a fiber optic system that carries images from the photonics masts to two workstations and a commander’s control console, each equipped with two flat-panel displays and a keyboard, trackball, and joystick. The masts are equipped with three cameras – color, high-resolution black-and-white, and infrared – in addition to a mission-critical control camera in a separate, pressure-proof and shock-hardened housing and a laser range finder that will provide accurate ranges to targets and aids to navigation. All of these sensors are housed in the mast’s rotating head.



## Columbus Base Meeting Minutes 7 February 2009

The February meeting was called to order at 1300 by Joe Testa, Base Commander at the Columbus AmVets Post 89 with 25 members and guests in attendance.

The Pledge of Allegiance and opening invocation was lead by the Vice Commander, Jim Tolson.

The tolling of lost boats for February was conducted by the Vice Commander Jim Tolson and the Treasurer, Jim Koogler

**Secretary's Report** was given by Tom Baughman. There were 3 Items of Correspondence from the Chalmers P. Wylie Ambulatory Care Center thanking Columbus Base for our November and January Coffee Donations and our February donation of a new coffee pot. It was noted that the minutes of the last meeting were posted on the Green Board. Joe Testa asked if anyone wanted to have the November Officers Meeting minutes read. No one requested them to be read. Joe further clarified that the coffee pot donation was approved at the Officer's Meeting to replace the broken pot at the VA Clinic. The secretary also noted his appreciation to Vice Commander Tolson who filled in during the secretary's absence for several recent meetings.

**Treasurer's Report** was presented by Jim Koogler.

**Webmaster Report** was given by Cliff Dodson. The website is now using Flickr for our photo gallery. This allows better resolution photo storage and unlimited storage. Cliff prepared a handout and walked through the process to view and download images from this service. Other updates include the option to pay annual dues by credit card online and links to several pages on the National USSVI website.

**Chaplin's Report** was given by Joe Testa. Barb McCorkle is home from hip replacement surgery and was recovering well

**Membership Report** was given by Jim Koogler. Current membership stands at 88 with 2 definite non-renewals from 2008 and 2 members who stated they still intend to renew. USSVI has extended renewal deadline to 15 Feb 09.

We had one visiting prospective member, Greg Leonard.

### Committee Reports

#### Activities

- Dublin St Patrick's Day Parade
  - 14 Mar 2009
  - Gather at 0930
  - Parade starts at 1100

Transportation will be provided back to the parking area.

**Unfinished Business** Nothing to report.

**New Business**

A poll of the members present was taken on the matter of the current stock of USSVI Life Membership Cards. Due to the recent change to the Creed the wording on the back of the card is no longer current. All members present approved of the cost saving measure of utilizing the remaining supply of cards before obtaining new cards with the recently revised creed wording.

**For the Good of the Order**

**Thank you!** A motion from the floor was presented by Galin Brady to recognize the outstanding efforts of Cliff Dodson and Jan Creekmore to provide this base with a constantly improving website and a first rate newsletter. Well done.

All of the meeting attendees agreed and applauded.

**Announcements**

- **Pens for Patients** The pen donations have been delivered, and thankfully received by the VA Clinic
- **Newsletter** Dave Creekmore advises that if anyone has troubles with the file size for the newsletter in their e-mail, let him know and instead of sending them the full newsletter he will send them a notice when the newsletter is ready that includes a link to the website copy of the newsletter.
- **Blood Donations** Jim Tolson shared his experience this morning at the Armed Forces Blood Program. An alternative to donating to the Red Cross where all donations go directly to our troops. He will post a link to their schedule on the base website.
- **National and District Conventions.** Joe Testa will be forwarding additional info on planned activities as they become available.

- **Next Columbus Base Meeting**

- Saturday 07 MAR 09
- 1200 Social hour
- 1300 Base Meeting
- Location AmVets Post 89, 3535 Westerville Road, Columbus Oh 43224 614-471-0095

- **Next Officer Meeting**

- 21 FEB 09
- 0930 Location TBD
- All members are welcome to attend.
- Reminder to clean up the room after the meeting.

**Raffle Winners**

- 50/50 winner was -Ben Grimes
- Galina Brady—Wine and passed on two additional wins
- George Leonard - Digital photo frame
- Dave O' Carroll - Wine
- Bill Anderson - Chocolate covered cherries
- Tom Baughman - Wine
- Jim Tolson - Cake

Closing Prayer was offered Vice Commander Tolson

Motion to Adjourn Jim Koogler, Second Galin Brady.

- Meeting adjourned at 1400 by Commander Testa.

Submitted by: Tom Baughman  
Base Secretary

## **Trees going to memorial to 52 submarines lost in WWII**

*By Emmet Pierce, San Diego Union-Tribune, Jan. 11, 2009*

POINT LOMA, Calif. – A group of World War II submarine veterans gathered at Chicago and Edison streets in Bay Park yesterday morning to witness the removal of 52 American Liberty elm trees from a yard where they had been stored for more than two years.

The trees were taken to the grounds of the former Naval Training Center in Point Loma, where they will become part of a planned memorial to 52 U.S. submarines that were lost during the global conflict that raged between 1939 and 1945.

“It means paying tribute to all of the people who weren’t as fortunate as we were,” said retired submariner Bob Oswald, 85, of San Diego. “We were the lucky ones.”

Leaning on a cane, submarine veteran Art Carter, 89, watched workers muscle containers holding the trees to the street and load them onto a truck.

“It’s something we’ve been looking forward to, to honor the guys who never got back,” said Carter, president of the San Diego chapter of the U.S. Submarine Veterans of World War II. “San Diego is one of the oldest sub bases in the country.”

The 52 Boats Memorial will be incorporated into a plaza at the 40-acre NTC Park at Liberty Station, a mixed-use development taking shape on the grounds of the former training center, said submarine veteran Douglas Smay, 66. The trees will line two parallel walkways, separated by a wide lawn.

Beneath each tree, the veterans group plans to place a granite monument to a submarine. Each will include a picture of the sub and tell its story, including the names of the missing crewmen. More than 3,500 U.S. submariners lost their lives during World War II.

Smay, who has been leading the fundraising campaign for the memorial, had been keeping the trees in the yard of his Bay Park home. Since 2006, the trees’ height has increased from about 12 feet to about 25 feet, he said. The drive to raise money continues.

“We have paid for the trees and we have about \$110,000 in the bank,” Smay said. “We need another \$20,000 to \$30,000 to set up a trust to maintain the memorial.”

Smay said the effort to build the memorial has been going on for 13 years. The project is reaching the end of the government-approval process.

Since the project began, many local submariners from World War II have died, Smay said. His goal is to get the memorial finished in time for those who remain to attend the opening ceremony – among them his 90-year-old father, Howard C. Smay of National City.

“These are the guys it is all about,” Douglas Smay said. “They are my heroes.”

Clay Bingham, a deputy director of community parks for the city of San Diego, said the memorial is expected to open in the fall. The work will be completed by the Corky McMillin Companies, which has developed Liberty Station.

## *USS Columbus (SSN-762)*



### Sailor of the Year 2008



**MM1 (SS) Jason I. Jacobs** has been selected as *USS COLUMBUS* Sailor of the Year for 2008. He was previously selected as Sailor of the Quarter for the Fourth Quarter 2007.

Petty Officer Jacobs comes from Huntsville, Texas.... born the third of five children. He joined the Navy to serve his country, and because he believed the Navy provided everything a young man needed to broaden his horizons: money for college, training, and a steady job.

Petty Officer Jacobs is a member of the Auxiliary Division of *USS Columbus*. Since reporting aboard, he has taken *Columbus* out of a major overhaul, through sea trials in Bremerton, and a change of homeport to Pearl Harbor. He sailed *Columbus* for her first post-overhaul WESTPAC cruise in 2008, and will have the opportunity to sail her for another WESTPAC in 2009. Prior to reporting aboard *Columbus*, Petty Officer Jacobs attended the Navy Submarine School, Machinist Mate "A" school and Machinist Mate "C" school in Groton, CT. He then reported to his first ballistic missile submarine, *USS Rhode Island* stationed in Kings Bay, GA., followed by duty at Puget Sound Naval Shipyard and Intermediate Maintenance Facility.

Petty Officer Jacobs is married. He and wife Lina have 1 daughter, Samantha. In his spare time, he enjoys spending time with his family, playing with his daughter, and traveling. He and his family have traveled to Indonesia, Hong Kong, Singapore, Japan, Thailand, Mexico, and Canada... as well as to nearly every state in the United States. Ironically... prior to this last WESTPAC, Petty Officer Jacobs often joked that had only 2 port calls in his 11 years in the Navy: Puerto Rico and Ketchikan, Alaska. His future plans include retiring from the Navy with a Bachelor's Degree in Mechanical Engineering, and living with his family in their home in Jakarta, Indonesia, where he hopes to work as an engineer in booming Indonesian oil industry.

In recognition of his selection as Sailor of the Year, Petty Officer Jacobs received a Certificate of Recognition and \$50.00 cash award from Columbus Base, USSVI.

## *USS Columbus (SSN-762)*



### *Junior Sailor of the Year* 2008



**ET2 (SS) Ronald M. Fedrick, Jr.** has been selected as *USS COLUMBUS* Junior Sailor of the Year for 2008. He was previously selected as Junior Sailor of the Quarter for the Second Quarter 2006.

Petty Officer Fedrick is a member of Navigation division which deals with the proper operation of all the Navigation electronic equipment for the *USS COLUMBUS* (SSN 762). His collateral duties include ship's systems manual coordinator and ship's entertainment system coordinator. He is also responsible for the proper operation of the ship's telephone system. In addition to all of his other duties, Petty Officer Fedrick is one of the two ship's barbers and is the ship's photographer. Following his tour on *USS COLUMBUS*, he would like to go to a shore command where he can use his technical experience to continue to build the future of the United States Navy.

Petty Officer Fedrick joined the Navy to serve his country. Prior to enlisting, he attended college... majoring in Computer Science because he enjoyed the idea of working with computer and electronic systems. Although he didn't finish college, he has no regrets since the Navy allows him to work toward his degree and complete his major while serving his country. In the future, Petty Officer Fedrick plans to expand his career... hoping to someday complete the STA-21 (Seaman to Admiral) program and become an officer. Looking back on his career, Petty Officer Fedrick believes that working with his shipmates to gain and share the knowledge is the primary contributor to his success... and has been a major motivator in driving him to be the best that he can be.

Petty Officer Fedrick is originally from Petaluma, California. He and wife Christina are parents to four children: Lyssa, Keshra, Jayon, and Brennon. In his spare time he enjoys spending time with his family, taking the kids to the park, and helping them to the fullest with their homework. He enjoys reading fictional books and attending local PTA meetings in the community. Significant events in his life include getting married, the birth of his children, joining the Navy, buying his first car, making petty officer, going on his first Western Pacific deployment and being the "go to" guy on the boat.

In recognition of his selection as Junior Sailor of the Year, Petty Officer Fedrick received a Certificate of Recognition and \$50.00 cash award from Columbus Base, USSVI.