

# COLUMBUS BASE SUBMARINE VETERANS

Volume 5, Issue 11

December 2009



## THE GREEN BOARD

ALL SEAS ARE NAVIGABLE



### Columbus Base Newsletter



#### 2009 GAHANNA HOLIDAY LIGHTS! PARADE



#### MOST LIGHTS

Entry contained a large number of lights and displayed the lights the most uniquely.

Thank you for participating.  
November 28, 2009

*Bev Metcalf*  
Bev Metcalf, Chairman  
Gahanna Holiday Lights!  
Parade & Festival

*Karen Eylon*  
Karen Eylon, Director  
Gahanna Convention &  
Visitors Bureau



Gahanna cheerleaders, McKenzie Hoffman & Yanni Wright with the sub as the "Most Lights" winner of the Gahanna Lights Festival



Mary Testa & her elves, Marv Pastor & Bill McCorkle



Pictures submitted by Walt Fleak

## Upcoming Events

*January 9, 2010      1200      Meeting at AmVets Post 89*



## Lost Boats



### December

**USS F-1 (SS-20)** Lost with 19 men on December 17th 1917 when it was sunk after collision with USS F-3 (SS-22) off San Clemente, California.

**USS S-4 (SS-109)** Lost with 38 men on December 17th 1927 when it was sunk after being rammed by USCGC Paulding off Provincetown, Massachusetts.

**USS Sealion (SS-195)** Lost with 4 men on December 10th 1941 by aerial bombs during a Japanese air attack at Cavite Navy Yard, Republic of the Philippines.

**USS Capelin (SS-289)** Lost with all hands (78 men) on December 2nd 1943 by an unconfirmed Japanese Surface attack in the Celebes 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.”**

## Vice-Commander's Corner

By Jim Tolson



The sea stories continued as usual at this Christmas dinner. It was good to have Dr. Jim Bradford, professor of naval history at Texas A&M as our guest. It sounds like he may be back in the Columbus area for a visit next year. Thanks again to Sharon Lloyd for the home made bread she brought for us. It highlights the dinner. It was devoured at my table. AM-Vets dinners continue to under promise and over deliver.

We received a Christmas greeting from Columbus Base member, Bruce Sanderson, MMN3. Bruce is the son of Columbus Base member George Sanderson, Jr. Bruce related that he just successfully completed Naval Nuclear Power school in Charleston and will now be attending ELT school. We signed and sent Bruce a Christmas card from the base. If you would like to send your own card, let me know I'll get his address to you.

Karla and I want to wish everyone a Merry Christmas. See you next year at our first base meeting at AMVETS, Saturday, January 9<sup>th</sup>, 2010.

### Are your 2010 dues paid up?

Contact base Treasurer James Koogler if you are not paid up or if you have questions, time's running out!

### Subtalk

The plotting tables are maps by which the conning officer and the navigator plot the ship's position and PIM (point of intended motion). Surface ship sailors (skimmer pukers) don't call the ship's intended motion PIM; they call it the ship's track.

### Subtalk

Electronic countermeasures (ECM) and electronic surveillance measures (ESM) refer to a submarine's way of detecting and classifying the electromagnetic spectrum emitted by other ships or aircraft or even land-based installations for the purpose of intelligence. A sub crew needs to know who's out there to see if something is a threat-or a target



### New Officers

2010—2011

Commander	Jim Koogler
Vice-Commander	Jim Tolson
Secretary	Bob McDaniel
Treasurer	Dave Creekmore

## Pearl Harbor mini-submarine mystery solved?

**Researchers think they have found the remains of a Japanese mini-submarine that probably fired on U.S. battleships on Dec. 7, 1941.**

By Thomas H. Maugh II

December 7, 2009

The remains of a Japanese mini-submarine that participated in the Dec. 7, 1941, attack on Pearl Harbor have been discovered, researchers are to report today, offering strong evidence that the sub fired its torpedoes at Battleship Row.

That could settle a long-standing argument among historians.

Five mini-subs were to participate in the strike, but four were scuttled, destroyed or run aground without being a factor in the attack. The fate of the fifth has remained a mystery. But a variety of new evidence suggests that the fifth fired its two 800-pound torpedoes, most likely at the battleships West Virginia and Oklahoma, capsizing the latter. A day later, researchers think, the mini-sub's crew scuttled it in nearby West Loch.

The loch was also the site of a 1944 disaster in which six tank landing ships preparing for the secret invasion of Saipan were destroyed in an ammunition explosion that killed 200 sailors and wounded hundreds more.

When the Navy scooped up the remains of the so-called LSTs and dumped them outside the harbor to protect the secrecy of the invasion, it apparently also dumped the mini-sub's remains, which were mingled with the damaged U.S. ships.

"It's not often that a historian gets a chance to rewrite history," said marine historian and former Navy submariner Parks Stephenson, who pieced together the evidence for the television program "Nova." "The capsizing of the Oklahoma is the second most iconic event of the attack. If one submarine could get in in 1941 and hit a battleship, who knows what a midget sub could do today. Iran and North Korea are both building them. It's very worrying."

Stephenson and his colleagues have put together a convincing chain of circumstantial evidence, but it is just circumstantial, said Burl Burlingame, a journalist at the Honolulu Star-Bulletin and author of "Advance Force: Pearl Harbor."

"There is a good chance that this is the Pearl Harbor midget, but I don't think the case is closed on it," Burlingame said. "At this point, it is not hard evidence."

The two-man, 80-foot-long sub in question does not have a name of its own. Each of the five subs in the attack was carried by a conventional submarine and took its name from the mother boat. It is thus called the I-16-tou -- *tou* being Japanese for boat. Powered by a 600-horsepower electric motor, the sub could reach underwater speeds of 19 knots, twice as fast as many of the U.S. subs of the day.

The three pieces of the sub were found during routine test dives between 1994 and 2001 by Terry Kerby, chief pilot of the Hawaii Undersea Research Laboratory's submersibles Pisces IV and Pisces V. But Kerby and others assumed they were a part of a war trophy that had been captured by allied forces at Guadalcanal or elsewhere, towed back to Hawaii and scuttled.

Stephenson got involved in 2007 because he was looking for the fifth Japanese mini-sub.

Continued from page four:

In 1941, a crewman on the I-16 had received a radio call from the I-16-tou at 10:41 p.m. on Dec. 8 reporting the success of its mission. That indicated to Stephenson that the mini-sub had found a calm place in the harbor and hidden until the next night before surfacing and sending the call.

The crew members would have then scuttled the craft because they could not get it out of the harbor. The West Loch would have been a good location to hide, but researchers could find no trace of the boat there.

A diver who had been looking for the mini-sub suggested that Stephenson talk to Kerby, who sent him pictures of his find.

"As soon as I saw the bow section with the distinctive net cutter, I knew that we had found the fifth midget sub," Stephenson said. The Japanese navy modified net cutters on the subs for specific missions, and the one on the wreck was identical to those on the other mini-sub.

No torpedoes were found on the wreck, and evidence suggests that they were not present when the boat was sunk. A newly declassified photograph taken by a Japanese plane during the attack appeared to show a mini-sub firing a torpedo into Battleship Row. A report to Congress in 1942 by Adm. Chester W. Nimitz describes an unexploded 800-pound torpedo recovered after the battle. That's twice the size carried by the torpedo bombers.

That torpedo was apparently a dud that missed the West Virginia.

But an examination of the remains of the Oklahoma shows that it apparently had underwater damage much larger than that associated with aerial torpedoes. An underwater blast would have caused it to capsize, Stephenson said. "Otherwise it would have settled to the bottom upright," like the other sunken ships.

The 1944 disaster at West Loch occurred on May 21 as the Navy was preparing to invade the Mariana Islands in Operation Forager. The Navy clamped a top-secret classification on the incident to keep it from the Japanese, and few records are now available. What is known is that it was crucial to clear out the debris because the loch was by then the site of an ammunition dump.

Records from the salvage ship Valve showed that it was brought into the loch during the cleanup and its 250-ton crane was used for an undisclosed reason. Stephenson thinks it lifted the I-16-tou, but there are no records to confirm that.

The remains of the mini-sub were then dumped three miles south of Pearl Harbor along with those of the LSTs, to be found by Kerby 50 years later.

Bulkheads on the wreck are sealed, so researchers don't know whether the mini-sub crew was trapped. But a map taken from one of the other mini-sub showed the location of a safe house in Pearl City, Hawaii, suggesting the crew might have scuttled the boat and escaped.

The "Nova" episode describing the search for the I-16-tou will air Jan. 5.

[thomas.maugh@latimes.com](mailto:thomas.maugh@latimes.com)

Submitted by: Cliff Dodson



# 2009 Christmas Dinner



Dr. James Bradford chatting with  
Dave Creekmore and Bob  
McDaniel



Lee & Dottie Mather, to the right of  
them is Alleine (Diane McDaniel's  
mom)



Helen Hoehl, Mary and Joe  
Testa



Tim Barker, Marv Pastor, Bill  
McCorkle. Mamie Murphy and Joan  
Pastor in the foreground



Tom Baughman & Bill Meyer



Ken Sewell with his fiancé, Nancy



Toys for Tots  
Collected by the members

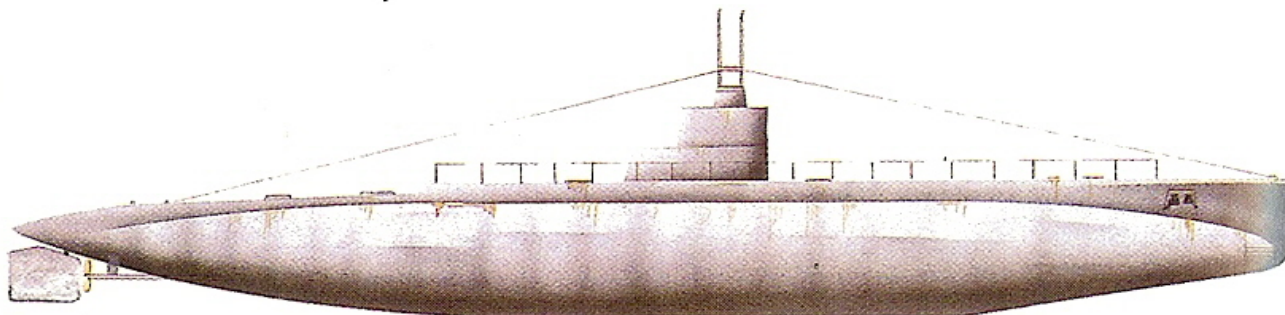


George Trace with his 50/50  
win



James and Elaine Williams in the background  
Joan Pastor, Mamie & Joe Murphy

# N1



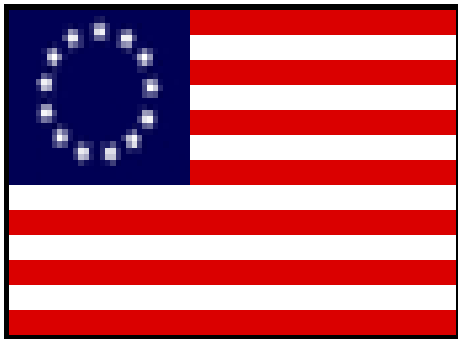
**W**hen the USA entered World War I in 1917 there were around 50 submarines in service with the US Navy. These ranged from the small A and B boats in the Philippines to the more advanced boats of the L class. The seven units of the N class were slightly smaller than the previous L class, and had reduced engine power in order to achieve greater engine reliability. This led to the adoption of more moderate power in the subsequent O, R and S classes, the last of which were launched in 1922. *N1* and her class were the first US submarines to have metal bridges, and the last until 1946 to be designed without deck guns. *N1*, re-numbered *SS53* in 1920, was broken up in 1931. The US Navy's submarines were used mainly in the coastal defence role in World War I, as a result of their restricted endurance.

Country:	USA
Launch date:	December 1916
Crew:	35
Displacement:	Surfaced: 353 tonnes (348 tons) Submerged: 420 tonnes (414 tons)
Dimensions:	45m x 4.8m x 3.8m (147ft 4in x 15ft 9in x 12ft 6in)
Armament:	Four 457mm (18in) torpedo tubes
Powerplant:	Twin screws, diesel/electric motors
Range:	(submerged) 6485km (3500nm) at 5 knots
Performance:	Surfaced: 13 knots Submerged: 11 knots



## December Birthdays

12-02 Randy McWilliams  
12-05 Gene Lee  
12-10 Mary Testa  
12-12 Robert Althoff  
12-18 Mike Petsch  
12-22 Marv Pastor  
12-27 Erick Dreiseidel  
12-30 Bill Dumbauld



### Editor's Note

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

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

### The Conn

#### Base commander

Joe Testa

#### Vice Commander

Jim Tolson

#### Treasurer

Jim Koogler

#### Secretary

Tom Baughman

#### Chaplain

Sharon Lloyd

#### COB

Marv Pastor

#### Membership Chairman

Jim Koogler

#### Storekeeper

Frank Lloyd

#### Web Master

Cliff Dodson

#### Editor

Jan Creekmore



## Report: Sub crew caused Hartford collision

By [Jennifer Grogan](#)

The Day

Published 11/18/2009 12:00 AM

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SEAN D. ELLIOT/Day File Photo

Two large metal braces were visible on the starboard side of the sail on the attack sub USS Hartford (SSN 768) when it returned to the Naval Submarine Base in Groton last May. The sub was damaged extensively when it collided with a Navy amphibious ship in the Strait of Hormouz. A Navy report concludes that the crew and its officers were responsible for the accident.

Groton— A Navy investigation into the USS Hartford's collision with a Navy ship paints a picture of submarine crew members falling asleep on the job, spending too much time away from their stations and chatting informally while working.

"This was an avoidable mishap," Adm. John C. Harvey Jr., commander of U.S. Fleet Forces Command, wrote in endorsing the Judge Advocate General Manual investigation. "Correction of any one of nearly 30 tactical and watchstander errors, or adherence to standard procedures, could have prevented this collision."

The Groton-based Hartford (SSN 768) collided with a Navy amphibious ship, the USS New Orleans, in the Strait of Hormouz on March 20. A heavily redacted copy of the previously top secret investigation, obtained by The Day through a Freedom of Information Act request, states the New Orleans "bears no fault" and places the blame on the Hartford's "ineffective and negligent command leadership."

### Hands-off leadership

The Hartford's command leadership routinely observed informal behavior by sailors operating the submarine, the report says, but did not immediately correct it. Those driving the ship would often slouch in their seats with one hand on the controls, and sometimes take their shoes off. Sonar operators and radiomen were missing from their stations for extended periods. Stereo speakers were added to the radio room to listen to music during work.

There were five known "sleepers," or sailors who would routinely nod off on watch, but no disciplinary action was taken, the report states. Two of the five sailors were working during the collision, although investigators found no evidence they were asleep.

The hands-off leadership style created a climate that "gave the appearance of tolerating routine inattentiveness and lax professional standards," the report concludes.

"This appearance of a lack of standards, and of a general reticence to hold personnel accountable to standards, did not inspire either the questioning attitude or the forceful watch team backup that could have enabled watchstanders to overcome even the inadequate strait transit/crossing plan they were tasked to execute, and avoid this collision in the process," it states.

The probe found the commanding officer, Cmdr. Ryan Brookhart, was not in the control room while the submarine was crossing the strait and did not prepare a comprehensive plan for the transit.

Investigators said that in the hour prior to the collision, about 30 tactical errors occurred onboard the Hartford.



Sonar operators, in charge of monitoring the ships near the submarine, were chatting informally for most of that hour. One of the sailors inserted a false sonar contact into the system so "he could use up all of his sonar trackers for amusement."

The sonar supervisor left his station frequently and the navigator was taking an exam while listening to his iPod in the wardroom. The officer in command did not look out of the periscope.

Sailors noticed a ship that would turn out to be the New Orleans at close range but misread its bearing rate, incorrectly recorded its position as farther away and failed to identify it as a warship.

After the collision alarm sounded, Brookhart arrived in the control room. But by then, the bow planes were out of commission and the periscopes would not rise. Fuel was leaking in the machinery room. Fifteen sailors had minor injuries.

Command, control

In the wake of the incident, Brookhart was relieved of his duties and a request to discharge him from the service was sent to the Navy Personnel Command. The chief of the boat was reassigned and several crew members were punished for poor performance.

"People always ask why is the commanding officer almost always relieved when there is an incident, and the answer is that we hold him accountable for establishing a culture on a ship that is safe, efficient and capable of carrying out the mission," said Ronald S. Steed, a retired Navy captain who served as commodore of Submarine Squadron 2 at the Naval Submarine Base in Groton.

Steed said each submarine has a different culture, and it sometimes changes dramatically when a new commanding officer takes over.

"I've seen cases where a new commanding officer comes on board and in six months that place is a different organization," he said. "It becomes just like him. Where he's strong, they're strong, and where he's vulnerable, they may be vulnerable."

A submarine with a collaborative culture may draw in good ideas from everyone, but may falter when a unilateral decision is necessary, Steed said. A submarine with a decisive commanding officer may do well, but sailors can become dependent and not learn how to make decisions on their own, he added.

Another officer, who is currently commanding a submarine, said the "command leadership team sets a tone and they have a strong influence on how things go. ... Every boat has a personality."

Learning lessons

After the collision, the Hartford surfaced about 3,000 yards from the New Orleans. The crew used wedges and a portable hydraulic jack to get to the top of the submarine's sail and survey the damage.

The Hartford is now being repaired by Electric Boat at a cost - so far - of \$102.6 million. Repairs to the New Orleans cost \$2.3 million.

The commander of the Submarine Force ordered a review of submarine collisions since 2001 to discern common themes. Harvey recommended incorporating the Hartford investigation and the lessons learned from it into the course curriculum for prospective executive and commanding officers, and reviewing the pre-deployment requirements for submarines.

"Things like what happened on the Hartford give good clarity on teams and leadership styles because we look at them really hard," Steed said. "They offer a lot of good insight. You don't want to have to depend on that if you can help it, but you want to get every lesson you can out of it."

*Submitted by Kevin Patton, shipmate from the Nathanael Greene*



### New Museum Items

These items were collected from the restoration efforts aboard the USS Constitution and donated to the base museum by John Leers. The wood for this shadow box was donated by Sharon and Frank Lloyd and the woodwork effort was donated by Dan Fuller a friend of the base. Dan has been at a few past base events including Veterans Day parade and helping load the collection at the Larson home. Dan also has done other wood working efforts for the base.

Tim Barker, Marv Pastor, myself and Dan Fuller attended Dr. Bradford's lecture at the Works in Newark Ohio. As he had teased us at the dinner with insight of the topic, Dr. Bradford offered a very convincing understanding of why even though many think of the battle of Midway as the turning point of the Pacific War the facts show that Guadalcanal was a changing period and the true turning point of the war. Dr. Bradford has been in contact and offered a thanks for all the members that took time to say hello, he enjoyed the dinner and meeting our members. After talking to him a bit I'm convinced he is more informed about the Submarine Service than he led us to think, or at least that is the case for me.

As we pass thru another chapter of the base organization and swear in newly elected officers it is all too easy to forget to look back at the helping hand the past staff has offered. I'm told our on-going issue of the same core group being the same ones that do well... nearly all the efforts, is nothing unique, we did have one brave soul step up and offer a new face to the mix and for that we are all thankful. To those that choose not to run for re-election (Mr. Testa) we thank you for all your time, work and commitment to the position and to the base. There were times you mentioned your work had you traveling all night to get home, only to go out and start your day with the base in some event. I'm afraid not everyone would have that drive. And that is what made you a good Base Commander, your commitment, I'm glad you will stay on as the Activity Chairperson. Thank you Joe from all the base members.

## USS Nathan Hale (SSBN 623)

Keel laid: October 2, 1962

Launched: January 12, 1963

Commissioned: November 23, 1963

Sponsor: Mrs. George W. Anderson, Jr.

Decommissioned: November 3, 1986

Recycled: April 5, 1994

Builder: Electric Boat, Groton, CT

First Commanding Officers

CDR. Joseph W. Russel (Blue)

CDR. Samuel S. Ellis (Gold)

Nathan Hale (SSBN 623) was the sixth Lafayette-class nuclear powered fleet ballistic missile submarine produced. Named for Captain Nathan Hale (1755-1776) who served most famously as a spy during the American Revolutionary War.

The contract for her construction was awarded on February 3, 1961. Construction began on October 2, 1962 by the Electric Boat Division of General Dynamics in Groton, Connecticut. She was launched January 12, 1963, sponsored by the wife of Admiral George Whelan Anderson, Jr. and commissioned on November 23, 1963 in a subdued ceremony due to the assassination of President Kennedy the day before.

She entered service on May 21, 1964, home-ported in Charleston, South Carolina and performing deterrent patrols as a member of the Atlantic Fleet. She was originally outfitted with Polaris Missile System and in the 1970's underwent conversion to the Poseidon Missile System. By April, 1986, she had completed 69 Strategic Deterrent Patrols in the Atlantic.

In order to comply with the SALT II Treaty, President Reagan ordered her deactivated in May 1986. She was decommissioned on November 3, 1986 and stricken from the Naval Vessel Register on January 31, 1987. She entered the Navy's Nuclear Powered Ship and Submarine Recycling Program at Bremerton, Washington on October 2, 1991, being classed as scrapped on April 5, 1994



**Merry Christmas**

**Happy Hanukkah**

**Happy Holidays**

To all submarine sailors, past, present and future. Remember those serving away from home this year.

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.