

# COLUMBUS BASE SUBMARINE VETERANS

Volume 6, Issue 8 8

September 2010



## THE GREEN BOARD

ALL SEAS ARE NAVIGABLE



### Columbus Base Newsletter

#### USS Flier SS-250

Lost August 13, 1944



U.S.S Flier (SS250)  
Built at Electric Boat Company  
Groton, Connecticut  
Commission October 18, 1943  
Lt. CDR. J.D. Crowley Commanding  
Lost August 13, 1944

I'm not for sure where each reader will find their most intriguing part of this lost boat story. Will it be the facts like the USS Flier was lost 11 days into her second patrol, that she hit a mine and sank in one minute in 330 feet of water or that 15 men survived the explosion but only 8 survived the 17 hour swim to land to be rescued after two weeks and traveling

130 miles by land to be rescued by her sister sub the USS Redfin.

Or maybe it will be James Alls, the 17 year old sailor left behind the USS Fliers second patrol nursing a broken jaw from a bar fight and is now the last living crew member of the SS-250.

In August 2010 there was a USS Flier family memorial held in Muskegon Michigan at the Great Lakes Naval Memorial and Museum. This is where a very proud chapter for the Columbus base fits in. Fellow base member Bill McCorkle and his wife Barb attended this event and represented the Columbus Base.

Bill and Barb brought back and donated to the base museum a program from the event , a couple of newspaper clippings and a "Survivors Story" book.

Bill and Barb have answered one of the repeated quest for someone outside the base officers stepping up and forward in "for the good of our base." Thanks Bill and Barb.





## Tolling of the Boats



**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.”

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

## Holland Club 2010 Inductee

### Bob Frier

Bob was interviewed by Marv Pastor for this edition. He shares with us his time spent in the Navy.



Bob enlisted in the United States Navy in September 1958 at Vallejo, California and served boot camp in San Diego.

He reported for Sub School in New London, CT in October 1959. After graduation, Bob received orders to report aboard the USS Menhaden SS-377, which at the time was in the shipyard at Mare Island. The Menhaden was also Bob's "Qual" boat. He earned the right to wear this dolphins in September 1960. The SS-377 was good to Bob, he was promoted to TM3 SS while serving aboard her.

Bob was discharged from active duty in September 1961 at San Diego.

After his discharge in San Diego Bob met Marcia, who was to become Mrs. Frier. They have 3 children, none of whom were in the service. Marcia's father was killed in action in 1944 in Europe.

There were a few things to motivate Bob to want to go under water. A few of them are listed below:

He wanted to see if he could make it through sub school.

He was under the impression that boat sailors were an intelligent, tough breed of sailors. By his own admission, was that it did not describe him but it would surely be a challenge.

He looked forward to going on board the Menhaden, but no one ever told him about "hot bunking"

Many good memories about NQ life, but better ones as "qualified submarines."

Bob's favorite port was Hunter's Point in San Francisco, San Diego was also good too. His favorite duty station was a real diesel boat, the USS Menhaden. Duty in Japan which included Okinawa and Chi Chi Jima and liberty in Hong Kong. His memory also brings back a Wes Pac deployment for a "Spec Ops".

Bob says he was the finest "mess cook" the Menhaden ever had. He said he was damned good lookout, helmsman and planesman too. He became eligible to join the USSVI because of his tour aboard the SS-377. Because he qualified in submarines, this let him sit among a great group of Sub Vets known as "Brothers of the Pin"

Control! Main Induction shut and locked!

## Commander's Corner

By Jim "Clutch" Koogler



August through early September was another busy time for Columbus Base... Pataskala parade, highway cleanup, USSVI national convention. It seems like it never stops!

Thanks to those who participated in the following events:

Pataskala parade: Dave Creekmore, Bill Dumbauld, Ben Grimes, Ben's granddaughter Michaela Trowbridge and an unnamed friend, Bill McCorkle, and Marvin Pastor. My thanks also to my wife Bonne and my granddaughter Zoe for attempting to participate (Zoe got hurt just as the parade was getting started and we had to leave).

Highway cleanup: Columbus Base members Bill Anderson, Woody Cook, Bob McDaniel, Dave O'Carroll, Marvin Pastor, Jim Tolson, and Karla Tolson; Franklin Heights High School NJROTC cadets Andrew Baldwin, Ryan Bell, Andy Clark, Sydney Columber, Shane Culver, Virak Deng, Charlotte Elkins, Chase Goodman, Robert Hinole, Dalton Kastrevic, Ginn L., Stephen Labrador, Josh Mitchell, Paige Murdoch, Hyrum Oday, Katie Rize, Kyle Rowland, Laurel Sciotto, and Erica Woodring.

The USSVI national convention in the Cincinnati-Northern Kentucky area seems to have been a success. Many of our base members were there at various times throughout the week. Our Lost Boats Blanket Raffle wasn't as successful as we'd have liked... but the blanket was beautiful and certainly helped generate interest in the tolling ceremony. Thanks to Bill Anderson for coordinating the raffle, to USSVI national artist Tom Denton for his images of the 65 lost boats, and to Char Doonan for designing the blanket and having it woven. And congratulations to raffle winner Opal Philipps. I'm sure there's a picture of the winner elsewhere in this issue of *The Green Board*.

Speaking of the Tolling Ceremony...

Co-chairs Tim Barker and Galin Brady, and their "tolling committee", did a marvelous job. I was unable to participate or attend, but have heard from numerous sources that this was one of the best tolling ceremonies ever performed. Some even said it was THE BEST!! As Columbus Base Commander, I'm VERY proud of this accomplishment... and I must express my gratitude to those who made it happen: Columbus Base members Tim Barker, Galin Brady, Dave Creekmore, Bob Frier, Bob McDaniel, Marvin Pastor, Jim Tolson, and James Williams; the Marine Honor Guard led by retired Marine SSGT Tom Bravard; bagpiper John Tumilty; and Reverend Jon Barker. For those who weren't able to attend, fear not!! We're hoping to receive a DVD of the ceremony that we can all watch, and we'll probably perform the same program for our 2011 Columbus Base Tolling Ceremony.

Last, a follow-up on Columbus Base volunteerism.

Eric and Marcia Dreiseidel are 4-H advisors in Union County. Marcia also volunteers on the Union County Fair Board, and is the chairman of the Friends of the Union County Health Department Golf Outing (Any golfers out there looking to play for a good cause?). Eric is treasurer of VFW Post 9909 in Raymond, Ohio, and volunteers as treasurer of the Buckeye LAUGH Clown Alley.

By the time you read this, Jim and Karla Tolson will be on their way to (or already in) Guatemala... volunteering with their church. I can't begin to tell you all of the volunteer work that the Tolsons do, but I know they do a LOT of church work, cook/serve dinners at a mission in German Village, and Karla volunteers at Columbus MEPS USO. I'm sure that barely scratches the surface.

So... how about you??? What volunteer or charity work do you do? I'd really like to know, and I'm sure the other base members would too.

Have a safe and happy September.

## The POW/MIA Flag



In 1971, Mrs. Michael Hoff, the wife of a U.S. military officer listed as missing in action during the Vietnam War, developed the idea for a national flag to remind every American of the U.S. service members whose fates were never accounted for during the war.

The black and white image of a gaunt silhouette, a strand of barbed wire and an ominous watchtower was designed by Newt Heisley, a former World War II pilot. Some claim the silhouette is a profile of Heisley's son, who contracted hepatitis while training to go to Vietnam. The virus ravaged his body, leaving his features hollow and emaciated. They suggest that while staring at his son's sunken features, Heisley saw the stark image of American service members held captive under harsh conditions. Using a pencil, he sketched his son's profile, creating the basis for a symbol that would come to have a powerful impact on the national conscience.

By the end of the Vietnam War, more than 2,500 service members were listed by the Department of Defense as Prisoner of War (POW) or Missing in Action (MIA). In 1979, as families of the missing pressed for full accountability, Congress and the president proclaimed the first National POW/MIA Recognition Day to acknowledge the families' concerns and symbolize the steadfast resolve of the American people to never forget the men and women who gave up their freedom protecting ours. Three years later, in 1982, the POW/MIA flag became the only flag other than the Stars and Stripes to fly over the White House in Washington, D.C.

On August 10, 1990, Congress passed U.S. Public Law 101-355, designating the POW/MIA flag: "The symbol of our Nation's concern and commitment to resolving as fully as possible the fates of Americans still prisoner, missing and unaccounted for in Southeast Asia."

### Displaying the POW/MIA Flag

Congress designated the third Friday of September as National POW/MIA Recognition Day and ordered prominent display of the POW/MIA flag on this day and several other national observances, including Armed Forces Day, Memorial Day, Flag Day, Independence Day and Veterans Day. The 1998 Defense Authorization Act (P.L. 105-85) mandates that on these national observances, the POW/MIA flag is to be flown over the White House, the U.S. Capitol, the Korean and Vietnam Veterans War Memorials, the offices of the Secretaries of State, Defense and Veterans Affairs, offices of the Director of the Selective Service System, every major military installation (as directed by the Secretary of Defense), every post office and all Department of Veterans Affairs (VA) medical centers and national cemeteries. The act also directs VA medical centers to fly the POW/MIA flag on any day on which the flag of the United States is displayed.

When displayed from a single flag pole, the POW/MIA flag should fly directly below, and be no larger than, the United States flag. If on separate poles, the U.S. flag should always be placed to the right of other flags. On the six national observances for which Congress has ordered display of the POW/MIA flag, it is generally flown immediately below or adjacent to the United States flag as second in order of precedence.

*Submitted by Jim Koogler*

## August Highway Clean-Up

Submitted by Bill Anderson

Columbus Submarine Veterans along with Franklin Heights High School JNROTC cadets completed another successful highway clean up.

On Saturday Aug. 28th, twenty (20) JNROTC cadets along with seven (7) Columbus Base members assembled at the Don Gentile American Legion Post on Demorest Road in southwest Columbus. Prior to departing, the Cadet Leadership team divided their members into smaller groups and assigned them to members of the submarine veterans. The Cadet Leadership team showed a high level of organization and leadership skill. We then departed the Legion Post to I-270 between mile marker 1 and 3 both east bound and west bound. After about 2 hours of picking up and bagging trash, we completed our mission, a total of 72 bags of trash were collected. Some small token of appreciation were given to the attending cadets and a very large THANK YOU!

Cadets in attendance were

Erica Woodring, Nick Pickering, Dalton Kastrevec, Ginn L., Paige Murdoch, Sydney Columber, Katie Rize, Ryan Bell, Josh Mitchell, Charlotte Elkins, Hyrum Oday, Stephen Labrador, Andrew Baldwin, Chase Goodman, Virak Deng, Laurel Sciotto, Kyle Rowland, Robert Hinole, Andy Clark and Shane Culver.

Columbus Base members in attendance were

Bob McDaniel, Woody Cook, Jim & Karla Tolson, Dave O'Carroll, Marv Pastor and Bill Anderson.



## A Look through the Periscope

WireNH.com  
15 September 2010

By Matt Kanner

The arrival of the USS Virginia ushers in a new chapter for the Portsmouth Naval Shipyard and its long tradition of submarine work on the Seacoast.

The fast-attack submarine USS Virginia slowly carved through the water as it entered Portsmouth Harbor on Sept. 1, its dark gray sail jutting up like the dorsal fin of a massive shark. Navy personnel stood at attention on the hull, occasionally waving to the small group of people who gathered at the water's edge.

The Virginia arrived at the Portsmouth Naval Shipyard in Kittery, Maine, for the first major overhaul of any sub in its class, and employees of the yard were proud to be its chosen host.

"We're excited because we get to set the standard for everyone else to follow," said Capt. L. Bryant Fuller III, commander of the shipyard. "It's the future."

Built in Groton, Conn., and commissioned in October 2004, the Virginia is the first of the U.S. Navy's newest class of nuclear-powered attack submarines. While most of the shipyard's current repair work involves Los Angeles-class subs, the Virginia class is, indeed, the future. Down the line, perhaps within 10 years, Virginia-class subs will be the shipyard's bread and butter.

The Virginia and its crew of 13 officers and 121 enlisted men will remain in the area for roughly 14 months. Their arrival marks the beginning of a new chapter in the shipyard's 210-year history, a legacy filled with remarkable achievements, historic victories, and a few dark tragedies.

### A yard of firsts

Memories flooded Ruth Gallagher's mind as she entered Building 86 at the Portsmouth Naval Shipyard on Sept. 7. It was in this building that the Treaty of Portsmouth was signed on Sept. 5, 1905, bringing an end to the Russo-Japanese War. Today, Building 86 houses the shipyard's administrative offices, including that of Cmdr. Fuller. Gallagher passed down a hallway lined with plaques that list the 77 submarines the shipyard launched during World War II. The 84-year-old woman, who traveled from her current home in Michigan to visit the place where her family once lived, was making her first return to the yard in more than six decades. Flanked by her children and other family members, Gallagher located the plaque that bore the name of the sub she sponsored 66 years ago, the USS Redfish, and fondly pointed it out.

Moments later, Fuller emerged from his office to present Gallagher with a framed black and white photograph. The picture shows an 18-year-old Gallagher, then named Ruth Roper, smiling brightly as she prepared to shatter a champagne bottle across the hull of the USS Redfish on Jan. 27, 1944.

"I did swing the champagne bottle, which I did have for many years, broken in pieces, but that's long gone now," she said. "I was so excited."

Gallagher had been selected to sponsor the Redfish because her father, C.H. Roper, was then a captain at the shipyard. It was not uncommon for daughters of captains or politicians to be chosen as submarine sponsors. But this particular christening had special meaning, not only for Gallagher, but for the Portsmouth Naval Shipyard.

To employees of the shipyard, the date of Jan. 27, 1944, holds tremendous significance. In addition to the Redfish, the yard launched three other subs on "The Day"—the USS Razorback, USS Ronquil, and USS Scabbardfish. It marked the only time in U.S. history that four subs were launched from one yard in a single day.

"It's a period of time we're very proud of," said public affairs officer Deborah White. "The legacy that (Gallagher) brings back to us today is what we strive for every day."

It's a legacy that stretches back to the year 1800, when this site at the southeastern tip of Maine was established as the nation's first Navy shipyard. It was the first in a long line of historic firsts. In 1867, the yard completed construction of the Franklin, the Navy's largest steamship ever at the time.

It wasn't until well into the 20th century that the shipyard began constructing submarines.

Launched from Portsmouth in 1917, the L-8 was the first sub to be built in any U.S. Naval shipyard. The first submarine to have an all welded steel hull, the Snapper, followed from Portsmouth 20 years later.

The years of World War II were the most prolific of the shipyard's submarine-building history. The 77 subs the shipyard launched during those years accounted for nearly half of the entire U.S. submarine fleet, culminating with that January day in 1944 when young Ruth Roper christened the Redfish.

"That's a motivation to us today when we look at these boards," said shipyard spokesman Gary Hildreth, gesturing to the plaques in Building 86.

The yard launched a total of 32 subs in 1944 for an average of one every 12 days. The average building time per submarine dropped from 469 days in 1941 to 173 days in 1944. At its peak in December 1943, the yard employed 20,466 people, many of whom were women—evidence of women's changing status at the time.

Between 1939 and 1945, the nation's submarine force destroyed 1,314 enemy ships. With just 15,000 officers and enlisted men—less than 2 percent of the Navy's total personnel—the submarine force accounted for 55 percent of Japan's maritime losses during World War II.

But the Portsmouth Naval Shipyard's string of firsts didn't end with the war. The yard would become the site of another key step in the evolution of submarines in 1953. On Aug. 1 of that year, the yard launched the USS Albacore.

### One big tuna

The Albacore now slumbers off Market Street in Portsmouth, where it welcomes visitors as a museum. But when it was launched in 1953, the Albacore marked a major breakthrough in hydrodynamic design. The world's fastest submarine when built, it featured the Navy's first truly submersible hull, and its "teardrop" shape forever changed the structural form of submarines.

Up until the Albacore, battery-powered submarines mainly operated as surface ships that only occasionally plunged underwater. They were relatively slow vessels, sinking beneath the surface primarily to escape attacks from enemies.

But after World War II, the Navy started working to develop a truly submersible hull that only occasionally surfaced, transforming submarines into stealthy, high-speed aggressors that could travel deep underwater in near silence. All of the Navy's modern, nuclear-powered submarines evolved from the Albacore's teardrop hull design.

Mainly used as an experimental research vessel, the Albacore was decommissioned in 1972. It remained in maritime limbo for the next 13 years until, in 1985, it made one final voyage to its birthplace in Portsmouth Harbor.

Towing the Albacore to Portsmouth from the Inactive Ship Facility at the Philadelphia Naval shipyard proved a frustratingly tricky task. But, after a number of complicated snags, the sub was delivered to its final resting place in what is now known as Albacore Park, which opened to the public in August 1986.

Today, the Albacore offers not only a detailed look at a historic boat design, but also a unique glimpse into what life is like on a submarine. Walking through the beached sub, visitors can push red buttons to activate an audio tour through speakers. Toward the front of the ship are 23 tiny bunks, stacked four high in some places, that appear like narrow shelves along the sub's walls. Here, crew members would squirm into their beds and lie down, their noses just inches from the bunk above, and go to sleep.

It's difficult to imagine a crew of 50-plus people living in these claustrophobic confines for weeks or months at a time. Navigating the narrow hallways, you eventually come to a galley where the food is prepared beside a mess deck with three tables. Here, the crew would eat, play cards, socialize and watch evening movies.

Entitled to just a gallon of water per day, most crew members took daily “bird baths,” shaving, brushing their teeth, washing their hands and splashing water on their faces. The luxury of a real shower was afforded only once a week, and there were only two toilets on the entire sub.

The tour also highlights some of the Albacore’s technical aspects. In the navigation center, where the periscope now offers views of the Sarah Mildred Long Bridge, an instrument panel includes three emergency buttons. A red button sounds the general alarm, while a green one activates the diving alarm, and a yellow one indicates a collision.

A little deeper in the sub is the sonar room, which serves as its “eyes and ears” when submerged. The ship’s radar system is located nearby. The tour also brings guests past the diesel engine room and propulsion motors. The rear of the sub is a maze of pipes and machinery with dozens of dials and gages.

Located at 600 Market St., Albacore Park is one of several museums devoted to maritime history on the Seacoast. The Kittery Historical and Naval Museum is at 200 Rogers Road in Kittery, and the yard itself is home to the Portsmouth Naval Shipyard Museum, which is only available to the public by special arrangement. Albacore Park also includes a visitor center and a Memorial Garden, which features several granite monuments commemorating some of the darker blemishes in the annals of local submarine history.

### Disaster

Once you’ve taken a stroll through the Albacore, the thought of sinking in a submarine becomes all the more terrifying. But that fate was a reality for thousands of submariners in the 20th century, including close to 200 who lost their lives aboard subs within miles of local shorelines.

Among the area’s most notorious sinkings was the USS Squalus, which was built at the Portsmouth Naval Shipyard and launched in September 1938. The Squalus sank off the Isles of Shoals in May 1939 while conducting sea trials in 240 feet of water. The crew of 77 men sank to the bottom after the main induction air valve failed to properly shut during a test dive. Thirty-three people were saved, but 24 others died.

The incident marked yet another first for submarines in the area, though not one that inspired celebration: It was the first time submariners were retrieved from a sunken sub. A steel device called the McCann Rescue Chamber was rushed to the scene and used to successfully haul 33 survivors to the surface. The Squalus, too, was later pulled to the surface and reconditioned at the shipyard. It was renamed the Sailfish in 1940 and served in the Pacific during World War II.

Another sub sank off the Isles of Shoals in June 1941. The USS O-9 went down during a training exercise, and all 32 crew members lost their lives. To this day, the ship is believed to rest about 10 miles off the coast of Kittery in 430 feet of water.

A much higher death toll resulted from the loss of the USS Thresher in April 1963. Designed and built at the shipyard, the Thresher was the lead ship of the Navy’s most advanced class of nuclear-powered attack submarines, equipped with the most sophisticated weaponry available.

The Thresher departed for sea trials on April 9 and did not return. It went down off the continental shelf during a deep dive, taking 129 military and civilian personnel with it. The Thresher was one of just two subs lost during the Cold War period, the other being the USS Scorpion, which disappeared in 1968.

The Memorial Garden at Albacore Park also includes a monument dedicated to all the officers and enlisted men who were lost on the 52 submarines that failed to return from patrols during World War II, including the original USS Albacore (subs often adopt the names of their decommissioned predecessors). More than 3,500 people sacrificed their lives on those subs.

Some of the local losses have also been commemorated through art. Local writer Jacquelyn Benson wrote and directed a play called “Crush Depth,” which was staged at The Players’ Ring in Portsmouth in September 2009. The play was loosely based on the sinking of the USS Thresher—with the addition of some science fiction twists.

That’s not the only time the Portsmouth Naval Shipyard has helped inspire fiction. In the 1973 film “The Last Detail,” Jack Nicholson and Otis Young play two Navy men charged with escorting a young Randy Quaid to the Portsmouth Naval Prison, which now stands vacant at the shipyard.

It's been decades since a sub was lost in the area, but the shipyard's proud history of firsts continues as crews get to work on the USS Virginia.

Into the future

The Portsmouth Naval Shipyard launched the USS Sand Lance on Nov. 11, 1969. Commissioned in September 1971, it was the 134th submarine to be built at the shipyard. It was also the last.

But the shipyard's work with submarines has continued, despite moments during which its future looked bleak. In 2005, the Base Realignment and Closure Committee put Portsmouth on a list of military sites slated to close by 2008. It was removed from the list months later, however, following a strong outpouring of bipartisan local support.

Since the early 1970s, the shipyard's primary mission has been to overhaul and repair the Navy's nuclear submarine fleet. With around 4,400 civilian employees, the yard remains one of the Seacoast's vital economic drivers. And, with the advent of Virginia-class subs, its future now seems secure.

Cmdr. Fuller was among those waiting to greet the USS Virginia on Sept. 1, as were Portsmouth Mayor Tom Ferrini and City Manager John Bohenko. Portsmouth will serve as the host community for the Virginia's 134 crew members, many of whom will march in the 2010 Portsmouth Holiday Parade, which will be themed as "A Nautical Christmas" in recognition of their presence.

Meanwhile, the sub will undergo extensive maintenance work and system upgrades over the next 14 months. Paul O'Connor, president of the Metal Trades Council, the shipyard's largest union, said almost everyone employed at the yard will have a hand in working on the Virginia.

"This is another step in our history," O'Connor said. "This is, again, a new realm, a new class of sub."

Measuring about 377 feet in length, the Virginia is more than 150 feet longer than the Albacore. The sub was designed to excel in anti-submarine and anti-ship warfare, as well as other types of warfare, but also in special operations, intelligence, surveillance and reconnaissance. It can operate in shallow and deep waters, providing maritime security in a range of oceanic regions.

Personnel at the shipyard received weeks of training in preparation for the Virginia's arrival. O'Connor said they are eager to take on the challenge of being the first to overhaul a Virginia-class submarine. The fact that Portsmouth was selected as the site for the overhaul reflects the military's confidence in the yard.

"The Navy put this boat here for a reason," O'Connor said. "We love to take on challenges. We've been doing it for 210 years. If we couldn't handle it, we wouldn't be here to talk about it today."

The transition will take years, but O'Connor said all the nation's Los Angeles-class subs will eventually be decommissioned and replaced by Virginia-class boats.

"That'll be the lion's share of our workload," he said.

Ruth Gallagher's recent visit to the shipyard—less than a week after the Virginia's arrival—offered a link to the yard's proud past even as employees gazed into the future. Gallagher said she was glad to see that the Portsmouth Naval Shipyard is still keeping busy more than 65 years after her family left the Seacoast.

"I'm so delighted that Portsmouth is still such a vital yard," Gallagher said.

"We are, too," Cmdr. Fuller added.

*Submitted by Bob Holt MMMC (Ret.)*



## October Birthdays

Richard Morin	10-02
Karla Tolson	10-02
Bob Wells	10-05
Cliff Dodson	10-09
Bill Anderson	10-22



### The Conn

#### **Base commander**

Jim Koogler

#### **Vice Commander**

Jim Tolson

#### **Treasurer**

Dave Creekmore

#### **Secretary**

Bob McDaniel

#### **Chaplain**

Sharon Lloyd / Walt Fleak

#### **COB**

Marv Pastor

#### **Membership Chairman**

Jim Koogler

#### **Storekeeper**

Frank Lloyd

#### **Web Master**

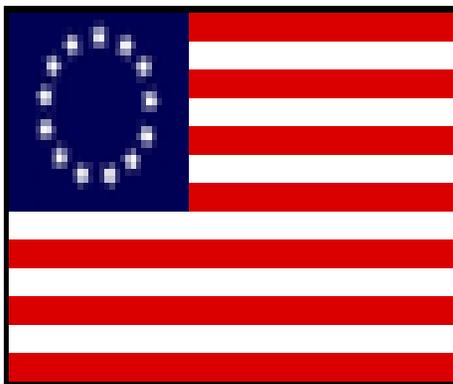
Cliff Dodson

#### **Editor**

Jan Creekmore

#### **Activates Chairmen**

Joe Testa



### 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)



September 11, 2010

Meeting was called to order by Base Commander Jim Koogler. COB, Marv Pastor, led the salute to the Flag. The invocation was conducted by the Chaplain, Walt Fleak. Tolling of the bell for the lost boats of September was performed by Marv Pastor and Sharon Lloyd. There were 23 members and guests present. The BC welcomed everyone and said it was great to be present.

#### Secretary's Report

The August minutes were published in the *Green Board*. There were no corrections or additions. There was no correspondence to report.

#### Treasurer's Report

Dave Creekmore report of monthly income, expenses, and account balances was given. Dave reported that one of the CD's matured and was put in a regular savings account. Another CD will mature soon and will also be put in a savings account. The interest rates on CDs are very low at this time. Frank Lloyd made a motion to accept the Treasurer's Report, seconded by Marv Pastor, and passed by a majority of members present by a voice vote.

#### Webmaster

Cliff asked if anyone had any pictures to update the web site. Or if anyone wanted to change a current picture to get him another one. We were glad to see Cliff at the meeting.

#### Chaplain's Report

Sick Bay: Jim Koogler, Cliff Dodson, Walt Fleak, and Galen Brady. All were present at the meeting and Sharon said we are glad they could be with us today.

#### Membership Report/Introductions

Johnnie Godwin is a possible new member. Qual boat is USS T Roosevelt SSBN-600. Jim Tolson met him at the Roosevelt reunion during the USSVI Convention and invited him to join our base.

2011 membership dues (national and base) can now be paid.

Matt Villons was a guest of Phil Philipps. Phil said he is a cousin's grandson.

#### USSVI Cincinnati Convention Report

Tolling Ceremony – Tim Barker thanked everyone who participated before, during, and after the ceremony. He said we came across very well. It was a true team effort. Several members related comments from the audience at the Tolling Ceremony that it was the best they had experienced. Tim said the retired Marine color guard did an excellent job. He also said Honor Navy group made a DVD of the ceremony and is in the edit process. He will get a copy soon. Everyone is looking forward to see the DVD.

Lost Boats Blanket raffle – Bill Anderson said we didn't sell as many tickets as hoped for but we still made money on the raffle. Opal Philipps was the winner of the Lost Boat Blanket. The base will buy another blanket to raffle at our Lost Boats Ceremony next year.

USSVI election recap – The BC went over the election results. They are the same as he has emailed the membership.

#### Committee Reports

Activities: Joe Testa – Next activity will be the Veteran's Day Parade with details to come later.

Highway Cleanup: Bill Anderson - Saturday August 28, 2010 – Base member participants (7) and 19 cadets from the NJROTC at FHHS. Bill thanked everyone who helped and especially the cadets. Bill said with the number we have on sick call we need everyone who can physically help to do so.

Schedule: Saturday October 9, 2010 .

Meet at Don Gentile American Legion Post #532 on Demorest Road at 0830, leave for cleanup

Locations by 0900.

Volunteer signatures required. See Bill Anderson if you haven't signed the required paperwork.

#### Unfinished Business

None

#### New Business

None

#### For the Good of the Order

Open discussion from floor

Walt discussed the Kaps for Kids program. The BC asked Walt and Sharon to work on the details of the program for the base to participate.

Dave Creekmore asked if the USS Columbus crew would be coming to town. It is not known at this time.

Bill McCorkle discussed the trip he and Barb took to the memorial service for the USS Flier in Muskegon, Michigan. He said he wanted to go and represent the Columbus Base at this ceremony. It was conducted at the Great Lakes Naval Museum in Muskegon, Michigan. The USS Silversides is located there at the Escobar Base.

Storekeeper Frank Lloyd hawked some Navy t-shirts for \$10.00 each. The Submarine cookbook was discussed with the possibility of buying enough to get a quantity discount.

Dave Creekmore asked for *Green Board* input by September 15, 2010.

#### 50/50 Drawings

Joe Testa won the money - \$50.00

Phil Phillips won two small US flags.

Marv Pastor won a bottle of wine.

Bill Anderson won a mug of beer.

Jim Tolson won an apple pie.

Cliff Dodson won a bottle of wine.

Bill McCorkle won a loaf of bread.

Frank Lloyd won Navy hat and a coffee mug.

Jim Koogler won some brownies.

Galin Brady won the convention center piece(he donated) and a bag of chips.

Walt Fleak won a loaf of bread.

Bill Dumbauld won a loaf of bread.

Bob McDaniel won a loaf of bread.

Sharon Lloyd won a Honor Navy bag and a bag of chips.

Dave O'Carroll won a Honor Navy bag.

Tim Barker won a Floation Device

Announcement of next meeting

- **Next Columbus Base meeting:**

- October 2, 2010
- 1200 Social Hour
- 1300 Meeting

AMVETS Post #89

3535 Westerville Road

Columbus, Ohio 43224

- **Next Officer Meeting**

- Tentatively Saturday September 25, 2010 at 0900 with breakfast available starting at 0800
- AMVETS Post #89

3535 Westerville Road

Columbus, OH 43224

614-471-0095

Benediction was given by Chaplain Sharon Lloyd. Galin Brady made a motion for adjournment, seconded by Frank Lloyd, and motion passed by a majority of member present by voice vote.

Submitted by Bob McDaniel

Base Secretary



Opal Philipps won the Lost Boats throw that the Columbus Base raffled off at the National Convention this year.

She is shown here in front of the throw, being held up by Bill Anderson and Dave Creekmore.

Congratulations Opal!!!

## USS Casimir Pulaski (SSBN 633)

Keel laid: January 12, 1963  
 Launched: February 4, 1964  
 Commissioned: August 14, 1964  
 Sponsor: Mrs. John A. Gronouski, Jr.  
 Decommissioned: March 7, 1994  
 Recycled: October 24, 1994  
 Builder: Electric Boat, Groton, CT  
 First Commanding Officers  
 CAPT. Robert L.J. Long (Blue)  
 CDR. Thomas B. Brittain, Jr. (Gold)

USS Casimir Pulaski (SSBN-633), A James Madison class ballistic missile submarine, was the second ship of the United States Navy to be named for Kazimierz Pulaski (1745-1779), a Polish soldier who served in the American Revolutionary War.

The contract to build her was awarded to the Electric Boat Division of General Dynamics Corporation in Groton, CT on 20 July 1961.

Casimir Pulaski was decommissioned and stricken from the Naval Vessel Register on 7 March 1994. Casimir Pulaski entered the Nuclear Powered Ship and Submarine Recycling Program in Bremerton Washington, and on 21 October 1994 ceased to exist.

From "41" for Freedom by Dale Schoepflin

### Log Book

Today any bound record kept on a daily basis aboard ship is called a "log." Originally, records were kept on the sailing ships by inscribing information onto shingles cut from logs and hinged so they opened like books. When paper became more readily available, "log books" were manufactured from paper and bound. Shingles were relegated to naval museums—but the slang term stuck.

#### Upcoming Events

Oct 2, 2010	Noon	Base meeting at the AmVets Post #89
Oct. 9, 2010	0830	Highway cleanup, meet at the Don Gentile American Legion Post,
Nov. ??		Columbus Veteran's Day Parade Details to be announced.

