

COLUMBUS BASE SUBMARINE VETERANS

Volume 5, Issue 2

March 2009



THE GREEN BOARD

ALL SEAS ARE NAVIGABLE



Columbus Base Newsletter

A HERO SERVING WITH HEROES

Our WWII hero featured in this writing was a young sailor from Philadelphia, PA who traveled half-way around the world to begin a tour of duty on a submarine. Getting to his duty station wasn't very easy. His transit was not unlike a lot of our men sent to fight in the Pacific except he injured a leg lifting his sea bag aboard one of the trains that carried our military personnel across the Australian Continent to our submarine port situated on the western side. After spending some time toiling with two submarine relief crews Benjamin E. "Red" Grimes was detailed to the boat that would be his permanent tour of duty until after the war ended.



It was early summer of 1944 when Seaman Grimes joined the USS RATON (SS-270) in Fremantle, Australia, during that boat's refit period between patrols. Even though Ben would soon be going on wartime maneuvers for the first time he wasn't exactly a greenhorn when it came to submarine operations because of his having been on a shakedown cruise aboard one of the subs that his former relief crew had taken to sea.

Also, he was not naïve regarding the "hazardous duty" aspects of submarine service since one of his early duties when reporting aboard the RATON was scraping and sanding a dented area where a torpedo had glanced off the boat's hull during its previous patrol, a nerve racking encounter that had shook RATON "considerably" when two explosions were heard, on the boat's portside, on the morning of 27 May. It was the USS LAPON (SS-260) shooting at RATON that day. The only confirmed instance of a U. S. submarine firing on another U. S. submarine during WWII! Ben learned in short order what it felt like to be the "hunted" while being the "hunter" during RATON'S first action, on its 5th war patrol, conducted in the South China Sea. A small cargo ship with aircraft cover was hugging the coast off Cape Bolino. A firing of four torpedoes by RATON was followed by explosions from three aerial bombs dropped perilously close to the boat, and with an escort closing in on them; RATON went deep while successfully evading many depth charges and four more bombs.

About one hour after midnight the next day, the crew sighted smoke, then ships with air cover. Contact was a large transport with four destroyer type escorts guarding five medium-size cargo ships. Ben's skipper fired three torpedoes at the closest escort, and helplessly watched the torpedoes pass ahead of the target. That alerted all of enemy sentries and they vigorously closed in on RATON as she dove to 300 feet while escaping the dropped depth charges above. Persistent nerve-racking sonar pinging occurred as the tenacious enemy ships stayed on top of the evading submarine for 25 miles from the sub's firing point. When it was believed to be clear, RATON surfaced and eventually sighted a plane closing. The boat dove as two bombs splashed nearby, very close, too close for comfort! That was about it for Ben Grimes' baptism-of-fire as the rest of the patrol was spent searching for targets without success.

The 55 day patrol was designated "Not Successful", but Ben gained very valuable experience in the operational aspects of his boat while handling watch-standing duties under fire. Excellent preparation for the boat's next mission as he soon learned.

RATON found better hunting on her sixth patrol. On the night of 18 October, Ben's boat came across a convoy consisting of nine ships, including one destroyer (DD). In a blinding rain RATON boldly slipped into the center of the "mix" for a surface attack. Her bow tubes were fired at six overlapping targets while her stern tubes were fired at a large freighter. CO Shea and bridge lookouts saw five hits from their bow tubes on three ships and two hits were seen on the other target when the stern tube torpedoes began hitting.

Almost two and one-half hours later, shortly after midnight on the morning of 19 October, the wind was picking up and rain was heavily beating down when RATON fired four torpedoes on a radar bearing at 1,500 yards. All torpedoes ran under the target, however, one hit a destroyer escort patrolling beyond the target and it sunk with his depth charges exploding. RATON pulled clear, re-loaded bow tubes and prepared for another run. Barely visible on the rising seas which were accompanied by winds blowing at 40 knots, RATON bore in for an attack on overlapping targets; two explosions were heard and timed as hits on two ships. Sadly, 8 of the last 10 torpedoes fired missed, probably thrown into erratic runs by the heavy seas.

With only four torpedoes remaining onboard and a typhoon approaching, RATON pulled into the island harbor of Mios Woendi for more fuel and torpedoes with which to finish the patrol. While the boat was refueled, the officers and crew enjoyed a one-day rest at "Club Plonk". The next day RATON took aboard twenty torpedoes, fresh water, and stores from the submarine tender and departed her Schouten Islands stopover.

Four days later, RATON sighted a floating mine and shot at it with 20 MM gunfire. The exploding mine sent a geyser about 150 feet up into the air. Another four days passed when the Forward Torpedo Room had "hot runs" in torpedo tubes #3 and #4. Expert action by the Forward Room Personnel overcame the critical problem and saved the torpedoes. The following day, 4 November, the boat fired six torpedoes at a target but no hits were seen. Evasive action was required as the target's escort was closing fast as RATON went deep, and received fifteen depth charges, fairly close. Her next encounter was against an enemy task group of two heavy cruisers and five escort vessels. In a submerged attack, RATON scored three hits on a cruiser but did not put the heavy out of action. Five days later, RATON in a surface action sank two ships (guarded with three escorts) with four torpedoes. She then fired torpedoes at the remaining auxiliaries with unconfirmed results. With only four torpedoes remaining, RATON steamed for Pearl Harbor and eventually arrived in San Francisco on 1 December for overhaul. Duration of this Successful Patrol was 55 days and resulted in the RATON being credited with 8 ships sunk (57,200 tons) and 3 ships damaged (20,300 tons). Out of the 40 torpedoes fired, 20 hit enemy assets. A pretty good ratio considering the weather/sea conditions they were operating in.



Being a Torpedoman Striker (one who wants to become rated as such by learning and knowing everything there is to know about assembling, maintaining and firing a torpedo) Ben was assigned to the Forward Torpedo Room and for a while slept in the "**bridal suite**", the name given to the two side-by-side bunks located up high in the overhead, just below the torpedo loading trunk. Ben liked that spot because it allowed him an unobstructed view of the movies when they were shown toward the front of forward compartment. If he didn't like a particular movie, or had already seen it enough times, he could just turn over in his "rack" and go to sleep.

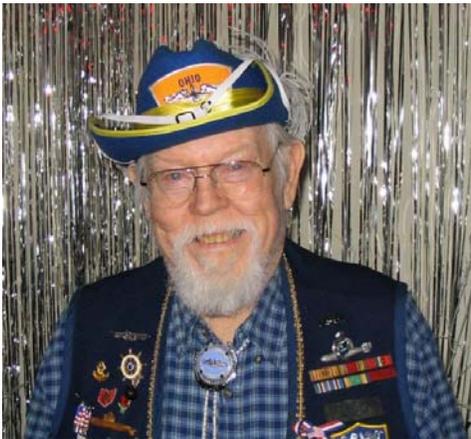
Apparently the hatch cover over the aforementioned torpedo loading trunk was a liability when a submarine was being depth charged. Although the hatch was dogged down like all other covers that capped entrance/exit openings in the boat's hull, this writer came across more than one wartime account describing vulnerabilities like that which one of Ben's shipmates saw while the RATON was being attacked during the 4 November pounding. **JOE SABOL GM1(SS) USN Ret reports in the RATON website, "I was in the forward torpedo room at the time, saw a bright**

red flare type light, could have sworn the torpedo loading hatch opened and closed.”

Ben got to go home for Christmas, 1944...taking the “W” route as Ben tells it. His train ride both ways wasn’t just a straight line across the country from California to Pennsylvania and back, but instead it resembled a letter “W” path as the train ventured on an up angle to one destination, then, angled down on its next run to another stop, and then maybe a change of trains that went angling back up again. Up, or down, with a change in trains here and there all the way across America in each direction.

The rest of Ben’s story involved the completion of the boat’s overhaul in the Mare Island Naval Shipyard and its returning to Pearl Harbor for refresher training prior to proceeding to the Yellow Sea for its 7th War Patrol. It’s most notable episodes during that mission, which lasted 50 days, was the sinking of 3 more enemy ships (totalling 14,500 tons), plus the daylight sighting of seven mines on five of their patrol days. A sign that the war might be winding down was the fact that RATON only sighted one enemy aircraft during this patrol but it was a plane she didn’t see that almost caused her demise. The undetected aircraft dropped its bomb 12 minutes after the boat’s last victim slipped beneath the waves on the morning of 16 May 1945. A loud explosion was heard and felt as the crew’s attention was riveted on the battle area where the other contact, traveling with their target, was at that moment racing away in the opposite direction.

Her final patrol of World War II was spent on lifeguard duty off Hong Kong. No Allied planes went down in the area, and she made no enemy contacts. She did sight an enemy mine which she blew up with accurate firing with a 50 caliber machine gun. RATON was preparing for her next patrol in Subic Bay when the war ended. She was ordered back to the states and was awarded six battle stars for service in World War II.



Following another overhaul at Mare Island Shipyard, RATON transited the Panama Canal, and arrived at New London, CT on March 12, 1946. Torpedoman Petty Officer Third Class (SS) Benjamin E. Grimes was safely home at last. He eventually married, moved to Ohio and currently resides in Pataskala with daughter Susan, a wonderful lady that a lot of us know from her attending some of our USSVI functions with her dad. We are very pleased to count Ben among our WWII heroes whose membership helps make our Columbus Base the great club that it is!

Respectfully submitted by Bernie Kenyon

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.”

Upcoming Events

<i>April , 04, 2009</i>	<i>????</i>	<i>Submarine Birthday / Tolling Ceremony Dinner</i>
<i>May , 02, 2009</i>	<i>1200</i>	<i>Monthly meeting AM Vets, Westerville Rd.</i>



Lost Boats



March

USS F-4 (SS-23) Lost with 19 men on 25 March 1915 when it foundered off Honolulu Harbor.

USS H-1 (SS-28) Lost on 12 March 1920 with the loss of 4 men when it sank after being grounded off Santa Margarita Island, Baja California, Mexico.

USS Perch (SS-176) Lost On 3 March 1942 when it was sunk by Japanese surface attack 30 miles NW of Surabaya, Java. 60 Men were taken prisoner, 8 men died as POW's 52 survived the war.

USS Grampus (SS-207) Lost with all hands (71 men) by Japanese surface attack on the Solomon Island on 5 march 1943

USS Triton (SS-201) Lost with all hands (74 men) by Japanese surface attack off New Guinea on 15 March 1943.

USS Tullibee (SS-284) Lost with 79 men on 26 March 1944 north of Palau. Sunk by her own torpedo. One man survived and was taken prisoner.

USS Kete (SS-369) Lost with all hands (87 men) in March 1945 to unknown causes between Okinawa and Midway.

USS Trigger (SS-237) Lost with all hands (89men) in the East China Sea on March 28 1945 during a Japanese air and surface attack.

Confessions of a Submarine Duty Officer

SRC recently received a letter from a veteran submarine officer. Its subject is something that may strike a resonant chord in other retired submariners. The letter is as follows:

"I was an officer on a Guppy II in the 1950s. When I reported aboard, the boat was in yard overhaul. Looking at it for the first time, I could not see that it was a submarine. Wires, cables, hoses, tools, compressors, and welding equipment were strewn about the deck and pier so that it more resembled a bowl of spaghetti than a ship. I was assigned as supply officer as all new submarine officers were and I floundered five months with multiple copies of forms and endless lengths of adding machine tape. As the boat ended its stay in the yard the umbilical's began to disappear and it took on the appearance of a real submarine.

"My first year was spent bent over the boat's systems and learning the trade of being a submarine officer. I stood watches under instruction then qualified as OD underway. When the captain said I was competent enough to stand in-port watches as duty officer I was proud. Although not quite, yet qualified in submarines as an officer I knew what I was doing.

"That submarine and I developed a bond. It was personal and I have never talked about it before. Of course, I liked the crew and friendships grew, but I kept quiet about how I felt about that long piece of steel. At sea during the mid-watch I hung my arm over the bridge rim and looked aft at the wake and trace of smoke coming from the exhausts. The sea made a hissing sound as our hull cut through it. The captain was asleep. I was in charge. The boat was mine. The bow deck stretched forward before me. It was a fine feeling. When I was OD and was ordered to dive the boat, I sent the lookouts below, pulled the diving alarm and pushed the 1MC button, saying 'Dive, dive!'. Then I lingered for a bit to watch the bow begin to settle. I was fascinated by this wonderful home in which I lived. When the seas were rough and green water came over the bridge I fought the elements. But I never, for one second, had anything but complete confidence in my boat. We often rolled to extreme limits, but I knew the old girl would right herself.

"The best times for me were when I had the duty. At night when charging batteries, an electrician would wake me and tell me we had reached the TVG. I'd awaken and walk through the boat. The duty section crew members were asleep. It was quiet except for the single charging engine and the electricians in maneuvering. The ventilation blowers hummed in the battery compartments, but the torpedo rooms were completely quiet. I could hear the water at the pressure hull. It was a good sound, a peaceful sound. Standing on the fan tail, I looked at the other submarines in the nest. They were like us, spending a quiet night; resting so that in the morning we could all go out all to sea and do our thing. It was good to spend a few minutes talking to the topside watch. I felt secure. I have never had that feeling as a civilian. I loved that old boat. To me she seemed alive. I did my best for her and I knew that she wouldn't let me down.

"This all seems pretty stupid to most readers, but there may be some retired old submariners that felt the same way about their boats. It was a point in time. Perhaps, the nuclear sailors of today with the gold and blue crews miss that special relationship I knew. I hear the words, *Subs*, *Smoke-boats*, *Pig boats*. I still refer to them as submarines. They deserve that much."

The writer of the above letter wishes to remain anonymous.

Our Holland Club profile this month is Bob Wells.
He was inducted into the Holland Club in August 2008.



Holland Club Profile for Bob Wells

On January 27, 1946 Bob Wells and 33 other boys graduated from Central High School in down town Columbus, Ohio. The next day he joined the U.S.Navy with 21 of those boys. That same evening they boarded a train headed to Camp Perry, Virginia for boot camp. It was in boot camp where Bob volunteered for Submarine School.

Bob was married while home on boot leave.

Out of sub school he reported aboard the USS Capitaine SS-336. He also qualified on the Capitaine and served on her from the fall of 1946 to the fall of 1947 when he was discharged in San Diego, California.

His highest rank achieved was Seaman 1st Class. Bob was the leading seaman on board and received his orders from the COB, Chief Of The Boat.

Bob's motivation to give submarine's a try was special, he "just wanted to try something special". His favorite port and duty station was San Diego

Bob said he enjoyed being in the Navy and would probably have stayed longer had he not been married. Had it not been for the Navy he would never had the opportunity to see or do some of the things that he did.

Thanks Bob for your time and service.

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

Virginia Has A Baby

December 7, 2007: The U.S. Navy successfully conducted the first launch and recovery of a UUV (unmanned underwater vehicle) from a submerged submarine. The UUV is the AN/BLQ-11 long-term mine reconnaissance system (LMRS), which contains sonars that enable it to search for naval mines, or anything else. In effect the LMRS can scout ahead for the SSN, or simply search an area.



Boeing's AN/BLQ-11 has demonstrated the first ever 21' Unmanned Underwater Vehicle (UUV) autonomous launch and recovery operation from a submarine. Here, the vehicle and all its ship-board equipment is loaded into its host submarine the same way torpedoes are loaded. AN/BLQ-11 is designed to

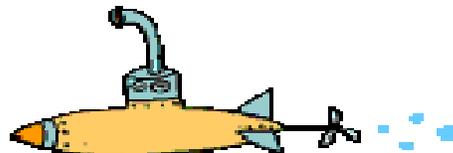
be launched from the submarine's torpedo tube to survey and detect objects, and gather underwater data

The LMRS is about the size of a torpedo, and is launched and recovered via a torpedo tube. It is then recovered via a 60 foot robotic arm. This system worked the first time out, and the process was repeated two days later. The UUV will be used on Los Angeles and Virginia class subs.

The LMRS can operate for 40 hours, and up to 135 (eventually over 200) kilometers from the submarine. Cruising speed is about 7 kilometers an hour, with a top speed of 12 kilometers an hour. It can operate from ten to 200 feet beneath the surface. In addition to GPS, the LMRS has side scan sonar, forward-looking sonar, hunting and docking sonar, acoustic communications and range pingers. The UUV is battery powered and uses a thrust-vectorred pumpjet for movement and maneuvering. Previous UUVs were wire (fiber optic cable) controlled, while LMRS can carry out missions by itself. Each LMRS (two UUVs, the recovery arm, and other gear) costs over \$100 million. The navy plans to buy about a dozen systems.

Vice Commander's Corner

By Jim Tolson



Vice Commander Comments March 2009

Thanks to Jonathan Farley for his USS San Francisco pictures and sharing first hand what it was like to be on board during the "bump" in 2005. This was a reminder to me that we need to keep the crews of all operating submarines on our prayer list to be alert and have wisdom as they navigate the oceans of the world.

Take advantage of the Columbus Base web site!

During our last meeting, Cliff Dodson was talking about the improved quality of our pictures by using Flickr for storage and presentation. I looked at Marv Pastor's pictures of the USS Razorback (SS-394). You may be surprised who you see in those pictures! One of the engine room pictures has Dave Creekmore. I could smell the diesel while looking at the picture and expected to see Frank Lloyd since diesel flows in his veins. Another picture has Bill Anderson and Clutch. You never know who you may see and the pictures are the next best thing to being at the convention.

One member service that Cliff Dodson has put on the web site is the link to the RAO Bulletins (Retiree Assistance Office). Often, there is information that is useful to non-retirees too because they are actually **Veterans information bulletins** that cover: Medical Care, Medical Supplements, Travel and Immigration, Tax/SS/Insurance and Legal, Death and Survivors, Pay and Finances, Tricare and even useful computer articles. The Bulletins are not an "Official" DoD sanctioned newsletter, however the articles provide items taken from a wide variety of sources that have been edited or editorialized for retransmission. Click on the **Rao** tab in the **Main Menu** on the left side of the Columbus Base www.ColumbusBase.com to view them. They contain a wealth of information that could be of assistance to you.

The Rao emails are often large (1 MB) because they contain so much information. Cliff has put them in PDF format so they are easy to view, download and find past bulletins. There are computer links in the PDF document that will take you to areas of interest. Issues from April 2008 to March 2009 are available for your use. Thanks again, Cliff.

NEW MEMBER

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.

Greg "Bones" Leonard
Columbus, Ohio
Wife: Isabel
Qualified on USS James K Polk
(SSBN-645) in 1982



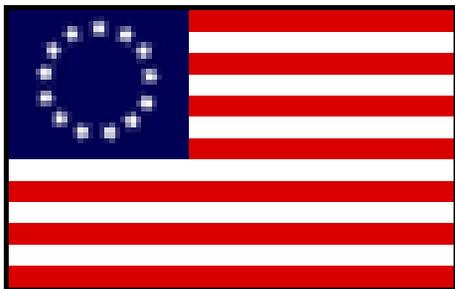
March

Birthdays

Bill Meyer	02
Bill Holly	05
Ben Grimes	16
CO Smith	23
Chuck Martin	29

Spouses

Opal Philipps	16
Luana Estell	27



Editor's Note

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

Jan Creekmore at e-mail
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



Columbus Base Meeting Minutes

7 March 2009

The March meeting was called to order at 1300 by Joe Testa, Base Commander at the Columbus AmVets Post 89 with 29 members and guests in attendance. The Pledge of Allegiance was lead by COB Marv Pastor and the opening invocation was led by Chaplain Sharon Lloyd. The tolling of lost boats for March was conducted by Chaplain Sharon Lloyd and COB Marv Pastor.

Secretary's Report In the absence of the base secretary, Joe Testa noted that the minutes of the last meeting were posted in the Green Board. There were no corrections. Joe asked if anyone wanted to have the February Officers Meeting minutes read. No one requested them to be read. There were 3 Items of Correspondence: The Chalmers P. Wylie Ambulatory Care Center thanking Columbus Base for the new coffee pot, the VA Medical Center Director thanking Columbus Base for supporting veterans through Pens for Patients, and a note from Bob Holt sharing his appreciation to Dave Creekmore for spending time with him. Bob Holt reported he is cancer free.

Treasurer's Report was presented by Jim Koogler. Recent expenditures include paying the Columbus Base annual liability insurance premium and buying 100 forever postage stamps before the price increase. There were no questions.

Webmaster Report was given by Cliff Dodson. The website is now using Flickr for the photo gallery which allows better photo resolution and unlimited storage. Members were requested to add captions to the pictures as they see changes that need to be made. Links to several National USSVI website pages are available such as the CB Sailing List.

Chaplin's Report was given by Chaplin Sharon Lloyd. Three cards were signed by base members for Clem O'Brien, Bob Holt and Barb McCorkle. Sharon reported Clem is feeling better, and getting stronger.

Membership Report was given by Jim Koogler. Current membership stands at 90. The newest Columbus Base member, Greg Leonard was welcomed.

Committee Reports

Activities

- o 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 Nothing to report.

For the Good of the Order

- 2009 Central Region 2 Submarine Birthday / Convention update
 - 3rd weekend in April
 - handouts with all details were routed to all members.
 - USSVI Award – next month
 - Jonathan Farley, Columbus area US Navy recruiter, shared pictures and experiences during the 2005 grounding of USS San Francisco, SSN-711.
 - Open discussion from the floor
 - Ben Grimes birthday is March 16th – reminder to send him a card.
 - James and Elaine Williams shared they have lost their contact in Iraq. Clutch is going to see if he can find another contact.
- Reminder of ROTC Scholarship award in May. Two awards this year: the John Leers Award and the Senior Cadet Award.

Announcements

- **Next Columbus Base Meeting**
 - Saturday 04 APR 09
 - Submarine Birthday Dinner / Tolling Ceremony
 - Will be at Gahanna or Buckeye Lake
 - Cmdr. Testa will soon send an email to provide details.
 - **Next Officer Meeting**
 - 21 FEB 09
 - 0930 Location Cliff Dodson
 - All members are welcome to attend.
- Reminder: Please clean up the room after the meeting.

Closing Prayer was offered by Chaplain Sharon Lloyd.

Motion to Adjourn: Galin Brady, Second, Bob Donahue.

Meeting adjourned at 1420 by Commander Testa.

Raffle

The 50/50 winner was Galin Brady

Additional winners were:

Cliff Dodson – Wine	Bob McDaniel – Chocolates
Bob Frier – Wine	Tim Barker – a loaf of Sharon’s bread
James Williams – Wine	Joe Testa – a loaf of Sharon’s bread
Bill McCorkle – Wine	Bob Donahue – a loaf of Sharon’s bread
Walt Fleak – potted plant	Sharon Lloyd – Girl Scout cookies
Joe Murphy – Chocolate Cake	Elaine Williams – Girl Scout cookies

Submitted by
Jim Tolson
Vice Commander

USS Ethan Allen (SSBN 608)

Keel laid: September 14, 1959

Launched: November 22, 1960

Commissioned: August 8, 1961

Sponsor: Mrs. Robert H. Hopkins

Decommissioned: March 31, 1983

Recycled: July 30, 1999

Builder: Electric Boat Co., Groton, CT

First Commanding Officers

CAPT. Paul L. Lacy, Jr. (Blue)

CDR. William W. Behrens, Jr. (Gold)

Ethan Allen (SSBN-608), lead ship of her class, was the second ship of the United States Navy to be named for Ethan Allen.

Her keel was laid down by the Electric Boat Corporation of Groton, Connecticut. She was launched on 22 November 1960 sponsored by Mrs. Robert H. Hopkins, great-great-great granddaughter of Ethan Allen and commissioned on 8 August 1961.

On 6 May 1962, Ethan Allen, under the command of Captain Paul Lacy and with Admiral Levering Smith aboard, launched a nuclear-armed Polaris missile that detonated at 11,000 feet (3.4 km) over the South Pacific. That test (Frigate Bird), part of Operation Dominic I, was the only completely operational test of an American strategic missile. The warhead hit "right in the pickle barrel."

To make room for the new Ohio-class ballistic missile submarines within the limitations of SALT II, Ethan Allen's missile tubes (and those of other earlier ballistic missile submarines) were disabled and she was re-designated an attack submarine with hull classification symbol SSN-608 on 1 September 1980.

Ethan Allen was decommissioned on 31 March 1983 and stricken from the Naval Vessel Registry two days later. The hulk was tied up in Bremerton, Washington, until entering the Nuclear Powered Ship and Submarine Recycling Program.

Watch your emails for upcoming information on the April Birthday Dinner/ Tolling event. Plans are being worked on.

USS Columbus (SSN-762)



Sailor of the Quarter

Third Quarter 2008



CS1 (SS) Harry J. Robinson has been selected as *USS COLUMBUS* Sailor of the Quarter for the Third Quarter 2008.

Petty Officer Robinson is the Lead Culinary Specialist for the Culinary Division, responsible for the proper preparation of meals and efficient operation of the Culinary Division. As such, he played a key role in *USS COLUMBUS* receiving the 2008 Supply "E" award... and for the Culinary Division being nominated for having one of the best submarine galleys in the entire navy. He is also Command Drug and Alcohol Prevention Coordinator, responsible for ensuring that all 140 crew members are aware of all drug and alcohol prevention outlets available to them and where to receive treatment if necessary.

Upon completion of his tour onboard *USS COLUMBUS*, Petty Officer Robinson hopes for a billet at the Combined Bachelor Housing in Pearl Harbor, Hawaii... where he can use the skills, knowledge and experience he acquired by running his own division as a Petty Officer First Class. The experience he has gained aboard *USS COLUMBUS* should make him an excellent candidate for Chief Petty Officer.

Petty Officer Robinson is a native of Brooklyn, New York. He is married to the former Jennifer Lanihau of Honolulu, Hawaii. In his spare time, Petty Officer Robinson loves backyard get-togethers with his extended family and friends, where he is allowed to show off some of his culinary skills on the grill. He also enjoys long weekend rides with his wife Jen and their motorcycle club.

In recognition of his selection as Sailor of the Quarter, Petty Officer Robinson received a Certificate of Recognition and \$25.00 cash award from Columbus Base, USSVI.

USS Columbus (SSN-762)



Sailor of the Quarter **Fourth Quarter 2008**



MM1 (SS) Priestly J. Mance III has been selected as *USS COLUMBUS* Sailor of the Quarter for the Fourth Quarter 2008. He was previously selected as Sailor of the Quarter for the First Quarter 2007.

Petty Officer Mance comes from Beltsville, Maryland. While growing up, he dreamed of being a part of an elite organization with structure and deeply rooted values. The Navy's Submarine Force fulfilled that dream and became his career path of choice. During his 15 years of service with the Navy, he has traveled extensively to other countries, learned many skills, and completed a four year college degree program. One of his greatest experiences has been serving with the high caliber Sailors that make up the Submarine Community.

Petty Officer Mance is currently the Leading First Class Petty Officer of the Torpedo Division, responsible for the proper operation of the ship's Weapons Delivery System and Countermeasures. He is also the ship's Schools Coordinator. During his time in the Navy, he has served as: student at Navy Submarine School Groton, CT.; Weapon System Operator aboard USS Santa-Fe (SSN-763); Leading Guidance & Control Technician at Naval Submarine Torpedo Facility Yorktown, VA.; Recruiter-In-Charge at Naval Air Station Atlanta. He is also a "Plank Owner" of USS Santa Fe (SSN-763).

Petty Officer Mance serves with great pride and commitment, and takes pleasure in being a part of the world's finest navy! In the future he plans to complete requirements for his Master's Degree in Business Management and hopes to become a commissioned officer.

In recognition of his selection as Sailor of the Quarter, Petty Officer Mance received a Certificate of Recognition and \$25.00 cash award from Columbus Base, USSVI.

USS Columbus (SSN-762)



Junior Sailor of the Quarter **Fourth Quarter 2008**



MM2 (SS) Robert K. Siefers has been selected as *USS COLUMBUS* Junior Sailor of the Quarter for the Fourth Quarter 2008.

Petty Officer Siefers is a member of Machinery Division, responsible for the operation of the reactor and engine room components onboard the *USS COLUMBUS*. His collateral duties include carbon steel petty officer and training petty officer.

Petty Officer Siefers is from Lafayette, Indiana. He joined the Navy in order to better himself and to enjoy new experiences. In his spare time he enjoys running, football and watching movies.

In recognition of his selection as Sailor of the Quarter, Petty Officer Siefers received a Certificate of Recognition and \$25.00 cash award from Columbus Base, USSVI.



**2009 St. Patrick's Day
Dublin, Ohio**

Participants:

- Joe Testa-Commander**
- Jim Tolson- Vice Commander**
- Jim Koogler- Treasurer**
- Marv Pastor- COB**
- Dave O'Carroll**
- Bill Anderson**
- Dave Creekmore**