

COLUMBUS BASE SUBMARINE VETERANS

Volume 5, Issue 5

June 2009



THE GREEN BOARD

ALL SEAS ARE NAVIGABLE



Columbus Base Newsletter

Memorial Day Weekend 2009

Another busy weekend for Columbus Base members

Submitted by Jim "Clutch" Koogler

Placing United States flags on veterans' graves: Saturday May 23rd

On Saturday May 23rd, 19 base members and guests joined other individuals and organizations to place flags at the graves of 1,252 veterans interred at Resurrection Cemetery in Worthington. This has become a pet project for many of us, inspired in no small part by the enthusiasm and dedication of event organizer Chris (Cristino) Damo. Chris, who works at Battelle, is of Filipino decent... his family immigrating to the United States after WWII. Throughout his life he's heard stories of how the United States military helped the Filipino people (including his family) during WWII. As an act of gratitude and respect, Chris organizes a small army every Memorial Day to place United States flags at the graves of military veterans. There's no doubt that Chris would place all 1,252 flags by himself if he had to. But, for as long as I'm here, Chris will NEVER have to place the flags by alone. And I have no doubts that other Columbus Base members who have been touched by the experience feel the same.

As a group, Columbus Base placed approximately 160 of the 1,252 flags. Base members and guests participating included Bill Anderson, Tim Barker, Galin Brady and guest Sharon Lechleidner, Woody Cook, Cliff Dodson, Linda Dodson, Walt Fleak, Jim Koogler, Bryan Ledbetter and daughter Emma, Greg Leonard, Bob McDaniel, Dave O'Carroll, Marv Pastor, Joe Testa, Mary Testa, Karla Tolson, Jim Tolson.

Early arrivers: Bob McDaniel, Woody Cook, Bill Anderson, Marv Pastor, Jim Koogler, Mary Testa, Linda Dodson, Joe Testa, Cliff Dodson, Walt Fleak, and Greg Leonard.





Emma and Bryan Ledbetter

Additional flag placing pictures available at the Columbus Base website www.columbusbase.com



Sharon Lechleidner and Galin Brady

Worthington, Ohio Memorial Day Parade: Monday May 25th

2009 brought Columbus Base Memorial Day Parade participation back to Worthington, Ohio. Thirteen base members and the parade sub joined dozens of other floats and organizations on the 1+ mile parade route through downtown Worthington to Walnut Grove Cemetery.

Parade participants included Rob Althoff, Bill Anderson, Cliff Dodson, Bill Dumbauld, Jim Koogler, Greg Leonard, Bill McCorkle, Bob McDaniel, Dave O'Carroll, Marv Pastor, Joe Testa, Mary Testa, and Jim Tolson.



- L-R:
- Marv Pastor
- Bill Anderson
- Rob Althoff
- Bill Dumbauld
- Bob McDaniel
- Jim Koogler
- Jim Tolson
- Bill McCorkle
- Greg Leonard
- Dave O'Carroll
- Joe Testa

The parade sub on the route.
Picture taken by Columbus Base member
Linda Dodson

Additional parade pictures available at the Columbus Base website www.columbusbase.com





Base members checking out the museum



Base picnic at the Buckeye Lake VFW



Opal Philipps was the 50/50 winner.



Sharon Lloyd in front of the Base Achievement awards.



Base members and guests enjoying the picnic.

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>June 20, 2009</i>	<i>8:00 am</i>	<i>Adopt a highway clean-up meet at the Don Gentile post followed by officer's meeting after at the Don Gentile Post</i>
<i>July 4, 2009</i>	<i>????</i>	<i>Westerville 4th of July Parade</i>
<i>July 11, 2009</i>	<i>1200</i>	<i>Monthly meeting AmVets Post</i>



Lost Boats



June

USS O-9 (SS-70) Lost on 20 June 1941 with 34 men when it foundered off the Isle of Shoals, 15 miles from Portsmouth, New Hampshire.

USS S-27 (SS-132) Lost pm 19 June 1942 when it grounded off Amchitka Island. All the crew were rescued.

USS Herring (SS-233) Lost with all hands (84 men) on 1 June 1944 by a Japanese shore battery and surface craft off Matsuwa Island, Kuriles.

USS R-12 (SS-89) Lost with 42 men off Key West, Florida, to unknown causes on 12 June 1943. 3 men survived.

USS Runner (SS-275) Lost with all hands (78 men) by possible Japanese mine between Midway Island and Japan between 28 May and 4 July 1943.

USS Golet (SS-361) Lost with all hands (84 men) during a Japanese surface attack off Honshu, Japan on 14 June 1944.

USS Bonefish (SS-223) Lost with all hands (86 men) on 18 June 1945 when it was sunk in Toyama Wan in the Sea of Japan.

The Diving Alarm Ballet

by Mike Hemming

As I pass between the controllermen, the oogah, oogah, "Dive!", "Dive!" comes over the speakers and they leap to their sticks and rheostats. The engine shut down air lever is hit, rheostats spun down, sticks are thrown, as the ballet begins. Generator electricity wanes as the huge storage batteries are called on for power. Sticks pulled to new positions and rheostats spun back up to keep the motors turning. The flurry of intense activity over, minor adjustments made and times logged while listening, always for the sound of water doing something it shouldn't.

As I walk forward at the same time into the engine room, the two men in each one do the shutdown dance. Throttles are slapped down, hydraulic levers pulled to the closed position to shut exhaust valves and drains opened by the throttleman. As his oiler spins the inboard exhaust valves the 32 turns to shut it, either the oiler or the throttleman (depending on who is closer) will have yanked the pin holding the great intake air valve open so it falls shut with a loud clang. His inboard exhaust valves shut, the oiler drops below to secure the sea valves that allow the seawater to cool the engines. Then, the throttleman checks everything secure one more time.

In the control room, the other area of great activity on a dive, lookouts almost free fall to their diving stations on the bow and stern planes. Quickly the bow planesman rigs out his planes and both he and the stern planesman set their charges to the prescribed angles for the dive. Arriving soon after the planesmen, the OOD, now the diving officer, gives the ordered depth to reach and the angle to do it. Then he checks that all is well and will watch the planesmen to learn if the trim needs changing.

The Chief of the Watch having closed the huge main air induction valve, will watch the Christmas Tree to see that all hull openings are closed. Then he pulls the vents to flood the main ballast tanks and watches the depth to signal the auxillaryman on the air manifold when to blow negative tank to the mark to stop our descent into the depths. The manifold operator will hammer open the valve and then close off the roaring rush of compressed air, as needed.

By this time, the trim manifold operator will have arrived from the engine room. After climbing over the stern planesman he will be ready to pump and flood seawater to the tanks. This will trim up the boat to neutral buoyancy. In the conn, the helmsman will have rung up standard speed so the boat will be driven under by the screws. The QM of the watch will dog the conning tower hatch when the OOD, the last man down from the bridge, pulls the lanyard to close it.

There is no music to guide this dance except calm orders given and acknowledged. Started in a flurry of activity, it will end by winding down quietly to a state of relaxed vigilance by men practiced and confident of themselves and each other. They have done this many times, this graceful and awkward descent into the depths. They do it as fast as is safely possible. This is where they belong, with many feet of sea hiding the strong steel of the hull. Men asleep in bunks half-awakened by the raucous alarm and noisy ballet, drift back to deep sleep, confident they are at home where they should be.

Submitted by: Phil Philipps

USS John Marshall (SSBN611)

Keel laid: April 4, 1960

Launched: July 15, 1961

Commissioned: May 21, 1962

Sponsor: Mrs. Robert Kennedy

Decommissioned: July 22, 1992

Recycled: March 29, 1993

Builder: Newport News Shipbuilding, Newport News, VA.

First Commanding Officers

CDR. Robert W. Stecher (Blue)

CDR. Robert D. Donovan (Gold)

USS JOHN MARSHALL was the fourth ETHAN ALLEN-class nuclear powered fleet ballistic missile submarine.

She began her sea trials on 8 April 1962, On 21 May 1962, John Marshall joined the Atlantic Fleet as a unit of Submarine Squadron 14 (Subron14). Ten days later the boat began its shakedown cruise, which culminated on 12 July with the successful firing of two A-2 Polaris missiles off Cape Canaveral, Florida. On 31 December 1962, John Marshall sailed for its first Polaris patrol.

Manned by the Blue crew, she became the ninth operational Fleet Ballistic Missile Submarine.

From 4 April 1963 to 30 November 1966, the Blue and Gold crews conducted a total of seventeen deterrent patrols from Holy Loch, Scotland.

On 13 December 1966, the boat started its first major overhaul at Newport News shipbuilding. The overhaul was completed in April 1968. After the post-overhaul shakedown cruise the boat loaded missiles at Charleston, South Carolina, and in September 1968 began patrol eighteen. Patrols nineteen through twenty-five were conducted from Holy Loch, Scotland, from October 1968 through June 1970. In June 1970, the boat became a unit of SubRon 16 and began operations from Rota, Spain.

Patrols twenty-six through thirty-seven were conducted from Rota. The boat was awarded its first Meritorious Unit Commendation as a result of an operation conducted in March 1971 that demonstrated the effectiveness and dependability of the Fleet Ballistic Missile System. In June 1973, the boat returned to New London, Connecticut, for a dependent's cruise, then conducted two patrols from Charleston, South Carolina.

On 1 November 1974, John Marshall began its second refueling overhaul at Mare Island Naval Shipyard. During this overhaul, the missile systems were converted to support the Polaris A-3 system. The overhaul was completed in May 1976 and the ship commenced strategic deterrent patrols in February 1977 as a unit of SubRon 15, Patrols forty through fifty-four were conducted from Apra Harbor, Guam. The final deterrent patrol conducted with the boat's arrival at Pearl Harbor, Hawaii, on 28 December 1980.

continued on next page

USS John Marshall (continued)

Reclassified as SSN-611

On 12 January 1981, John Marshall was given hull classification symbol SSN-611 and began operations as an attack submarine from Pearl Harbor. The last Polaris missile was removed in Bangor, Washington, on 1 June 1981. The boat arrived in Charleston, South Carolina, on 20 June 1981, the ship departed for its first deployment to the Mediterranean Sea. The deployment included several major fleet exercises and visits to La Maddalena, Italy; Tangiers, Morocco; and Lisbon, Portugal. The ship returned to Charleston on 21 May 1982, twenty years to the date after it was commissioned.

In September 1983, John Marshall again returned to the Pacific Fleet and arrived at Puget Sound Naval Shipyard on 29 September to start its third overhaul. The boat was modified to support operations with Dry Deck Shelters capable of deploying Swimmer Delivery Vehicles. Post-overhaul sea trials were conducted in September 1985 and the boat joined SubRon 6 in Norfolk, Virginia, in November 1985.

On 15 December 1986, the boat, equipped with a Dry Deck Shelter, began its transit for its second deployment to the Mediterranean Sea. The deployment included several exercises and a demonstration of the boat's unique special warfare capability and visits to Toulon, France, and La Maddalena, Italy. The boat returned to Norfolk, Virginia, on 29 May 1987. In September 1987 a Special Operation Demonstration was conducted near Puerto Rico with SEAL Team Two, battle group exercises, Special Acoustic Trails, and Dry Deck Shelter operations continued through 1988.

25 October 1988 marked the 1000th dive of the boat, off Puerto Rico. On 1 May 1989, after conducting a variety of exercises with a carrier battle group and other submarines, the boat departed for its third Mediterranean deployment. This was the first time a submarine had deployed anywhere in the world with two Dry Deck Shelters on board. Adding a unique flexibility and endurance to the Fleet Commander for special warfare operations. Embarked on board when the ship departed Norfolk was the largest special warfare detachment in the Atlantic or Mediterranean. During the 1989 deployment, the boat's response to contingency operations, providing forward areas support of a unique nature on extremely short notice, as well as the boat's success with ASW operations, was recognized in the award of the Meritorious Unit Commendation. The boat returned to Norfolk in September 1989.

John Marshall conducted three special warfare training exercise in the Caribbean Sea in 1990, including a highly successful exercise that featured the employment of Submarine Launched Mobile Mines.

On 26 January 1991, the boat departed Norfolk for its fourth and final deployment to the Mediterranean. Equipped once again with two Dry Deck Shelters, the boat operated in direct support of Operation Fleet Commander. The boat visited Toulon, France; Gibraltar; and La Maddalena, Italy, returning to Norfolk on 22 June 1991.

In September 1991, John Marshall served as flagship for the largest submarine special warfare exercise since World War II. Over 191 personnel, including three flag officers and United States Navy SEAL and United States Army special forces, embarked to conduct joint special operations during Exercise Phantom Shadow.

John Marshall transited to the Pacific in early 1992 to begin the deactivation process at Puget Sound Naval Shipyard where she was decommissioned and struck from the Naval Vessel Register on 22 July 1992 and disposed of through the Nuclear Power Ship and Submarine Recycling Program on 29 March 1993.

Columbus Base Recipients of a PUC Continued:

In last month's issue of The **GREEN BOARD** I explained that if my research was accurate I believed we had 3 WWII Columbus Base shipmates, Clem O'Brien, John Alexander and Smitty Smith, whose boats were recipients of the **Presidential Unit Citation** and two shipmates who served aboard vessels during the Cold War that earned the **PUC**, John Pendleton and Bill Holly.

The ribbons that our WWII honorees received look like the following:



The **Navy and Marine Corps Presidential Unit Citation** is awarded to units of the Armed Forces of the United States and allies for extraordinary heroism in action on or after 7 December 1941 against an armed enemy. The unit must display such gallantry, determination, and *esprit de corps* in accomplishing its mission under extremely difficult and hazardous conditions so as to set it apart and above other units participating in the same campaign. The degree of heroism required is the same as that which would warrant award of the Distinguished Service Cross to an individual.

To find out how the WWII boats won their acclaim I went to the *Dictionary of American Naval Fighting Ships*, commonly known as DANFS, which is the foremost reference regarding US naval vessels. Published in nine volumes (from 1959 to 1991), it gives histories for virtually every US naval vessel. However, as I read each of the "war patrol histories" that I extracted to feature the events that produced the **PUC** awards I found little or no reference to *extremely difficult and hazardous conditions so as to set it apart and above other units participating in the same campaign*. Fortunately, we now have the WWII war patrol reports available to give us more information and our USSVI affiliation to help us learn what really occurred!

.So we will do in this article like we did in our story featuring Clem O'Brien and the USS Albacore in last month's newsletter. We will submit an extraction from DANFS, and then add a little commentary from other sources to make the account more complete. Still that might not be the whole story but at least it will add some of the hazardous elements that our gallant shipmates experienced which are lacking in the DANFS accounts



This month we feature the **USS REDFISH (SS-395)** and Columbus Base Recipients of the Presidential Unit Citation: John A. Alexander TM3(SS) (photo at left) and Denver D. "Smitty" Smith EM1(SS) (photo at right).

1 December 1944, **Presidential Unit Citation** awarded to *Redfish* for 1st and 2nd war patrols. *Redfish* received two battle stars for World War II service.



1st war patrol - DANFS - *Redfish* arrived at Pearl Harbor 27 June 1944. Departing 23 July, she sank the 5,953-ton Japanese cargo ship *Batopaha Maru* 25 August, the 7,311-ton tanker *Ogura Maru No. 2* on 16 September, and the 8,506-ton transport *Mizuho Maru* 21 September, all off Formosa, before arriving at Midway 2 October. Departing Midway on the 25th and Saipan on 3 November, she sank the 2,345-ton Japanese transport *Hozan Maru* during the night of 22-23 November. Departing Saipan 1 December, she combined with *Sea Devil* (SS-400) the night of 8-9 to damage heavily the Japanese aircraft carrier *Hayataka*, putting that enemy ship out of action for the remainder of the war.



As we pass John's photo as he appeared at one of our previous Base meetings and move on down a picture of Smitty on the right, we have two very good accounts to aid us in understanding the reality of the battles depicted in the preceding DANFS report. One is the boat's war patrol report which is a very compelling record of the danger the REDFISH experienced during her first patrol. For example, a reading of the CO's narrative regarding the action following the REDFISH attack on 25 August, mentioned above, is a most harrowing account for sure:

1442 - Sighted 6 planes over and around sinking ship.

1545 - Heard 14 explosions. Believe they were aircraft bombs. No surface ship in vicinity. They were fairly close but shallow.

1605 - Heard 2 more aircraft bombs.

1713 - **1717** - Heard and felt 17 very heavy explosions. Heaviest I've heard. Could not have been very close but shook boat considerably. No surface craft heard by sound. Could have been very heavy charges dropped by planes. They were not much deeper than bombs.

1745 - Heard another block buster -

1850 - Planed up to periscope depth - Sighted several planes apparently patrolling. Took bearing and range of lighthouse. Could see nothing else. Ship must have gone down. Submerged to 150 feet.

When I add those numbers up it appears that the boat escaped what was believed to be 34 bombs in a 2 hour period (1545 to 1745) just to hang around and make sure the target was finished.

The other account comes from Dan R. MacIsaac, FTC(SS) USN (Ret), who stayed in touch with his former REDFISH shipmates during the post WWII years. Chief MacIsaac's recollection of the 16 September sinking, noted above, is an exciting version that led to an article which can be found in our July 2006 edition of **The GREEN BOARD** entitled, **HONORING OUR LIVING HEROES**. It is archived in our Columbus Base website and you should be able to reach it with a Ctrl/Click on the following:



http://www.columbusbase.com/docs/Newsletter/2_06_Jul_2006.pdf

2nd war patrol - DANFS - *Redfish* sank the newly built 18,500-ton Japanese aircraft carrier *Unryu*, bound for Mindoro, 19 December. After diving to 232 feet, she rose to the surface and raced to escape Japanese pursuit.

After reading this latest DANFS entry regarding the **second patrol** sinking, it seemed like there must have been more to the story than that. So a check of the REDFISH patrol report reveals that one torpedo stopped the *Unryu* at **1643** and a second torpedo fired 15 minutes later produced a thundering explosion apparently from hitting a magazine or fuel storage compartment. Following the taking of some photos through the #2 periscope at **1656** and a subsequent clean sweep all around through #1 periscope at **1659** revealed the carrier was no longer afloat.

Next, the REDFISH Commanding Officer decides to take out one of the 3 modern Destroyers that were hovering around where the carrier disappeared. The patrol report records the following:

1710 - Target we are tracking has turned toward with a bone in his teeth, he has us on sound or sighted scope, ordered standard speed, 200 feet, flood negative.

1711 - On passing 150 feet all Hell broke loose when seven well placed depth charges exploded alongside starboard bow – the closest one of these charges is believed to have exploded a little above keel depth and gave the sensation of pushing the bow sideways to port. At this time the following casualties were reported: steering gear jammed on hard left and hydraulic leak in after room manifold, bow planes jammed on 20 degrees rise, and hydraulic oil leak in pump room and loss of all hydraulic power, all sound gear out of commission, pressure hull cracked in forward torpedo room with water leaking through #1 M.B.T. riser and #1 Sanitary Tank discharge valve, numerous air leaks throughout the boat and a torpedo making a hot run in #8 tube.

But that wasn't all they had to contend with, REDFISH was unintentionally sitting on the bottom in 232 feet of water. Over the next hour and 10 minutes numerous depth charges were dropped with three of them exploding fairly close aboard while the crew was doing the best they could to quietly affect damage control measures.

Actually there is much more in the war patrol reports than what our limited space will allow us to feature here. Things like riding out a typhoon, having to remove loose deck plates with a cutting torch and throw them over the sides to eliminate their rattling sounds, plus the sightings of seven floating mines in the East China Sea. REDFISH exploded one of them with gunfire!

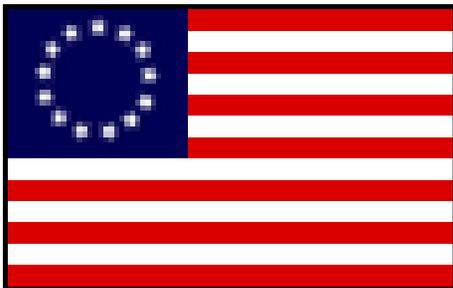
Finally, in our national USSVI website we find an entry in the REDFISH Ship's Log pertaining to the *Unryu* sinking that **REDFISH subsequently suffered "a ferocious depth charge attack that bent her keel and sent her stateside for repairs."** That entry alone suggest to me that REDFISH *accomplished its mission under extremely difficult and hazardous conditions so as to set it apart and above other units participating in the same campaign.*

Respectfully submitted by Bernie Kenyon



June Birthdays

Greg Leonard	06-01
Al Albergottie	06-03
Bryan Ledbetter	06-03
Gus Hoehl	06-05
Tom Baughman	06-13
Gary Pelini	06-14
Mike Jenkins	06-19
Bob Clark	06-20
Frank Lloyd	06-23
John Pendleton	06-25



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

Reflection

As I sat the day after our base “Cook-out / Eat-in / Base Museum Opening Day”, I’m calling it that because I was questioned that shouldn’t a “picnic” be an outdoors event. I wanted to thank all those that attended and also all the appreciative comments and emails about the museum.

I now know what I should have said at the meeting when Base Commander Testa gave me the floor and I only thing I could think of “was anyone hungry”. I should have taken that time and didn’t so listen up now, the Base Museum even though located in a no longer needed, unless the kids come back home (never say never), garage on our property, it belongs to every member of our base. Open any time you wish to use it, go thru shelves of photos, sign out a book to read, look thru the many drawers of patches or pull out a file on your sub and see what’s been collected.

There was a lot more effort that made this room happen than mine alone. I know Jan was out there a lot more than she expected, but there were also a group of other base members that made the long drive to Hebron and pitched in. Past Commander Bill Anderson, COB Marv Pastor, Vice Commander Jim Tolson, Bill Dumbauld and Treasure Jim Koogler.

There was also building materials donated, wood shelves– Frank and Sharon Lloyd, metal shelves and lights– Cliff and Linda Dodson, entrance door– Jim and Karla Tolson thanks to all that helped and donated.

I think the biggest thank you goes out to Kay Larson and her family for donating Rick’s collection to our base.

99% of this room is Rick Larson’s collection and now that some members have seen the items were hoping for new donations and to see the content grow with others help.

Thanks again,

Dave and Jan



Sometimes you just have to make sacrifices in the name of the base.

This photo op was taken at the A.D.Farrow’s, Military Appreciation Day at the North-Star Harley Davidson shop in Sunbury OH

The photographer (Creative Image) donated his time and all proceeds went to the Operation Home Front of Ohio.



Columbus Base Meeting Minutes 06 June 2009

The June meeting was called to order at 1300 by Joe Testa, Base Commander at the Buckeye Lake VFW Post 1388 with 43 members and guests in attendance.

The Pledge of Allegiance was lead by COB Marv Pastor and the opening invocation was lead by Chaplain Sharon Lloyd.

The tolling of lost boats for June was conducted by the Chaplain Sharon Lloyd and COB Marv Pastor.

Commander Testa welcomed everyone and then paused the meeting for a picnic lunch.

Secretary's Report Joe Testa noted that the minutes of the last meeting were posted in the Green Board. There were no corrections.

Treasurer's Report was presented by Jim Koogler. All bills are paid. Woody Cook made a motion to accept. Frank Lloyd seconded.

Webmaster Report was given by Cliff Dodson. No change.

Chaplain's Report was given by Chaplain Sharon Lloyd. She reported that Bob Wells is going in for skin cancer treatment.

Membership Report was presented by Jim Koogler. No change.

Committee Reports Activities

Adopt-A Highway

Saturday 20 June, 0800

Meet at Don Gentile American Legion Post 532 at 0800

Officer meeting to follow

July 4th Parade Westerville

4 July 2009

Muster at 1230

Parade starts at 1330

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

- All attendees expressed appreciation to Dave and Jan Creekmore for an excellent picnic lunch. Maps were handed out to all to visit the Columbus Base Museum.
- Open discussion from the floor
Frank Lloyd, Storekeeper, shared pictures of a new T-shirt being offered by Los Angeles-Pasadena Base. Frank took orders from all that expressed interest. A picture of the shirt can be seen at <http://www.columbusbase.com/>

Announcements

- **Next Columbus Base Meeting,**

- Saturday 11 July 09
- 1200 Social Hour
1300 Meeting
AMVETS Post #89
3535 Westerville Road
Columbus, OH 43224
614.471.0095

- **Next Officer Meeting**

- 20 June 09
- After Adopt-A-Highway cleanup
All members are welcome to attend.
Don Gentile American Legion Post 532
1571 Demorest Road
Columbus, OH 43228

Closing Prayer was offered by Chaplain Sharon Lloyd
Motion to Adjourn: Galin Brady, Second, Frank Lloyd.
Meeting adjourned at 1450 by Commander Testa.

Raffle

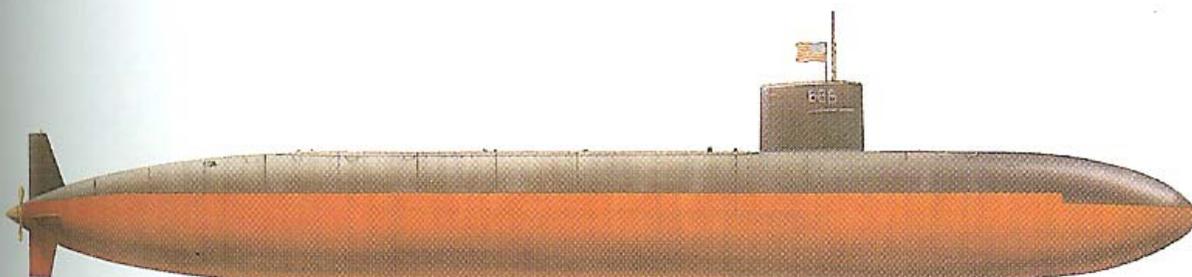
The 50/50 winner was Opal Phillips
Additional winners were:
Elaine Williams – Wine
Bill Anderson – Dolphin bottle opener
Bob Wells – Wine
Tim Barker – a loaf of Sharon's bread
Woody Cook – a loaf of Sharon's bread
Walt Fleak – a loaf of Sharon's bread
Marv Pastor – computer bag
Additional numbers were drawn for the table decorations.

Submitted by
Jim Tolson,
Vice Commander

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.

Los Angeles



The lead ship of this class, *Los Angeles*, was commissioned on 13 November 1976. She was followed by 52 more, the last of which, *Cheyenne*, was commissioned on 13 September 1996. They are nuclear attack submarines (SSN), fulfilling a variety of roles: land attack with onboard GDC/Hughes Tomahawk TLAM-N missiles, anti-ship with the Harpoon SSM and anti-submarine Mk48 and ADCAP (Advanced Capability) torpedoes, first fired by the USS *Norfolk* on 23 July 1988. Nine of the class were involved in the Gulf War of 1991, two firing Tomahawk missiles at targets in Iraq from stations in the eastern Mediterranean. By 1991 75 per cent of the attack submarine force was equipped with the Tomahawk; from SN719 (USS *Providence*) onwards all are equipped with the vertical launch system, 12 launch tubes external to the pressure hull.

Country:	USA
Launch date:	6 April 1974
Crew:	133
Displacement:	Surfaced: 6180 tonnes (6082 tons) Submerged: 7038 tonnes (6927 tons)
Dimensions:	110.3m x 10.1m x 9.9m (362ft x 33ft x 32ft 3in)
Armament:	Four 533mm (21in) torpedo tubes; Tomahawk Land Attack Cruise Missiles, Harpoon SSM
Powerplant:	Single shaft, nuclear PWR, turbines
Range:	Unlimited
Performance:	Surfaced: 20 knots Submerged: 32 knots