

COLUMBUS BASE SUBMARINE VETERANS

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THE GREEN BOARD

ALL SEAS ARE NAVIGABLE



Columbus Base Newsletter

2009 AWARDS DINNER



THE ANNUAL COLUMBUS BASE USSVI AWARDS DINNER TOOK PLACE ON SATURDAY AUGUST 1ST AT THE AMVETS POST 89.

IN ATTENDANCE WERE 51 MEMBERS AND GUESTS TO ACKNOWLEDGE THE SHIPMATE OF THE YEAR AS WELL AS OTHER AWARDS BEING PRESENTED. THIS YEAR THERE WERE NO HOLLAND CLUB INDUCTEES, THE REQUIREMENT IS THE 50 YEAR ANNIVERSARY OF RECEIVING YOUR DOLPHINS.

THE SECOND ANNUAL RICK LARSON MEMORIAL SHIPMATE OF THE YEAR RECIPIENT IS MARV PASTOR.

MARV WAS HONORED BY HIS SHIPMATES FOR HIS DEDICATION AND TIME TO THE BASE.

PICTURED ABOVE FROM THE LEFT, RICHARD LARSON, MARV PASTOR, ANGELA AND CHAD LARSON, AND RICK'S YOUNGER BROTHER PAUL. (RICHARD AND CHAD ARE TWO OF RICK LARSON'S SONS.) THE BASE WAS HONORED TO HAVE THEM JOIN THE FESTIVITIES AND PRESENT THE AWARD TO MARV.

AT RIGHT IS MARV ACCEPTING THE AWARD.

FOR MORE PICTURES FROM THE DINNER VISIT THE COLUMBUS BASE WEBSITE AND CLICK ON THE PHOTO GALLERY.

WWW.COLUMBUSBASE.COM



Breaking into the underwater boys' club:

Sailor one of 12 women to be submarine-qualified

By [Erik Slavin](#), Stars and Stripes
Mideast edition, Wednesday, July 22, 2009
(Submitted to the Green Board by Jim Koogler)



Photo courtesy of Marilisa Elrod
Lt. Cmdr. Marilisa Elrod, shown here in Hawaii recently, has a rare distinction: as a doctor and undersea medical officer, she has become submarine qualified in a service that excludes women as crewmembers. Elrod says it would take effort and changes but believes women can successfully serve on submarines

YOKOSUKA NAVAL BASE, Japan

A sailor once asked Lt. Cmdr. Marilisa Elrod where she got the twin dolphins sewn below the U.S. Navy lettering on her uniform. She could understand the sailor's confusion—he had probably never seen the insignia on a woman before.

"I said I borrowed them from my husband ... just to tease him," said Elrod, a doctor and undersea medical officer based in Hawaii.

Then she explained how she studied for more than a year and passed her qualification test aboard the USS Key West before earning the distinction of being a submarine-qualified sailor.

To a submariner, those dolphins mean that the sailor wearing them knows enough about every function of the boat to save it in an emergency.

Elrod is one of 12 submarine-qualified women in the Navy, officials said.

As a medical officer, she has had the opportunity to ride on several vessels. However, crews stationed aboard submarines remain all male in the U.S. Navy.

"I think in the beginning it would be difficult from a logistics standpoint, but I don't see any reason why women would not be well-suited to be on subs," Elrod said.

Australia, Canada, Spain and Norway all allow women to serve on submarines, though their deployments tend to be shorter than those aboard U.S. nuclear-powered subs.

Some U.S. sailors say having women serve aboard subs would hurt unit cohesion. Others say sailors would adapt.

"You'll hear all sorts of arguments against it, some medical ... some similar to the arguments you hear against having homosexuals serving in small units," said Petty Officer 1st Class Jim Grisham, an electronics technician serving aboard the USS Seawolf. "Nothing credible, in my opinion, and little that the surface Navy and the other armed forces haven't learned to deal with."

Female U.S. Naval Academy students have come aboard the Seawolf and other submarines for years as part of their summer training.

While aboard submarines, Elrod has shared an officer's stateroom. If women were allowed to serve permanently aboard subs, they would need designated spaces that aren't available on today's boats, said Submarine Group Seven spokesman Lt. Cmdr. Greg Kuntz.

"It's the space and the design itself that makes it very difficult at this time, but it's not that we aren't constantly re-viewing [the idea]," Kuntz said. "The big question we continually ask ourselves is, 'How could we make this work?'"

Studies on retrofitting existing submarines to accommodate female berthing have shown that doing so would be prohibitively expensive, Kuntz said.

Submarines are already packed tightly with equipment; the few spaces that aren't, like the chief petty officer's lounge, aren't likely to be given away to enlisted sailors of any gender, Kuntz said.

Meanwhile, rack space is precious; the lack of bedding requires some enlisted sailors to "hot rack," meaning that three sailors share two racks while working different shifts.

Nonetheless, some sailors think it could be done if women are willing to put up with the same near-absence of privacy as men. For example, an extra curtain could cordon off a women's bunk area in the existing berths.

In Elrod's case, a sign hung on the door of the head, or bathroom, when she was using it. Certain times could be designated as women only, as they are for shower trailers in Iraq and Afghanistan.

Undiagnosed pregnancies before deployment could interrupt missions, detractors say. However, there are protocols for evacuating sailors with medical emergencies.

Submarine medics would also need to keep women's health issues in mind; for example, abdominal pain can be harder to diagnose in women, Elrod said.

"There are definitely some things that would need to be worked out and some instructions would need to be written, medically speaking," she said.

Other than the logistics, the biggest change would have to occur among attitudes. A large group of men in their 20s and 30s, living in very close quarters, tend to produce a lot of off-color humor.

"There's a sort of fraternity culture on board that would have to evolve, but if destroyers and the space station can be sex-integrated, then so can submarines," Grisham said.

Kuntz, who is submarine qualified, said that successful submariners of any gender tend to be shaped by the existing culture more than they change it themselves. Petty Officer 2nd Class Seth Powers, 29, said that even most sailors who think it's a bad idea wouldn't have much choice but to do their jobs.

"It would probably work out," Powers said. "I don't see it being impossible. ... People would just get used to it."

Upcoming Events

<i>August 22 2009</i>	<i>0800</i>	<i>Adopt-A-Highway clean up. Rain date August 29th.</i>
<i>September 05 2009</i>	<i>1200</i>	<i>Monthly Meeting, AM VETS Post 89</i>



Lost Boats



July

USS S-39 (SS-144) Lost on 14 Aug. 1942 when it was destroyed after grounding on a reef south of Rossel Island Louisande Archipelago. All the crew were rescued.

USS Flier (SS-250) Lost with (78 men) on 13 Aug. 1944 when sunk by Japanese mine in the Balabac Strait south of Palawan. Eight man survived and were later rescued by USS Redfin (SS-272)

USS Harder (SS-257) Lost with all hands (79 men) during a Japanese depth charge attack off Luzon. Republic of the Philippines, on 24 Aug. 1944.

USS Bullhead (SS-332) Lost with all hands (84) men off the Bali Coast by Japanese air attacks on 6 Aug.1945.

USS Cochino (SS-345) Lost with one man lost on 26 Aug.1949 off the coast of Norway due to a battery explosion and fire. Six men from the **USS Tusk (SS-426)** were also lost in the rescue operation.

USS Pompano (SS-181) Lost with all hands (76 men) by possible Japanese mine off Honshu, Japan some time between , 8 Aug and 27 Sept. 1943.

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.”



Columbus Base Meeting Minutes

01 Aug 09

The August Columbus Base business meeting waived in favor of the Annual Columbus Base Awards Dinner held at the Columbus AmVets Post 89. Honored guests consisted of 4 members of Risk Larson's family; Brother Paul, sons Chad and Richard, and daughter-in-law Angela. After a social hour and dinner the awards ceremony was called to order by Commander Joe Testa. The Pledge of Allegiance was lead by Marv Pastor, the COB. Opening invocation was given by Chaplain Sharon Lloyd. The tolling of lost boats for August was conducted by the Chaplain and the COB.

Awards

The Newsletter Editor's Award was presented by Jan Creekmore to Jim Koogler for several articles he prepared for the newsletter in the past year.

Base Commanders BZ Awards were presented by Commander Testa to:

Tim Barker for his assistance in the Tolling of the Boats ceremony,

Karla Tolson for her assistance in the base Bylaws revision and Holiday Dinner planning and decorations,

Mary Testa for her hard work decorating the parade float for the Festival of Lights Parade.

A Certificate of Appreciation was presented to Dave Creekmore for creating a museum for the display and storage of the Columbus Base Submarine memorabilia collection.

The Base Commanders Award was presented by Commander Testa to Sharon Lloyd for her faithful service to the base over the past 4 years as the Base Chaplain, for her participation in the tolling of lost boats and maintaining contact with our sick and injured shipmates.

A second Base Commanders Award was presented by Commander Testa to Frank Lloyd for his valuable service to the base as the Base Storekeeper, helping base members to find and procure submarine related material over the past 4 years

Next the Rick Larson Memorial Shipmate of the Year Award was presented by Committee Members Cliff Dodson and Dave Creekmore and Larson family members Paul, Chad, Richard and Angela to COB Marv Pastor for his tireless efforts on behalf of the base in participation in base parades, tolling ceremonies, and delivery of coffee donations to the VA Clinic

Announcements From the Floor

Galin Brady suggested a thank you for Jan Creekmore for her service to the base in the monthly preparation of our outstanding base newsletter the [Greenboard](#).

Frank Lloyd announced that he has a source for MM rate pins for \$5 each. Please see him if interested.

Raffle

The 50/50 winner was Okkyong Kim

Additional winners were:

Tom Baughman Beer

Sharon Lloyd hand crafted bag

Frank Lloyd USN Book

Jim Tolson hand crafted bag

Galin Brady a ladies gift bag

Suzan Trowbridge beer

Jim Koogler Bob Evans gift card

Bob McDaniel AMC gift card

Walt Fleak Bread

Sharon Lechleidner Wine

Greg Leonard bread

Sue Wells flash drive

Mary Testa Butterfly

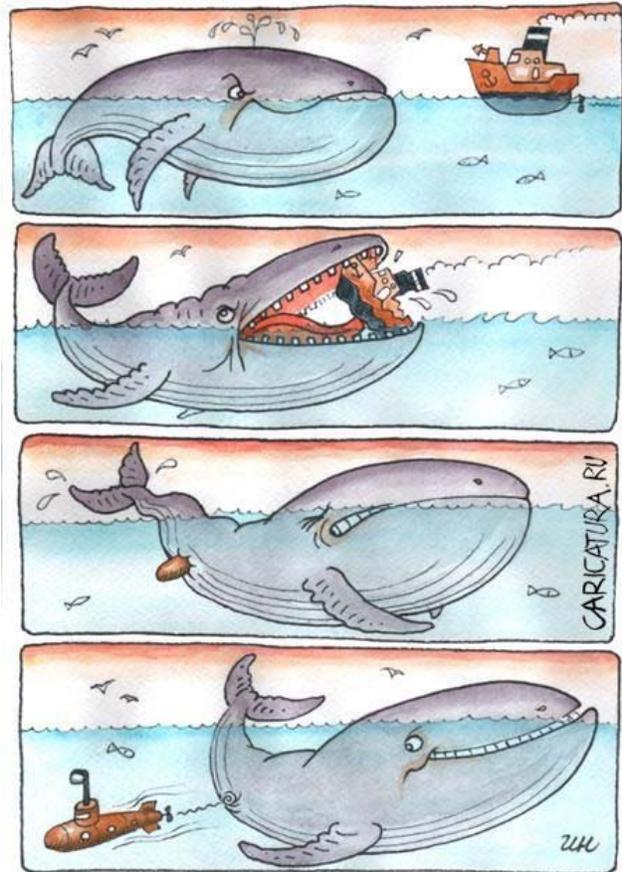
Angela Larson Bread

Joe Murphy Screwdrivers

Submitted by

Tom Baughman,

Base Secretary



Secrets of the Deep

PERHAPS THE MOST STRIKING SENSATION WHEN YOU FIRST ENTER A SUBMARINE IS THE SMELL? IT IS A STRANGE BREW OF DIESEL FUEL, DIESEL EXHAUST ("ON A NUCLEAR SUBMARINE?" YOU ASK YOURSELF), COOKING OIL, LUBRICATION OIL, AND TWO OTHER SMELLS THAT THE DUTY OFFICER EXPLAINS TO BE OZONE FROM THE HIGH-VOLTAGE ELECTRICAL SYSTEMS AND AMINES FROM THE ATMOSPHERIC CONTROL SYSTEMS. ALL IN ALL, IT IS A PLEASANT SMELL, AN IMMEDIATE REMINDER THAT YOU ARE STANDING ON THE DECKPLATES OF A COMBAT FAST-ATTACK NUCLEAR SUBMARINE.

FROM: THE COMPLETE IDIOT'S GUIDE TO SUBMARINES

Latest Columbus Base Presidential Unit Citation Recipient

While researching how many of our Columbus Base Crew Members were awarded the **Presidential Unit Citation** during WWII, I discovered that two boats received such acclaim during the Cold War and we have a Columbus Base shipmate who served aboard each of those vessels. One was John E. Pendleton who we featured in last month's issue of **The GREEN BOARD** and the other honoree is:

William C. "Bill" Holly RD1(SS) and his boat, the USS TRITON (SSR (N)-586). Bill is shown in the photo on the right as he was being inducted into our submarine veteran's Holland Club last year during our Columbus Base Awards Night. Even though it was created as a combat award, the second and only other PUC non-combat honor was authorized following the TRITON mission in 1960.



Presidential Unit Citation: "For meritorious achievement from the 16th of February 1960 to the 10th of May 1960. During this period TRITON circumnavigated the earth submerged, generally following the route of Magellan's historic voyage. In addition to proving the ability of both crew and nuclear submarine to accomplish a mission which required almost three months of submergence, TRITON collected much data of scientific importance. The performance, determination and devotion to duty of the TRITON crew were in keeping with the highest traditions of the naval service."

All members of the crew who made this voyage are authorized to wear the Presidential Unit Citation ribbon with a special clasp in the form of a golden replica of the globe.



In order to present you with the conditions and/or reason the **PUC** was awarded to each of the boats and crews that our Columbus Base recipients served on, I selected 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.

As I saw it, however, DANFS could only be a beginning as its narratives are nothing more than a basic broadcast of an event and their website explains why, "Because these histories are direct transcriptions of the original Navy-published histories, we cannot add information that was "omitted" from the original publication, nor can we re-write histories to include information subsequent to the original publication." Therefore, I felt compelled to research other sources for details that might explain what our shipmates experienced during the course of the action that earned them their acclaim. So you will first see the DANFS account followed by just a little more information that I was able to come across.

DANFS - Triton put to sea on her shakedown cruise on 15 February 1960, bound for the South Atlantic. She arrived in the middle Atlantic off St. Peter and St. Paul Rocks on 24 February to commence a history-making voyage. Having remained submerged since her departure from the east coast, *Triton*

continued on south towards Cape Horn, rounded the tip of South America, and headed west across the Pacific. After transiting the Philippine and Indonesian archipelagoes and crossing the Indian Ocean, she rounded the Cape of Good Hope and arrived off the St. Peter and Paul Rocks on 10 April—60 days and 21 hours after departing the mid-ocean landmark. Only once did her sail break the surface of the sea, when she transferred a sick sailor to *Macon* (CA-132) off Montevideo, Uruguay, on 6 March. She arrived back at Groton on 10 May, having completed the first submerged circumnavigation of the earth.

Triton's globe-girdling cruise proved invaluable to the United States. Politically, it enhanced the nation's prestige. From an operational viewpoint, the cruise demonstrated the great submerged endurance and sustained high-speed transit capabilities of the first generation of nuclear-powered submarines. Moreover, during the voyage, the submarine collected reams of oceanographic data. At the cruise's conclusion, *Triton* received the **Presidential Unit Citation** and Captain Beach received the Legion of Merit from President Dwight D. Eisenhower.

DANFS doesn't mention that *Triton's* assignment was "**top-secret**". The cover story indicated that TRITON, following a shakedown cruise, would proceed to the Caribbean Sea to undergo additional testing required by the Bureau of Ships.

What the public didn't know, was that the crew and civilians were instructed to file their Federal income taxes early and take care of all other personal finances that might arise through mid-May. They were also told to renew the license plates on their motor vehicles before they sailed.

In addition to those preparations, any former Squadron 10 crew member aboard who had ever been on a Northern Run out of New London, CT might have suspected something major was ahead. Recognizing that the ship was being loaded with nearly 39 tons of supplies to be stored in every bit of space that the crew could possibly utilize would have been a possible tip-off. Altogether, some 77,613 pounds of food were loaded onboard, including 16,487 pounds of frozen food, 6,631 pounds of canned meat, 1,300 pounds of coffee, and 1,285 pounds of potatoes.

The official word wasn't released to the crew until the following morning, after the boat had set sail, when Captain Edward L. Beach announced the true nature of their shakedown cruise: "Men, I know you've all been waiting to learn what this cruise is about, and why we're still headed southeast. Now, at last, I can tell you that we are going on the voyage which all submariners have dreamed of ever since they possessed the means of doing so. We have the ship and we have the crew. We're going around the world, nonstop. And we're going to do it entirely submerged."

The sustained high-speed transit capabilities mentioned in DANFS was achieved with a two reactor propulsion plant (the only United States nuclear submarine ever to be equipped with a dual-reactor plant). Also, not mentioned in DANFS was that TRITON was only 8 days out when her state of the art depth recorder detected a previously uncharted 9,000 foot seamount, one of the two highest underwater mountains encountered on the voyage.

Otherwise, some of the other unique aspects of the TRITON assembly were her being the last American submarine to have a conning tower which is a small water-tight compartment built into the sail and mounted above all the other compartments that make up the ship. She was also the last submarine to have twin screws (propellers) and a stern torpedo room. Living aboard would be different too as she had a huge compartment dedicated solely for crew berthing, with 96 bunks for enlisted personnel and two separate Chief Petty Officer quarters, instead of the usual one.

Officer nominations / elections are coming soon are you ready to step up and HELP out your base!!!!!!!

Much of what I've compiled herein came from my reading a most comprehensive story that our Columbus Base shipmate, Eric Dreiseidel, so thoughtfully photocopied and mailed to me shortly after Bill Holly joined our USSVI ranks in 2004. Eric's mailing was Captain Edward L. Beach's lead article ("*Triton Follows Magellan's Wake*") featured in the November 1960 issue of the *National Geographic Magazine*

Captain Beach's commentary, therein, provided me with most of the content that I felt would best explain what Bill Holly and his TRITON shipmates experienced during their epic journey, but it was the Captain's use of photos to help accentuate his narrative that really makes his account so informative. Much to my amazement, while reading his article 44 years after it was published, was my seeing a picture of Al Abel who is shown as the ship's Royal barber curving a groove in the hair of an oil-smeared lowly polliwog (a sailor being initiated for crossing the equator for the first time).

Alfred E. Abel ENCS(SS) is a former USS HARDHEAD shipmate of two current Columbus Base Members, John "Woody" Woodmansee and this writer when we served together aboard the (SS-365) during the fifties. Discovering Al in one of the TRITON photos was a neat way to learn that Chief Engineman Abel eventually became one of Bill Holly's shipmates too!



Subsequently, I was very happy to find the photo at the left which shows Radarman Bill Holly RD1(SS), a TRITON Plank Owner, as he appears in Gary Gray's very interesting website dedicated to their 1960's circumnavigation which you can reach if you are reading this online with a Ctrl/click on the following, or paste the address to your browser:

http://garrygray.tripod.com/triton_home_page.htm

All together, Eric Dreiseidel's recognition that he had something worthwhile to share with us regarding, Bill Holly, a member of our Columbus Base and my being surprised to see, Al Abel, an old shipmate in a photo contained therein leads me to once again emphasize what a great organization our USSVI "Ring of Unity" really is. It is a brotherhood that seems to find former shipmates popping up in the most unexpected places. Sometimes, as in this case, it allows Eric and me to take a "sea story", which might have otherwise stayed buried in the past, and let readers like you know what significant contributions boats such as the TRITON with men like William C. Holly and Al Abel serving aboard made toward making our world a better place to live!

Respectfully submitted by Bernie Kenyon

Beneath the Surface

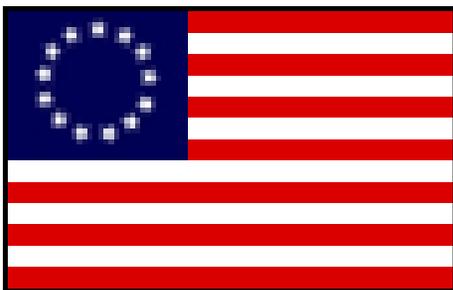
The U.S. subs did have their successes. In 1942, 180 Japanese ships were sunk by U.S. subs. Three quarters of million tons of Japanese ship and supplies were sent to the bottom. The truth was, however, neither the German nor the Japanese military ever considered U.S. submarines a major threat. They were more concerned with battleships and aircraft carriers.

In May 1943, the Allies debuted a new antisubmarine weapon called the airborne homing torpedo-or, more commonly, "Wondering Annie" or "Fido." The weapon homed in on the sound of an enemy sub's propeller. This was an improvement over the first acoustic torpedo that had been invented earlier by Germany. These torpedoes, called T5, were designed to go after whatever was causing the loudest noise in its vicinity. The loudest noise, however, all too often turned out to be made by the U-boat that was firing the torpedo. Big mistake.



August Birthdays

Mike Wilson	08-02
Dick Young	08 02
Woody Cook	08-04
Ken Sewell	08-08
Dale Loney	08-09
Phil Philipps	08-09
George Sanderson	08-14
Lee Mather	08-19
John Probst	08-24
Galin Brady	08-26



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

USS Alexander Hamilton (SSBN 617)

Keel laid: June 26, 1961

Launched: August 18, 1962

Commissioned: June 27, 1963

Sponsor: Mrs. Valentine Hollingsworth, Jr.

Decommissioned: February 23, 1993

Recycled: February 28, 1994

Builder: Electric Boat, Groton, CT.

First Commanding Officers:

CDR. Norman B. Bessac (Blue)

CDR. Benjamin F. Sherman (Gold)

Between 28 June and 18 October 1963, ALEXANDER HAMILTON carried out two shakedown cruises— one for the Blue crew and a second for the Gold crew. Following those operations, she conducted post-shakedown availability. After trials early in 1964, she departed the east coast on 16 March to deploy to Rota, Spain, her base of operations. She conducted deterrent patrols out of the port for the remainder of the year as a unit of Submarine Squadron (SubRon) 16. In January 1965, the FBM missile submarine transferred to SubRon 14 and based at Holy Loch Scotland. Her cycle of patrols from there lasted until 2 June 1967 at which time she returned to the United States at Charleston S.C. Later that month, she moved north to New London, CT. and thence into the Electric Boat yard on the 18th to begin her first overhaul and Nuclear refueling.

ALEXANDER HAMILTON completed the overhaul on 28 June 1968 and conducted post-overhaul trials, inspection and shakedown training until early October. In November, she was deployed to Rota and conducted a deterrent patrol en route to her new base where she arrived on 30 December. For the next four years, the submarine operated from that Spanish port again as a unit of SubRon 16. At the conclusion of her 31st deterrent patrol she returned to Charleston in November 1972 and in January 1973 began her second refueling overhaul— combined with a conversion to carry Poseidon missiles— at the yard of the Newport News Shipbuilding & Dry Dock. The work on those modifications lasted for over two years. The submarine carried out shakedown in April 1975 and devoted the remainder of the year to training and various post overhaul trials.

Continued on page 12

Ron Rossington has the WWII
Submarine Veterans
Calendar for sale.
You may contact him for the
Calendar and the cost.



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.

USS ALEXANDER HAMILTON continued

She conducted deterrent patrols 32 and 33 in the early part of 1976. Alexander Hamilton concluded the latter patrol at Holy Loch, Scotland, in May 1976 and conducted her next three patrols for that base. While on patrol 36, the fleet ballistic missile submarine visited Port Canaveral, Fla., and New London, Conn., before concluding that patrol at Charleston, S.C., in March 1977. During March and April, she completed refit and conducted refresher training. In July, she departed Charleston for another deterrent patrol which ended with her arrival at Holy Loch in September.

From that Scottish base, the fleet ballistic missile submarine conducted deterrent patrols 39 and 40. She departed Holy Loch in May 1978 for patrol 41 and concluded it at Charleston in July. The warship remained there until August when she got underway for New London. She arrived at New London early in September and, after exchanging crews, embarked upon deterrent patrol 42 later that month. She ended that patrol at Holy Loch in October.

March 7, 1979 USS ALEXANDER HAMILTON became tangled in the nets of a Scottish fishing trawler. The ALEXANDER HAMILTON tows the trawler backwards for about 45 minutes until the nets are cut. No injuries or serious damage resulted.

Over the next year, she made four patrols from the base in Scotland. On 31 October 1979, Alexander Hamilton departed Holy Loch on her 46th deterrent patrol, ending it at Charleston on 7 December. Early in January 1980, the ballistic missile submarine departed Charleston on Deterrent patrol 47. She concluded that patrol at Holy Loch on 17 March 1980 and; for the remainder of the year, operated from that base.

Alexander Hamilton's deterrent patrols out of Holy Loch continued until 1986. At that time, she was to have been decommissioned in order to remove her from the fleet as a gesture of goodwill in accordance with the terms of the in-ratified SALT II strategic arms limitation treaty. Upon her arrival in Groton early in 1986, the ballistic missile submarine began preparations for deactivation. The grounding of the USS Nathanael Greene (SSBN 636), however, forced the Navy to change its plans. What had been a deactivation overhaul quickly became a four-week maintenance availability to get Alexander Hamilton ready for active service. In April, the warship sailed to Charleston, SC for further work conducted in the floating dry-dock Alamogordo (ARDM 4). While at Charleston, she also served at sea occasionally as a training platform. In mid-June, the warship returned to Groton. During the summer of 1986, Alexander Hamilton participated in training cruises for Naval Academy and MROTC midshipmen.

In August, she learned that her refueling overhaul would be conducted by the Puget Sound Naval Shipyard. The nuclear-powered ballistic missile submarine departed Groton on 1 October to begin the long voyage to Bremerton, WA. Steaming by way of the Panama Canal, she arrived at her destination late November. Alexander Hamilton formally began her refueling overhaul on 30 November 1986.

After the overhaul the Alexander Hamilton returned to the east coast and operated out of Groton, CT, until decommissioned on February 23, 1993. Stricken from the Navy list the same day, the Alexander Hamilton was disposed of through the Nuclear Powered Ship and Submarine Recycling Program one year later at the Puget Sound Naval Shipyard, Bremerton, WA. Recycling finished on February 28, 1994.

From "41" for freedom by Dale Schoepfin



Don't forget Adopt-a-Highway cleanup is Saturday August 22, 0800. Rain date is August 29th. Meet at the Don Gentile Legion Post parking lot.

Expedition aims to find and preserve lost World War II shipwrecks

By [Gareth McGrath](#)

Gareth.McGrath@StarNewsOnline.com

(Reprinted from the Star News Online)

Submitted by Jim Koogler

It was a time when the greatest war the world had ever seen literally washed up on North Carolina's doorstep.

"I remember as a boy walking on Wrightsville Beach and avoiding the debris that had washed up on shore," said local military historian Wilbur Jones. "It didn't happen all the time. But it was there."

But today the wrecks and other remnants from the Battle of the Atlantic that took place just off the state's coast, like the memories of those who experienced World War II firsthand, are slowly being lost.

To help protect and preserve that maritime history, an expedition headed by the National Oceanic and Atmospheric Administration will seek to find, examine and document previously undiscovered war-time wrecks off the Outer Banks.

"The information collected during this expedition will help us better understand and document this often lost chapter of America's maritime history and its significance to the nation," said David Alberg, expedition leader and superintendent of the USS Monitor National Marine Sanctuary, in a release announcing the three-week survey mission. In archaeological terms, 60 years isn't very long. But the ocean bottom is a dynamic environment, molded and remolded by wind, currents and storms even as the elements whittle away at the wrecks. And researchers aren't just battling the sands of time.

Chris Southerly, archaeologist with the N.C. Underwater Archaeology Branch based at Fort Fisher, said the historical record of where a ship sank is often patchy and incomplete. Just how a vessel was lost is also sometimes a mystery.

"In a lot of cases with our more modern history, we do have pretty good historical documentation about what happened, such as a newspaper account or government records," Southerly said. "But there are often still questions that exist. An account may be written about a submarine hunt or a ship getting sunk, but in a lot of cases it's short on specifics. By doing this archaeological work, we can get additional information and clues that may not be in the historical record.

"We can also find things that amend or correct what's now in the record."

During the chaotic early days of World War II, German U-boats found easy prey among the tankers, freighters and other ships that hugged the North Carolina coastline and often traveled

alone, not in protective convoys. U.S.-flagged vessels became fair game after the nation entered the war in late 1941.

As losses mounted, the area from Cape Fear to Norfolk became known as “Torpedo Junction” The carnage often occurred within view of the coast, resulting in sailors, fuel and debris often washing ashore.

Among the U-boat’s victims was the tanker John D. Gill, which famously blew up in March 1942 off Southport.

Many of these near-shore wrecks have become easily accessible and popular dive sites. A three-quarters replica of the wreck of the German submarine U-352 that was sunk off Cape Lookout forms the centerpiece of the largest tank exhibit at the N.C. Aquarium at Pine Knoll Shores.

But it is the wrecks in deeper water, where special equipment such as side-scan sonar and remote-operated vehicles is required to find them, that researchers hope will fill in the historical holes.

Among the wrecks off the coast are three German U-boats and several British merchant and military vessels. According to federal and international law, these wrecks remain the sovereign property of the flag nation.

NOAA officials said they had consulted with the host nations about their plans to visit, but not disturb, those wrecks, particularly the British armed trawler HMT Bedfordshire, sunk off Ocracoke Island in 1942.

Jones, the local historian, said it’s important that what happened off our coast more than a half-century ago not be forgotten.

“There was so much we didn’t know on the home front because we weren’t being told by our government,” he said. “But when you have tankers blowing up on the horizon and debris from sunken ships washing up on our beaches, it brought things home, and I think people need to know and not forget just how close the war came to us here along the North Carolina coast.”

Sub Talk

The **ship** is a boat, and the boat is a ship. Submarines are quite properly called ships because they are vessels that displace more than a thousand tons. But the tradition of the old days is never forgotten, from when submarines were tiny and were *not* ships. Back in World Wars I and II, submarines were correctly called *boats*. The terms are almost interchangeable, but not quite. You “surface the ship,” “submerge the ship,” and “rig ship for dive,” but the leading chief is the “chief of the boat” and training for the unqualified is the “school of the boat.” By the way, never ever call a Navy destroyer, frigate, cruiser, or, God help you aircraft carrier a “boat” - you’ll be laughed off the ...*ship*.

From: The Complete Idiot’s Guide to Submarines