

COLUMBUS BASE SUBMARINE VETERANS

Volume 5, Issue 8

September 2009

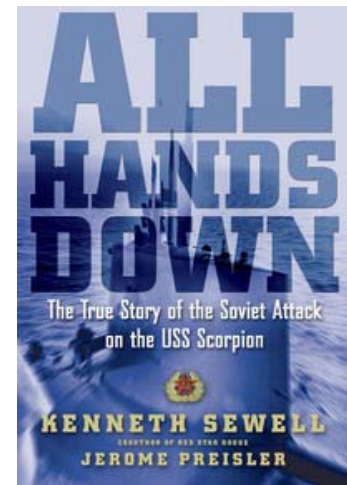
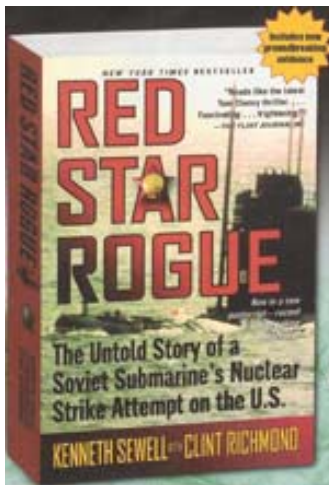


THE GREEN BOARD

ALL SEAS ARE NAVIGABLE



Columbus Base Newsletter



There is little need to introduce this author to our membership but what is important is to make sure all know what a great unselfish effort Ken Sewell has done for our local base and the USSVI Charities., By allowing our base to sell his books as a fund raiser he has given us the opportunity to build our operating funds a good deal. Ken has not only been at our need for special autographs he has also helped move inventory. All we had to do was contact him and he managed to get the task at hand completed.

Another un-noticed effort was the book sales committee and the supporting men that made the effort all worth while. Thanks to my fellow committee members, Bill Anderson and Marvin Pastor. Also Thanks to Cliff Dodson and Jim Koogler for their supporting behind the scene work on the website and bookkeeping side of this project. This has been a great example as to what we can do as a team effort.

Now that the book inventory is gone I can't hardly explain how happy Jan is to have the bottom half of her closet back.

Thanks to all, job well done,

Dave Creekmore

Upcoming Events

| | | |
|------------------|------|--|
| October 3, 2009 | 1200 | Monthly meeting at Am Vets Post 89 |
| October 24, 2009 | 0800 | Adopt a highway cleanup. Last for 2009 |
| November 6, 2009 | 1200 | Veterans Day Parade, Columbus |
| November 7, 2009 | 1200 | Monthly Meeting at Am Vets Post 89 |



Lost Boats



September

USS S-5 (SS-110) Lost on 1 September 1920 off the Delaware Capes. All the crew escaped through a hole cut in the hull in the tiller room.

USS S-51 (SS-162) Lost on 25 September 1925 with the loss of 32 men when it was sunk after a collision with SS City of Rome, off Block Island, Rhode Island.

USS Grayling (SS-209) Lost with all hands (76 men) to unknown causes on 9 September 1943 when it was sunk in or near Tablas Strait, Republic of the Philippines.

USS Cisco (SS-290) Lost with all hands (76 men) on 28 September 1943 during a Japanese Air and Surface attack in the Sulu Sea.

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.”

Commander's Corner

By Joe Testa



2009 USSVI Convention Report

I had the honor of representing the Columbus Base at the 2009 USSVI convention in San Diego. I used the opportunity to take my wife, children and granddaughter with me, and we visited Las Vegas/Hoover Dam and Los Angeles on our way to San Diego. We packed a great deal into our 8 days, and it took a couple of days to get back in the swing of things on our return.

I attended the Base Commander's Breakfast, where we had a special speaker, Force Master Chief Lynch, then discussed several issues. Master Chief Lynch said he was proud of today's Submariner, and that we should be too. They are still the best of the best, and that the high standards of inclusion into our small fraternity have not been compromised. He also offered an open invitation to anyone who visits the Pearl Harbor area, that if you want to tour a boat, just let his office know and they will make it happen. I will be sending out more specific information on how to get in touch with not only with the group in Hawaii but all submarine bases. As for the discussion held after Master Chief Lynch's talk, very little of importance was achieved. We discussed both what the USSVI E-Board could do to better serve the base commanders, and the commanders could do to help the E-Board. Essentially we desire better communication from the E-Board, and we could do a better job of communicating what our base member's feelings and thoughts are about various issues. We also discussed how bases could better help local boat museums, but as we do not have any in our area, this is a mute point. Finally, we discussed the Base Commander's BBS, which is a bulletin board where we post topics for discussion. We have expanded this to include all base officers, but there is little posting. It was echoed by nearly everyone in attendance that there needs to be less personal attacks on those who have a different opinion, so that a positive sharing of ideas can be achieved and real discussion can take place.

I also attended the Annual Business Meeting, which was far less dramatic as last year's fiasco, which centered on the USSVI election irregularities. Basically USSVI is financially sound, even though there has been some loss in the investment account, which we all understand in this economy. Overall membership is slightly up, and with the continuing loss of our WW II members at an alarming rate, which is a positive thing. One of the largest expenses for USSVI is the publishing and mailing of the American Submariner magazine. Therefore I would like to recommend that anyone who wishes, please change your subscription to receive an electronic copy in the future. This removes not only the cost of publishing the document, but also mailing it. If you wish to keep receiving a hard copy, and you and your spouse are members, have one of your copies change to electronic and you will still receive the other to hold in your hand. There were presentations for the 2012 convention, with Sparks, NV and Norfolk, VA as the choices. Afterwards, those in attendance voted and Norfolk won. This means that in the next three years, all conventions will be within a fairly convenient distance from Columbus. If you have never been to a convention, I highly recommend you join us in Cincinnati and see just how USSVI is run, and support our friends in Cincy.

Finally, I attended the Grand Banquet, where ComSubPac RADM McAneny was the guest speaker. What an inspirational speech, where he shared that the Department of Defense understands how important the Submarine Force is and is actively using submarines in various new ways. He also shared what his impression of the force strength will be in the near future, as well as what lies ahead for the ballistic missile platform. While the Columbus Base was shut out of the awards, including this wonderful base newsletter, both District Commander Tom Barnes and Regional Director Carl Schmidt did receive recognition.

Respectfully,
Joe Testa
Commander

Vice Commander's Corner

By Jim Tolson



The OSU/ Navy game was awesome and made me proud of both teams. From the National anthem, American flag raising, the fly over, singing Eternal Father Strong to Save and Anchors Aweigh – it was all inspiring. Karla and I sat behind the midshipmen and saw several of them after the game. The midshipmen showed serious discipline. And back to football, Navy put up a heck of a fight. They just kept coming. I'm glad these midshipmen will soon be protecting our nation.

Thanks again to the Franklin Heights NJROTC group that helped with our last Adopt-A-Highway cleanup. The final Adopt-A-Highway session is being scheduled October 24th.



August Highway Clean-Up

Submitted by Jim "Clutch" Koogler

Saturday August 22nd was Field Day on I-270, from mile marker 1 to mile marker 3, as Columbus Base performed its third (3 of 4) Adopt-A-Highway clean-up of 2009. This was, by far, the least amount of time ever taken for us to do the cleanup... thanks primarily to the 12 NJROTC volunteers (and their advisor, Capt Tom Lennon) who gave up their Saturday morning to help us. We also had a good turnout of Columbus Base members and guests.

NJROTC cadet volunteers included: Robert Choate, Katie East, Jenn Finan, Tyler Hill, Paige Murdoch, Justin Phillips, Laurel Sciotto, Rachel Sheets, Josh Stevens, Hunter Swackhammer, Erica Woodring, Zach Thomas, and NJROTC Sr. Advisor Capt Tom Lennon (USN Ret.).

Columbus Base member and guest volunteers included: Bill Anderson, Tim Barker and Okkyong Kim, Galin Brady, Woody Cook, Dave Creekmore, Cliff Dodson, Jim Koogler, Bob McDaniel, Marv Pastor, and Jim Tolson.

The final 2009 cleanup is scheduled for Saturday October 24th. We hope NJROTC volunteers, and more Columbus Base volunteers, will join us.



(L-R): Woody Cook, Jim Tolson, Hunter Swackhammer, Erica Woodring, Josh Stevens, Paige Murdoch, Jenn Finan, Zach Thomas, Laurel Sciotto, Katie East, Robert Choate, Rachel Sheets, Justin Phillips (hidden behind Rachel Sheets, and inset), Bill Anderson, Tyler Hill, Jim Koogler (kneeling), Bob McDaniel, Marv Pastor.

Not pictured: Cliff Dodson (photographer), Capt Tom Lennon, and late arrivers Galin Brady, Tim Barker, and Okkyong Kim.

WWII Narrative Awakens Cold War Memories

I am always hopeful of finding a submarine sailor who served on my old boat, or was a member of my sub school class at New London, CT. Actually, that is one of the main reasons that I became a member of our United States Submarine Veterans Inc. as it provides me with the tools which increase my chance of locating someone I know. Having the advantage of surfing our organization's website, or reading our AMERICAN SUBMARINER magazine is a major benefit in that regard.

Getting a "hit" really excites me and that happened while searching through the "new members" section of a recent edition of our quarterly publication. It was a person's name listed alongside of the diesel boat that we served aboard, the USS HARDHEAD. The familiar name wasn't someone I knew, but rather someone I knew of. He is Gordon J. Van Wylen who is one of the authors of a book featuring a dramatic WWII account involving the HARDHEAD and its attacks against a Japanese Battleship, or was it a Battleship?

That question is answered by Mr. Ichiro Matsunaga, the book's co-author, who was the target's communications officer. Mr. Matsunaga describes what transpired aboard his ship, prior to and during the battle, plus the subsequent sinking of his vessel. His account of what followed when he abandoned ship is an epic portrayal of survival covering many days adrift on a very temperamental ocean.

To get their stories into print required the assistance of a most capable translator, Mr. Kan Sagahara. Without the aid of Mr. Sagahara's linguistic expertise their collaboration, **ENCOUNTER AT SEA and a Heroic Lifeboat Journey**, would not have been published, approximately 50 years, after their ship's historical engagement.

For WWII history buffs their accounts are a diary of heroism and adventure and if you have ever been to sea and experienced a slight tinge of seasickness their book will definitely give you an element of affiliation with them.

What led Gordon Van Wylen to his part in the conflict should be very interesting to those who rode one of the boats built at the Manitowoc Shipyard which was located along the west bank of Lake Michigan, in Manitowoc, WI. We learn that when he graduated from submarine school in New London, CT that he became one of the HARDHEAD'S plank-owners upon reporting to the boat just prior to the completion of its construction in 1944.

HARDHEAD was one of 28 submarines built there during WWII and Manitowoc is where I am hoping to meet Mr. Van Wylen and some of his WWII shipmates during our 2009 HARDHEAD reunion which will be held there next month, Oct. 8 thru 11. Most of us attending already know that building submarines there was unique because the manufacturing site wasn't very big so the completed boats had to be launched sideways into a small tributary as compared to the stern-first launch into larger bodies of water at other shipyards (see photo courtesy of the Wisconsin Maritime Museum to the right).





After its launching, sea-trials, and an extensive shakedown period on Lake Michigan, the HARDHEAD was subsequently towed right through the city of Chicago to a point where it was loaded onto a floating dry-dock which was a shallow-draft ship whose interior was flooded so the submarine could easily float into it at its rear end. Then, the tail-gate was closed and the water was pumped out from under the boat leaving the sub mounted up, high and dry, above the dry-dock's deck.

In essence, the boat was now on a ship being towed by a tug-boat

along with Gordon and some of the crew from Lockport, IL down to the Mississippi River. Once entering the big river it would continue down past Festus, MO (just south of St. Louis where I currently live) and onward to New Orleans. From there the HARDHEAD'S mission was similar to most Manitowoc-built boats heading to the Pacific campaign. A passage through the Panama Canal, followed by the holding of training exercises as it sailed onto Pearl Harbor. (Dry-dock photos are courtesy of the Wisconsin Maritime Museum)!



Describing the HARDHEAD'S drills as the boat proceeded toward Hawaii is where Mr. Van Wylen's narrative certainly stirred up some unforgettable recollections of anxious times spent on the bridge along with tense interaction within the Conning Tower when I served during the Cold War. His mentioning the "tremendous coordination" required of the personnel involved during the tracking of a target reminded me of some my responsibilities while making an approach. Usually, the excitement began with the thrill of hearing the radar operator report that contact was established on a possible adversary, subsequently followed by an announcement to "man battle stations". Upon hearing those announcements, I would be keeping myself busy recording into the ship's logbook every oral command as they were spoken. Observing and assisting in all that was said and done before and after submerging usually made my duties a most exhilarating experience!

Reading how an officer serving aboard an American Submarine, became associated with one of his Japanese adversaries and how they became unified in the drafting of their conflict into book form is an incredible story in its own right.

For Mr. Ichiro Matsunaga it began when he originally wrote about the aftermath of his ship's sinking as a tribute to the leadership of a senior officer, the ship's Navigation Officer. In his book, *The Senior Officer*, he states, "According to the navy it was then considered impossible that he and his shipmates could row lifeboats three hundred miles and reach shore without provisions and navigation equipment."

Fortunately, Kan Sugahara was very impressed when reading Mr. Matsunaga's book so he got in touch with the author to learn more about his inspiring twelve-day rowing ordeal to safety. Following their becoming acquainted a chain of happenstances led them to their eventual contact with Gordon Van Wylen and that was the beginning of getting Ichiro Matsunaga's story translated into English.

At first, I had mixed emotions reading Ichiro Matsunaga's version of the outcome. Knowing that he was our enemy made me not wanting to believe that something good happened to him. However, had it not been for his writing I would not have learned the fascinating details of what it was like when the HARDHEAD torpedoed his

ship. Gradually, my sense of patriotism conceded that I was actually indebted to his being able to describe how remarkable many of the elements of my Petty Officer rating led to his ultimate survival.

Reading what it was like for the survivors to ride out violent storms in small wooden boats led me to recall some of the times the HARDHEAD faced situations comparable to those of the boat survivors. Similarly, we relied on the our officer's navigational training along with the QM schooling that provided us Quartermaster's with a basic knowledge of celestial navigation, meteorology and a proficiency in semaphore signaling, the same tools which were so important to the survivor's welfare!

The memories that Mr. Matsunaga's tale provoked reminded of times when the reality of a turbulent forecast was more than what we originally expected and that got the HARDHEAD a' rocking and a' rolling like a "hobby horse from hell." In times like that, the OOD and lookouts were bought down from the Bridge to stand watch through the periscopes in the Conning Tower.

One of those times occurred during a "northern run" when we experienced the nastiest of weather conditions. A period so vicious I don't believe Mr. Matsunaga's lifeboats could have survived. The best way to maintain our footing in the HARDHEAD'S Conning Tower was to hug a periscope and as we slowly swung it around we could see that the HARDHEAD would be on the top of a mountain of seawater one moment, then, in a deep valley of seawater the next, so far down, that all we could see was a wall of dark green water all around us. At the same time the boat was constantly rolling from one side to the other, a listing of 40 to 70 degrees, or so. Over we would go to port, and then a big sway back, up, and over to starboard. Sometimes it seemed like we were being pushed or shoved to a place we didn't want to be. It was like we were trying to stand on one end of a teeterboard that was tilting from one side to the other as it rose and fell!

Usually when unstable weather passed we would be blessed with those wonderfully serene conditions that made me feel glad that I volunteered to become a "bubblehead". During some of those times as we sailed serenely along on the ocean's surface, we Quartermaster's of the Watch (QMOW) could play a little trivia with the lookouts and OOD with some celestial topics, just like Mr. Matsunaga and the Senior Officer did in their life boats. Mostly, our games involved one or two questions but on other occasions the sessions could be longer depending on our location and/or distance to land, or location of surrounding contacts. I do not remember ever thinking that perhaps our playful interaction could be helpful if our ship was sunk, but reading Mr. Matsunaga's story made me recognize those possibilities!

The same was true regarding the reading of his text relating to the importance of their semaphore contact between the three lifeboats. Looking back, I don't believe I ever realized how important us "Skivvies Wavers" might be in case we were ever thrown into a similar catastrophe as Mr. Matsunaga.

Admittedly, because of my duties aboard the HARDHEAD, my connection to Gordon Van Wylen and Ichiro Matsunaga's book might be more of a personal one than what some other reader might have. Still their book is an exciting WWII account involving one of our submarines reporting that they had sunk a Battleship and Mr. Matsunaga revealing what the target really was. Hopefully, you will have a chance to read **ENCOUNTER AT SEA and a Heroic Lifeboat Journey**, but if you can't, you have just learned of a another good reason for being a member of our USSVI, and that is, when we share a "sea story" we will at the very least not leave you hanging in suspense...in this case, the target was a Cruiser, the HIJMS *Natori*!

Respectfully submitted by Bernie Kenyon

Commando Subs Sending Drones, Robo-Torpedos into Combat

By [David Axe](#) from the [Wired Danger Room Blog](#)

Submitted by Jim Koogler

The U.S. Navy's four Special Forces-optimized submarines are [using a wide range of robots](#) in combat in coastal areas, the Navy's top officer for irregular warfare said in a surprisingly candid interview. The *Ohio*-class guided-missile subs, modified from surplus ballistic-missile boats, have been outfitted with robotic mini subs and at least two types of unmanned aerial vehicle, according to Rear Adm. Mark W. Kenny. It seems Kenny's comments, to [Special Operations Technology reporter Scott Gourley](#), just barely slipped under a descending veil of secrecy. "These get classified real fast because we're using these vehicles in operations," Kenny admitted.



The guided-missile subs, [called "SSGNs" by the Navy](#), had their nuclear missiles removed starting in 2002. The boats' nuke missile tubes now contain clusters of conventional Tomahawk cruise missiles or serve as "payload tubes" for equipment, including robots. The SSGNs have accommodations for up to 66 SEALs or other commandos.

The Navy's submarine force is notoriously publicity-shy — it's not for no reason submariners call themselves the "silent service." U.S. Special Operations Command is equally hush-hush. Now combine the two — and you'll understand why the Kenny interview is so surprising. The U.S. Navy's four Special Forces-optimized submarines are [using a wide range of robots](#) in combat in coastal areas, the Navy's top officer for irregular warfare said in a surprisingly candid interview. The *Ohio*-class guided-missile subs, modified from surplus ballistic-missile boats, have been outfitted with robotic mini subs and at least two types of unmanned aerial vehicle, according to Rear Adm. Mark W. Kenny. It seems Kenny's comments, to [Special Operations Technology reporter Scott Gourley](#), just barely slipped under a descending veil of secrecy. "These get classified real fast because we're using these vehicles in operations," Kenny admitted.

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* [Sea Stalker](#), a torpedo-size underwater robot that specializes in snooping on radio signals and other communications. "The [concept] is to launch these from submarines at night," Kenny said. "They will transit to offshore, anchor, put their antennas out and begin collection. Ideally you would have a series of these ... to cover different ports or hotbeds of terrorist activity. And then you would collate that information on board the ship."

* [Scan Eagle](#), the 45-pound aerial bot that has seen heavy use by the Marines in Iraq and Afghanistan. Kenny says Special Operations Command is looking at boosting Scan Eagle with extra fuel and sensors — and maybe even weapons, like the Air Force's armed Predators and Reapers. It seems Scan Eagle is launched from a sub's deck while she is surfaced, but that could change. "We're looking at launch and recovery from an SSGN payload tube to allow clandestine close-in operations," Kenny said.

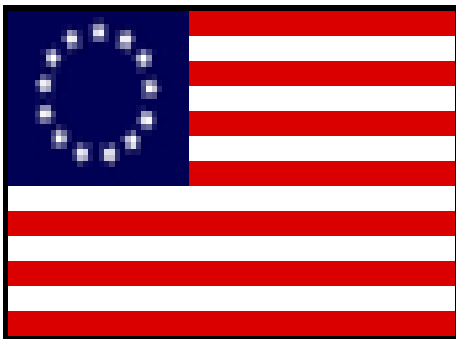
* [BUSTER, a 15-pound UAV](#) that Kenny says is particularly useful when working with foreign armies. "We've ... done some very successful operations with allies, doing foreign internal defense, training them to operate this vehicle." The allied armies launch BUSTER from land, while the submarine "pulls in the full motion video and the infrared, correlates it and fuses it in our battle management centers on board."

Looking ahead, the Navy wants to give its new *Virginia*-class attack submarines the same ability to carry robots, by [outfitting them with a "payload module"](#) similar to the SSGNs' former missile tubes



September Birthdays

| | |
|------------------|-------|
| Tom Tobin | 09-05 |
| Bill McCorkle | 09-09 |
| Ken Strahm | 09-09 |
| Richard Martin | 09-10 |
| Joanne O'Carroll | 09-12 |
| Ron Rossington | 09-16 |
| Bob McDaniel | 09-27 |



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

Inquiring minds need to know that...

Submitted by Cliff Dodson

The payment Nike gave to Michael Jordan exceeds the payments the company made to all of its workers in Malaysia.

Marilyn Monroe had six toes on every foot.

All of US presidents wore glasses, but some of them never put them on in public.

Walt Disney who created Mickey Mouse was afraid of mice.

Pearls can dissolve when put in vinegar.

35 percent of those who post marriage ads are already married.

Marlboro, Coca-Cola and Budweiser are the most expensive trademarks on the planet, in the order given.

One can make a cow climb a staircase up but no one can make it come downstairs.

Duck quacking produces no echo and nobody knows why

Spiral stairs of American fire-brigades came from the time when horses were used to raise pumps and other heavy items. Horses crowded down straight stairs unable to imagine how to climb them.

Richard Millhouse Nixon was the first American President who had all of the letters of the word "criminal" in his name. William Jefferson Clinton was the second.

On average, 100 people die of choking with ball-point pens every year.

90 percent of taxi drivers in New York are immigrants.

Elephant is the only animal that cannot bounce up and down.

One man out of two million people has a chance to live up to 116 years.

On average, women wink twice as often as men.

The human body-build does not let us lick the elbow.

The building of the University Library in Indiana subsides one inch every year because construction engineers did not take the weight of books into account when building it.

Snails can sleep for up to three years.

Crocodiles cannot put out their tongues.

Lighters were invented before matches.

US citizens eat 18 hectares of pizza every day.

Almost everyone who has just finished reading this text made an attempt to lick their elbows.

Base Officer Nominations

Times a running out to select someone or step up and put your name in the ring. October 15th is the dead line to nominate for the 2010, 2011 officer positions.

Base Commander, Vice Commander, Treasure and Secretary are all position that need to be voted on. We need some new thoughts, new folks to bring in new ideas and make the base even better than the high standard we have achieved.

Please contact: Joe Testa

jtesta@columbus.rr.com

Marvin Pastor

nivram32@ameritech.net

Galin Brady

bgalinbrady@aol.com





19 September 2009

The September meeting of Columbus Base USSVI was called to order at 1300 by Base Commander Joe Testa, at AmVets Post #89, with 21 members and guests in attendance including Tim Barker, Galin Brady, Bill Dumbauld, Bob Frier, Jim Koogler, Jim Tolson, Karla Tolson, Frank Lloyd, Sharon Lloyd, Cliff Dodson, Ron Rossington, Denver Smith, Brian Farnsworth, Dave O'Carroll, Marvin Pastor, Jim Rivelli, Joe Testa, and Ken Sewell. The Pledge of Allegiance was led by Chief of the Base Marvin Pastor. Opening invocation was given by Chaplain Sharon Lloyd. Tolling of lost boats for September was conducted by Chaplain Sharon Lloyd and COB Marvin Pastor.

Secretary's Report: Joe Testa noted that the minutes of the August meeting were posted in the Green Board and that it was the annual Columbus Base Awards Dinner. There were no corrections.

Treasurer's Report: presented by Jim Koogler. There were no questions.

Webmaster Report: No news to report.

Chaplain's Report: given by Sharon Lloyd. Sharon advised there was no news of anyone sick. Three cards were sent to Dick Estell, Sam Templeton, and Phil & Opal Philipps.

Membership Report: given by Jim Koogler. There were no new members to report. Columbus Base currently has 88 members. Emails will be coming regarding annual dues.

Committee Reports

Book Committee: No report.

Activities

October 24, 2009, Adopt-a-highway cleanup.

November 6, 2009 Friday, Columbus Veterans Day parade. .

Muster 11 AM

Noon Step off

November 28, 2009, Gahanna Parade of Lights - Setup at 3 PM.

Unfinished Business: Nothing to report.

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.

New Business

- Report of 2009 USSVI Convention by Commander Testa
 - During the Base Commander's breakfast, FORCM(SS) David Lynch encouraged anyone visiting Pearl Harbor, to tour a submarine. More information will be coming on how to contact his office. Touring a submarine in a port city may be easier than you think.
 - Museum Boats – local bases are encouraged to get involved with museum boats, if possible, to help preserve them. Sub Vets are also encouraged to serve as a docent for the boats. There is no one else as knowledgeable about going to sea on a submarine.
 - Members were encouraged to go to the electronic version of American Submariner and help hold down the expense to publish and mail it.
 - 2011 Convention is in Springfield MO and 2012 is in Norfolk, VA.
 - There was a lot of discussion about the USSVI Executive Board working with base commanders instead of making decisions without their insight and experience.
 - The budget discussion led by the National Senior Vice Commander included consideration of a dues increase. The national budget is reported to be stable.
 - 2009 USSVI Awards
 - Robert Link (NC Commendation) – Carl Schmidt
 - Base Meritorious – Chicago Base
 - District Commander (Central Region) – Tom Barnes

The USSVI Convention business minutes are scheduled to be available on the USSVI web site in October 2009.

For the Good of the Order

- Jan Creekmore was applauded for the great job she does monthly putting together the Green Board. Members were encouraged to send articles to Jan (or Dave) Creekmore.
- 2009 is a Columbus Base election year. If you're interested in running for an office or nominating someone for one of the base offices, please tell Joe Testa, Marv Pastor or Galin Brady. As a reminder, Joe is not running for re-election to the office of Base Commander and Tom Baughman is not running for re-election to the office of Secretary. The offices of Secretary and Treasurer can be held by Associate Members. Nominations due by October 15th, Ballots mailed November 2nd, Ballots due November 22nd.

50/50 Drawing

The 50/50 winner of \$46 was Galin Brady

Additional winners were:

Bob Frier: bottle of wine

Dave O'Carroll: T-Shirt

Bill Anderson: Pumpkin

Tim Barker: loaf of Sharon Lloyd's home baked bread

Joe Testa: loaf of Sharon Lloyd's home baked bread

Cliff Dodson: orange cooler

Sharon Lloyd: Fall Decoration

Sharon Lechleidner: cookies

Ken Sewell: loaf of Sharon Lloyd's home baked bread

The next meeting will be October 3, 2009 at AmVets Post #89. 1200 Social Hour, 1300 Meeting
3535 Westerville Road, Columbus OH 43224.

Closing Prayer was offered Chaplain Sharon Lloyd

Motion to Adjourn made by Frank Lloyd, seconded by Bob Frier. Meeting adjourned at 1445 by Commander Joe Testa.

Submitted by; Jim Tolson—Vice Commander

USS Thomas Jefferson (SSBN 618)

USS Thomas Jefferson was laid down on 3 February 1961 at Newport News, VA., by the Newport News Shipbuilding & Drydock Co.; sponsored by Mrs. Robert S. McNamara; and commissioned on 2 January 1963, CMDR. Leon H. Rathbun (Blue Crew) and CMDR. Charles Priest, Jr., (Gold Crew) in command.

After shakedown training by both crews and a yard availability period, the fleet ballistic missile submarine was assigned to Submarine Squadron (SubRon)14 in early October. On 28 October, the Blue Crew took the submarine on her first deterrent patrol which ended at Holy Loch, Scotland, in December 1963. The USS Thomas Jefferson continued patrols from Holy Loch for the next four years and also acted as flagship for SubRon 14. In 1966, she returned to New London for two training and rehabilitation periods. She began her 15th deterrent patrol on 12 January 1967 and, upon its completion, returned to Newport News for her first overhaul and refueling. On 17 June 1968, the submarine was ready for sea, and refresher training was held for both crews. Her 16th patrol began on 29 October and terminated at Rota, Spain on 5 December 1968.

USS Thomas Jefferson made four deterrent patrols in each of the following years: 1969, 1970, 1971 and 1972. She also conducted special operations in 1970 and 1971. On 29 October 1972, the Gold Crew was awarded a Meritorious Unit Citation for its special operations of the previous year.

USS Thomas Jefferson completed two patrols in 1973 before returning to the United States to hold midshipman training from 18 June to 31 August. Her last patrol of the year terminated on 12 December 1973. Her 36th and final patrol in the Atlantic lasted from 31 January to 22 March 1974. After calling Norfolk and Charleston, the submarine returned to New London on 22 May. USS Thomas Jefferson was then reassigned to the Pacific Fleet with her new homeport at Vallejo, CA. She stood out of New London on 7 June en route to the west coast and arrived at Mare Island on the 27th.

On 1 July 1974, USS Thomas Jefferson entered the Mare Island Naval Shipyard for overhaul, refueling, and conversion to the Polaris A-3 missile system. She remained in the yard until 17 November 1975 when she got underway for Bremerton, WA. The submarine remained in Puget Sound for a month and then moved to San Diego.

During the period January 1975 to March 1976, USS Thomas Jefferson's Blue Crew conducted post-overhaul shakedown operations and then transited the Panama Canal to conduct a Polaris missile firing at Cape Canaveral, FL. The Gold Crew took over the ship on 4 April and conducted additional post-overhaul shakedown operations which included a missile firing at Cape Canaveral, a transit of the Panama Canal, and missile load-out at Bangor, WA, before resuming deterrent patrol operations with the Pacific Fleet on 8 August. USS Thomas Jefferson continued these operations as a unit of Submarine Squadron 15 throughout 1977 and 1978, at the end of which she completed her 44th deterrent patrol.

From "41 for Freedom" by Dale Schoepflin