

# COLUMBUS BASE SUBMARINE VETERANS

VOLUME 8, ISSUE 1

February 2012



## The Green Board



ALL SEAS ARE NAVIGABLE



Base  
Meeting  
February  
4th  
AmVets  
Post  
#89





## Tolling of the Boats



**USS Shark (SS-174)** Lost with all hands (59 men) on 11 February 1942 when it was sunk by surface craft east of Menado, Celebes Island as a result of one of three Japanese attacks.



**USS Amberjack (SS-219)** Lost with all hands (74 men) by Japanese aerial bombs and surface craft on 16 February 1943 off Rabaul in the Solomon Sea.



**USS Grayback (SS-208)** Lost with all hands (80 men) on 27 February 1944 during a Japanese air and surface attack off Okinawa.



**USS Trout (SS-202)** Lost with all hands (81 men) on 29 February 1944 during a Japanese surface attack in the Philippine Sea.



**USS Barbel (SS-316)** Lost with all hands (81 men) on 4 February 1945 during a Japanese air attack off the entrance to Palawan Passage.

### 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 Jim Tolson



The January Officer Meeting revealed 2012 is already starting off to be a busy year. Bill Anderson has been in contact with Captain Lennon and the NJROTC cadets are ready to start working with us in our one mile stretch of I-270 in April. Our clean up area has been reduced to less than one mile because of the construction on the second mile, so clean up will go a lot faster. We won't be cleaning in any orange barrel areas.

The Submarine Birthday and Tolling Ceremony dinner is already scheduled for April 14<sup>th</sup> at the AMVETS Post 89, 3535 Westerville Road, our usual meeting place. We will be using the same caterer we had for the Christmas dinner, so you need to get this dinner on your schedule.

While spending time at the MEPS (Military Entrance Processing Station) USO in Gahanna, I continue to get introduced to the new Navy. If you would like to see what it would be like to go to boot camp at Great Lakes today, there is a web site where you can see a five minute video:

<http://www.navyformoms.com/video/navy-racks-boot-camp> If the Navy For Moms web site had been available when I was in the San Diego boot camp, I know my mom would have been on that web site every day.

Wade Kiger, STSCS (SS), is one of the new Columbus Base members. He has offered to give a 15 minute fleet presentation during our March meeting which should be enlightening since he has been retired only a short time. Be ready with your questions. The next Columbus Base meeting is at noon, March 3<sup>rd</sup> at AMVETS, our usual meeting place.



### Today In Undersea Warfare History:

1945 - USS BATFISH (SS-310), under the command of Comdr. Fyfe, sunk the Japanese submarine RO-55 at 18°56'N, 121°34'E. On the 11th she sunk RO-112 at 18°53'N, 121°50'E. Then on the 13th BATFISH got another, RO-113 at 19°10'N, 121°25'E. Three submarines sunk in four days!!!

1951 - PCU GRENADIER (SS-525) christened and commissioned USS GRENADIER (SS-525) at Boston Navy Yard, Boston, MA; sponsored by Mrs. John A. Fitzgerald, wife of the first USS GRENADIER (SS-210)'s last skipper; Comdr. Henry G. Reaves commanding. She was completed as a GUPPY type submarine.

1960 - USS Sargo (SSN-583) surfaces at North Pole

The following data is from the WWII Subvet magazines POLARIS.

Issues from 1987 forward.

Compiled by Bob Holt

The first Japanese POW was submarine LT Sakmaki , skipper of the midget sub that grounded on a reef near Kanoeha Bay on 12/07/41

In June of 44 Harder (Dealy) sank Japanese destroyer Minatsumi 6th June, Japanese destroyer Hayanami 7th June , Japanese destroyer Tanikaze 9th June. On 10 June ComJapDesFor put out a multi trillion yen contract on Cmdr Dealy - submarine driver .

Feb 1 '43 Tarpon (Wogan) sank the 10,935 ton Sashimi Maru and one week later sunk the 16,975 ton Tatsuta Maru.

Ens. Chester W. Nimitz was the first commanding Officer of USS C-1 (SS-16) commissioned 02/02/1910.

The first Bushnell submarine was designed and built at Old Saybrook , CT in 1775.

To cover their exit after the first penetration of the Sea of Japan through La Perouse Strait , Narwhal (Latta) created a diversion by shelling the airfield on Matsuwa Island.

Japan started WWII with 10 CV's , 10 BB's , 35 CL's , 111 DD's , and 120 SS's.

In an Aleutian storm the S-32(Schmidt) rolled 65 degrees on three different occasions.

On what may have been the last attack of the Wahoo (Morton) sank a coastal steamer near the Straits of Tsushima with the loss of 544 lives according to radio Tokyo.

Slade Cutter (Seahorse) kicked a field goal to beat Army in the 1934 Army-Navy game.

On her first patrol Dolphin experienced 17 major and 18 minor mechanical failures.

The Redfish (SS-393) was torpedoed and sunk by the Medregal (SS-480) on Feb 07 1969

The last Japanese submarine to be sunk the I-373 fell victim to the Spikefish (Monaghan) in the east China Sea 08/13/45.

Ens Chester W. Nimitz was the first Commanding Officer of hull # SS-24 the E-1 commissioned

The last German commerce raider the Michael was sunk by Tarpon (Wogan) on 10/13/43 while en-route to a Japanese port.

Of the four top Navy commands after the Pearl Harbor raid Three were held by submarine officers: Admirals King, Nimitz and Hart.

A message to all submarines on 04/13/44 "until further notice give fleet destroyers priority over Maru types as targets for submarine attack" .

In 1860 a German by the name of Bauer built hand-propelled submarine.

The last Japanese destroyer sunk by a submarine was the Nokaze by Pargo on 02/20/45.

Five skippers made ten runs as CO: Harrell, Dempsey, Lee, Peterson and Perkins. Chapple made 11 .

The Catfish(SS-339) was sold to Argentina and re-named the Santa Fe. She was sunk by the British during the Falklands war.

Two subs were attacked while in the submarine safety zone; The Seawolf was sunk by the USS Rowell and Nautilus was damaged by a dud shell from USS Ringold.

R and S boats conducted 190 patrols sinking 14 ships.

The first successful life guard mission was performed by Skate (McKinney) on 10/07/43 during the attack on Wake Island by U S A F.

Garfish fired the longest successful torpedo shot of the war(6500 yards). It took 7 minutes and 27 seconds to reach the target.

Aristotle mentions that divers and diving bells were used by Alexander the Great when he besieged Tyre in 322 BC.

The worst naval defeat experienced by the allies during the war was the Battle of the Java Sea from 02/27/42 through 03/01/42 when the Japanese sank a total of ten US, Dutch and British ships.



## COLUMBUS BASE MEETING MINUTES

February 4, 2012

Meeting was called to order by Base Commander Jim Tolson. COB Marv Pastor led the salute to the Flag. The invocation was conducted by the Chaplain Sharon Lloyd. Tolling of the Bell for lost boats of February was performed by Marv Pastor and Walt Fleak. There were 18 members and guest present. The BC welcomed everyone.

**Secretary's Report** – The January minutes were posted in the *Green Board*. There were no comments or corrections. A Christmas card from Captain Youtt, USS Columbus, received by the base was passed around.

**Treasurer's Report**- Dave reported on the state of the treasury. He reported Cliff Dodson donated \$100 to the NJROTC scholarship fund. Annual audit is underway.

**Webmaster's Report**- Cliff reported the sailing list update is in progress.

**Chaplain's Report**- Sick Bay report – Ben Grimes surgery on January 30<sup>th</sup> went good. A Get well card was passed around for Ben. Don Crinkey had carotid artery surgery and is doing well. A thinking of you card for John Leers was passed around.

**Membership**- Prince Reese, MM2 (SS), qual boat USS Groton SSN-694, is the newest base member.

**Committee Report**- Activity: Our annual Submarine Birthday Dinner/Tolling Ceremony will be April 14<sup>th</sup> at Amvets Post 89(normal meeting place). We will have same caterer, menu, and cost as our last Christmas Dinner. Dessert will be a variety to choose from along with a small birthday cake. A WWII Subvet memorial for central Ohio was discussed. Galin Brady is working on this project.

**Unfinished Business** – One non-life member has not renewed – Dale Loney. Several members have tried to contact him.

**New Business**-none.

**For the Good of the Order** –

Open discussion from the floor: BC discussed the base taking a trip to the Air Force Museum at Wright-Patterson AFB. A lot of interest in doing so was expressed by the members present. Dave Creekmore said the first Honor Flight will be April 21<sup>st</sup>. So the wheelchairs will probably need to be cleaned and moved the second week of April. Bill Anderson has been in contact with Capt. Lennon and is setting the dates for this year's highway clean-up. Dave O'Carroll said there will be a training session for Vets on Vets hospice work sponsored by Mt. Carmel East on April 16<sup>th</sup>.

Frank Lloyd has some 2012 USSVI calendars for sale.

**50/50** – Dave O’Carroll won \$44.00. Jan Creekmore won a brass anchor coat hanger. Walt Fleak won a loaf of homemade bread. Galin Brady won a loaf of homemade bread. Bob McDaniel won a loaf of homemade bread. Bill Dumbauld won a loaf of homemade bread. Bill McCorkle won a loaf of homemade bread. Tim Barker won a loaf of homemade bread. Marv Pastor won a Navy lanyard. Cliff Dodson won a stress ball. Lee Mathers won a Navy hat. Bob Friar won a Navy hat.

BC reminded us to cleanup before we left.

Closing prayer was conducted by Sharon Lloyd.

Motion for adjournment was made by Frank Lloyd and seconded by Bob Friar. Motion passed by voice vote of the majority of the members present.

Submitted by Bob McDaniel

Base Secretary

### **Submarine Drones Must Be Self-Navigating, Naval Experts Say**

*W.J. Hennigan, Los Angeles Times, Feb 9, 2012*

WASHINGTON - Achieving complete autonomy in future robotic submarines is crucial to the Navy's plans to use drone technology.

This was the message of several speakers at the Association for Unmanned Vehicle Systems International's robotic conference at Washington's Omni Shoreham Hotel, who said that submarine drones could be useful in a variety of roles in science and national security.

Unlike aerial drones, which are remotely controlled using GPS signals and data links, robotic submarines would not be able to receive satellite commands as they scour the ocean floor. So the machines need to be able to navigate on their own to carry out missions.

Submarine drones would need advanced onboard computers to detect and dodge mountains jutting from the sea bed.

Rear Admiral Matthew Klunder, chief of naval research at the Office of Naval Research in Arlington, Va., said autonomy would someday have a place on the short list of historic naval achievements.

There are development projects underway around the country. In Southern California, Boeing Co. has been testing an 18-foot bright-yellow submarine drone off the coast of Santa Catalina Island.

Boeing first tested the sub in its 1-million-gallon test pool at its Anaheim, Calif., facility, which was the birthplace of the guidance systems for the world's first nuclear submarine.

## Newport News Shipbuilding and Drydock Company

Northrop Grumman Newport News, formerly called Newport News Shipbuilding and Drydock Company (NNS), is the largest privately owned shipyard in the United States and the only one that can build Nimitz-class super-carriers. It is located in Newport News, Virginia, and often participated in projects with the Norfolk Naval Shipyard in Portsmouth, Virginia, also located adjacent to Hampton Roads.

In the 1880's Collis P. Huntington created the Chesapeake and Ohio Railroad to transfer coal from the Ohio River valley to Newport News, Virginia. In 1886, he built a shipyard to repair ships servicing this transportation hub. In 1891, Newport News Shipbuilding delivered its first ship, a tugboat named Dorothy. By 1897, NNS had built three warships for the U.S. Navy: Nashville, Wilmington, and Helena.

In 1906, the revolutionary HMS Dreadnought launched a great naval race worldwide. Between 1907 and 1923, Newport News built six of the U.S. Navy's total of 22 dreadnoughts-Delaware, Texas, Pennsylvania, Mississippi, Maryland and West Virginia-and all but the first would still be in active service in World War II.

In 1907, President Theodore Roosevelt sent the Great White Fleet on its round-the-world voyage. Seven of its 16 battleships were built by NNS. Between 1918 and 1920, NNS delivered 25 destroyers, and after World War I, NNS began building aircraft carriers. Ranger was delivered in 1934 and NNS went on to build Yorktown and Enterprise.

By 1940, the Navy had ordered seven more aircraft carriers and four cruisers. Still, the company swiftly filled requests for "Liberty ships" that were needed during the war. It founded an emergency yard on the banks of the Cape Fear River and launched its first Liberty ship before the end of 1941, building 239 in all. For its contributions during the war, the Navy awarded the company its "E" pennant for excellence in ship construction.

In the post-war years, NNS built the famous passenger liner SS United States, which set a transatlantic speed record that still stands today. In 1954, NNS, together with Westinghouse and the Navy, developed and built a prototype nuclear reactor for a carrier propulsion system. NNS designed the Enterprise in 1960. In 1959 NNS launched its first nuclear-powered submarine, Shark as well as the ballistic missile submarine Robert E. Lee.

In the 1970's NNS launched two of the largest tankers ever built in the western hemisphere and also constructed three liquefied natural gas carriers-at over 390,000 deadweight tons, the largest ever built in the United States. In the 1980's NNS produced a variety of Navy products, including Nimitz-class nuclear aircraft carriers and Los Angeles-class nuclear attack submarines. On November 7, 2001, NNS signed a merger agreement with Northrop Grumman, the combination creating a \$4 billion shipyard now called Northrop Grumman Newport News. *From: "41" for Freedom*

### Upcoming Events

Feb. 18, 2012	0900	Officer meeting at the Am Vets Post #89. All are invited,
Mar. 03, 2012	1200	Regular base meeting at the Am Vets Post #89
April 14, 2012	TBA	Tolling/ Birthday meeting at the Am Vets Post #89

## Chief Petty Officers CPO Standards

By: Mike McCaffrey, Admiral (Retired USN)

Never forget this, a Chief can become an Officer, but an Officer can never become a Chief. Chiefs have their standards!

Recollections of a White hat.

"One thing we weren't aware of at the time, but became evident as life wore on, was that we learned true leadership from the finest examples any lad was ever given, Chief Petty Officers. They were crusty old bastards who had done it all and had been forged into men who had been time tested over more years than a lot of us had time on the planet. The ones I remember wore hydraulic oil stained hats with scratched and dinged-up insignia, faded shirts, some with a Bull Durham tag dangling out of the right-hand pocket or a pipe and tobacco reloads in a worn leather pouch in their hip pockets, and a Zippo that had been everywhere. Some of them came with tattoos on their forearms that would force them to keep their cuffs buttoned at a Methodist picnic.

Most of them were as tough as a boarding house steak. A quality required to survive the life they lived. They were, and always will be, a breed apart from all other residents of Mother Earth. They took eighteen year old idiots and hammered the stupid bastards into sailors.

You knew instinctively it had to be hell on earth to have been born a Chief's kid. God should have given all sons born to Chiefs a return option.

A Chief didn't have to command respect. He got it because there was nothing else you could give them. They were God's designated hitters on earth.

We had Chiefs with fully loaded Submarine Combat Patrol Pins, and combat air crew wings in my day...hard-core bastards who remembered lost mates, and still cursed the cause of their loss...and they were expert at choosing descriptive adjectives and nouns, none of which their mothers would have endorsed.

At the rare times you saw a Chief topside in dress canvas, you saw rows of hard-earned, worn and faded ribbons over his pocket. "Hey, Chief, what's that one and that one?" "Oh hell kid, I can't remember. There was a war on. They gave them to us to keep track of the campaigns." "we didn't get a lot of news out where we were. To be hones, we just took their word for it. Hell son, your couldn't pronounce most of the names of the places we went. They're all depth charge survival geedunk." "Listen kid, ribbons don't make you a Sailor." We knew who the heroes were, and in the final analysis that's all that matters.

Most nights, we sat in the after mess deck wrapping ourselves around cups of coffee and listening to their stories. They were light-hearted stories about warm beer shared with their running mates in corrugated metal sheds at resupply depots where the only furniture was a few packing crates and a couple of Coleman lamps. Standing in line at a Honolulu cathouse or spending three hours soaking in a tub in Freemantle, smoking cigars, and getting loaded. It was our history. And we dreamed of being just like them

because they were our heroes. When they accepted you as their shipmate, it was the highest honor you would ever receive in your life. At least it was clearly that for me. They were not men given to the prerogatives of their position.

You would find them with their sleeves rolled up, shoulder-to-shoulder with you in a stores loading party. "Hey Chief, no need for you to be out here tossin' crates in the rain, we can get all this crap aboard."

"Son, the term 'All hands' means all hands."

"Yeah Chief, but you're no damn kid anymore, you old coot."

"Horsefly, when I'm eighty-five parked in the stove up old bastards' home, I'll still be able to kick your worthless butt from here to fifty feet past the screw guards along with six of your closest friends.: And he probably wasn't bullshitting.

They trained us. Not only us, but hundreds more just like. If it wasn't for Chief Petty Officers, there wouldn't be any U.S. Navy. There wasn't any fairy godmother who lived in a hollow tree in the enchanted forest who could wave her magic wand and create a Chief Petty Officer.

They were born as hot-sacking seamen, and matured like good whiskey in steel hulls over many years. Nothing a nineteen year-old jay-bird could cook up was original to these old saltwater owls. They had seen E-3 jerks come and go for so many years; they could read you like a book. "Son, I know what you are thinking. Just one word of advice. DON'T. It won't be worth it."

"Aye, Chief."

Chiefs aren't the kind of guys you thank. Monkeys at the zoo don't spend a lot of time thanking the guy who makes them do tricks for peanuts.

Appreciation of what they did, and who they were, comes with long distance retrospect. No young lad takes time to recognize the worth of his leadership. That comes later when you have experienced poor leadership or let's say, when you have the maturity to recognize what leaders should be, you find that Chiefs are the standard by which you measure all others.

They had no Academy rings to get scratched up. They butchered the King's English. They had become educated at the other end of an anchor chain from Copenhagen to Singapore. They had given their entire lives to the U.S. Navy. In the progression of the nobility of employment, Chief Petty Officer heads the list. So, when we ultimately get our final duty station assignments and we get to wherever the big Chief of naval Operations in the sky assigns us, if we are lucky, Marines will be guarding the streets, and there will be an old Chief in an oil-stained hat and a cigar stub clenched in his teeth standing at the bow to assign us our bunks and tell us where to stow our gear...and we will all be young again, and the damn coffee will float a rock.

Life fixes it so that by the time a stupid kid grows old enough and smart enough to recognize who he should have thanked along the way, he no longer can. If I could, I would thank my old Chiefs. If you only knew what you succeeded in pounding in this thick skull, you would be amazed. So, thanks you old casehardened unsalvageable son-of-a-bitches. Save me a rack in the berthing compartment."

Life isn't about waiting for the storm to pass. It's about learning to dance in the rain.

*Submitted by Bob Holt*

## Today we mourn the passing of a beloved old friend, Common Sense, who has been with us for many years.

No one knows for sure how old he was, since his birth records were long ago lost in bureaucratic red tape.

He will be remembered as having cultivated such valuable lessons as:

- Knowing when to come in out of the rain;
- Why the early bird gets the worm;
- Life isn't always fair;
- and maybe it was my fault.

Common Sense lived by simple, sound financial policies (don't spend more than you can earn) and reliable strategies (adults, not children, are in charge).

His health began to deteriorate rapidly when well-intentioned but overbearing regulations were set in place.

Reports of a 6-year-old boy charged with sexual harassment for kissing a classmate; teens suspended from school for using mouthwash after lunch; and a teacher fired for reprimanding an unruly student, only worsened his condition.

Common Sense lost ground when parents attacked teachers for doing the job that they themselves had failed to do in disciplining their unruly children.

It declined even further when schools were required to get parental consent to administer sun lotion or an aspirin to a student; but could not inform parents when a student became pregnant and wanted to have an abortion.

Common Sense lost the will to live as the churches became businesses; and criminals received better treatment than their victims.

Common Sense took a beating when you couldn't defend yourself from a burglar in your own home and the burglar could sue you for assault.

Common Sense finally gave up the will to live, after a woman failed to realize that a steaming cup of coffee was hot. She spilled a little in her lap, and was promptly awarded a huge settlement.

Common Sense was preceded in death, by his parents, Truth and Trust, by his wife, Discretion, by his daughter, Responsibility, and by his son, Reason.

He is survived by his 4 stepbrothers; I Know My Rights, I Want It Now, Someone Else Is To Blame, I'm A Victim

Not many attended his funeral because so few realized he was gone.

*Submitted by Dave O'Carroll*



### March Birthdays

Bill Meyer	03-02
Mike Thurston	03-07
Paul Hilde	03-14
Ben Grimes	03-16
Chuck Martin	03-29



### The Conn

#### Base commander

Jim Tolson

#### Vice Commander

Tim Barker

#### Treasurer

Dave Creekmore

#### Secretary

Bob McDaniel

#### Chaplain

Sharon Lloyd / Walt Fleak

#### COB

Marv Pastor

#### Membership Chairman

Jim Tolson

#### Storekeeper

Frank Lloyd

#### Web Master

Cliff Dodson

#### Editor

Jan Creekmore

#### Activates Chairmen

### Sick Bay

Don Crinkey and Ben Grimes have had surgery recently. Both are home and recuperating at this time.

We extend get well wishes to both of them and hope they are up and around soon.

### Editor's Note

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

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