

COLUMBUS BASE SUBMARINE VETERANS

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The Green Board



ALL SEAS ARE NAVIGABLE

A Tribute to our Service Men and Women

The Wall of Stars display in front of the Franklin County Veterans Memorial Auditorium is a striking tribute to the men and women who have served our nation in time of war. Based on the Freedom Wall at the World War II Memorial in Washington, D. C. that pays tribute to the men and women who lost their lives in that war, the Wall of Stars honors all who protected our nation.

It will stand on the lawn along 300 West Broad Street through Veterans Day. Volunteers with Honor Flight Columbus, primarily members of the Columbus Base of the United States Submarine Veterans organization, set up the wall which is 40 feet long. It has the inscription, *Here We Mark The Price Of Freedom.*



The Wall of Stars was built by residents of Westerville for their Memorial Day Field of Heroes tribute and presented to Honor Flight Columbus for additional celebration in Central Ohio of America's Veterans. The Freedom Wall in Washington holds 4,048 gold stars, with each star representing 100 American service personnel who died or remain missing in the war. The 405,399 American dead and missing from World War II are second only to the loss of more than 620,000 Americans during our Civil War.



Honor Flight Columbus' mission is to honor our nation's senior veterans with a trip to Washington, D.C. to visit their war memorials at no cost to them; share their stories for the benefit of future generations; and celebrate their homecoming, affirming their allegiance and service to our country. More information is available at www.HonorFlightColumbus.org.

Thanks to the following Columbus Base members who participated in the work party:
Bill Anderson, Galin Brady, Dave Creekmore, Dan Fuller, Wade Kiger and Marv Pastor.



Tolling of the Boats



USS O-5 (SS-66) Lost on 29 October 1923 with the loss of 3 men when it was sunk after a collision with the SS Abagarez (owned by the United Fruit Company) off the Panama Canal. Torpedoman Mate 2nd Class (SS) Henry Berault received the Congressional Medal of Honor for his heroic actions.



USS Dorado (SS-248) Lost with all hands (76 men) by an air attack on 12 October 1943 in the SW Atlantic



USS Seawolf (SS-197) Lost with all hands (82 crew and 17 U.S. Army) on 3 October 1944 when it was mistaken for a Japanese submarine and sunk by friendly destroyers just north of Morotai, Republic of the Philippines.



USS S-44 (SS-155) Lost on 7 October 1943 with the loss of 54 men when it was sunk by surface craft off Paramushiru, Kuriles. Two men survived and were taken prisoner.



USS Wahoo (SS-238) Lost with all hands (80 men) during a Japanese air and surface attack on 11 October 1943 in LaPerouse Strait off northern Japan.



USS Escolar (SS-294) Lost with all hands (82 men) by possible Japanese mine in the Yellow Sea off China on 17 October 1944



USS Darter (SS-227) Lost on 24 October 1944 when it became grounded on Bombay Shoal off Palawan then was destroyed. All of the crew were rescued by the USS Dace.



USS Shark II (SS-314) Lost with all hands (90 men) on 24 October 1944 when it was sunk by Japanese surface craft in the channel midway between Hainan and Bashi Channel.



USS Tang (SS-306) Lost with 78 men on 25 October 1944 when it was sunk by her own torpedo in the north end of the Formosa Strait. Nine of the crew were taken prisoner and survived the war. Her commanding officer, Richard O'Kane, received the Congressional Medal of Honor.

Commander's Corner

By Jim Tolson



The leaves are turning colors and it is cooler in the evenings, so it must be fall and time for our fourth and final Adopt A Highway cleanup October 13th. We expect several Franklin Heights NJROTC cadets to attend so the Subvet's job is to take them to and from the one mile stretch of the I-270 highway cleanup site. The last cleanup took less than an hour.

During the October Columbus Base meeting, Daphne Hawk, Franklin County Recorder, gave an excellent informational presentation on veteran's records, real estate records and living wills. Did you know the recorder's office will record your original DD-214 and give you a small laminated copy for your bill fold – free? Daphne also mentioned they have a list of veteran grave locations. I looked on their web site <http://www.franklincountyohio.gov/recorder/> and found 80,278 veterans listed in cemeteries all over Ohio. Daphne brought handouts for everyone and I put the extras on the table inside the AMVETS main door, if you want one.

In the next few weeks, I expect to hear more detail on the plans for the USS Columbus crew to visit Columbus. It is my understanding they plan to march with us in the Columbus Veterans Day parade Friday November 9. Watch for further details.

It is assumed that all Submarine Veterans are registered to vote. Be sure and VOTE.

October/ November activities include:

- October 13th (Saturday) Highway Cleanup Muster at Don Gentile Post 532 – 0845.
- November 2 (Friday) Move Honor Flight Wheel Chairs –contact Dave Creekmore
- November 5th (Monday) Move Honor Flight Wheel Chairs
- November 6th (Tuesday) National Election - VOTE
- November 9th (Friday) Columbus Veterans Day Parade – noon step off.
- November 11th (Sunday) Logan Veterans parade – 3 PM step off.
- November 23rd (Friday) Gahanna Festival of Lights Parade – Color Guard.

Our next meeting is noon Saturday November 3rd at AMVETS Post 89, 3535 Westerville Road - our usual meeting place. Hope to see you there.

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.”



Medal of Honor

The Medal of Honor is the highest military decoration awarded by the United States government. It is bestowed on a member of the United States armed forces who distinguishes himself *conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty while engaged in an action against an enemy of the United States*. Because of the nature of its criteria, the medal is often awarded posthumously.

HMCM(SS) William R. Charette

Awarded the Medal of Honor 1/12/1954 while on the USS Quillback (SS-24)
Also served on the USS Triton (SSRN-586), USS Daniel Webster (SSBN-626),
and the USS Grayling (SSN-646)



Born on March 29, 1932, in Ludington, Michigan, Charette graduated from high school there in 1951. He enlisted in the U.S. Navy on January 11, 1951, and underwent recruit training at Naval Station Great Lakes, Illinois. He then attended the Hospital Corps School at Naval Training Center, Bainbridge, Maryland, becoming a Hospital Corpsman upon graduation. Duty at the Naval Hospital in Charleston, South Carolina, and on April 16, 1952, promotion to hospital corpsman third class followed.

Citation

"For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty in action against enemy aggressor forces during the early morning hours. Participating in a fierce encounter with a cleverly concealed and well-entrenched enemy force occupying positions on a vital and bitterly contested outpost far in advance of the main line of resistance, HC3c. Charette repeatedly and unhesitatingly moved about through a murderous barrage of hostile small-arms and mortar fire to render assistance to his wounded comrades. When an enemy grenade landed within a few feet of a marine he was attending, he immediately threw himself upon the stricken man and absorbed the entire concussion of the deadly missile with his body. Although sustaining painful facial wounds, and undergoing shock from the intensity of the blast which ripped the helmet and medical aid kit from his person, HC3c. Charette resourcefully improvised emergency bandages by tearing off part of his clothing, and gallantly continued to administer medical aid to the wounded in his own unit and to those in adjacent platoon areas as well. Observing a seriously wounded comrade whose armored vest had been torn from his body by the blast from an exploding shell, he selflessly removed his own battle vest and placed it upon the helpless man although fully aware of the added jeopardy to himself. Moving to the side of another casualty who was suffering excruciating pain from a serious leg wound, HC3c. Charette stood upright in the trench line and exposed himself to a deadly hail of enemy fire in order to lend more effective aid to the victim and to alleviate his anguish while being removed to a position of safety. By his indomitable courage and inspiring efforts in behalf of his wounded comrades, HC3c. Charette was directly responsible for saving many lives. His great personal valor reflects the highest credit upon himself and enhances the finest traditions of the U.S. Naval Service."

Navy turning its focus to the western Pacific

Groton - The Navy plans to keep fewer submarines in Groton as the military shifts its focus toward Asia and sends its newest, most capable ships and aircraft to the western Pacific, the Navy's top admiral said Tuesday.

By 2020, the Naval Submarine Base is expected to have two squadrons with six attack submarines per squadron, instead of the 16 submarines it has today.

The naval station in Norfolk, Va., will have fewer submarines in the future, too, while the base in Kings Bay, Ga., will not be affected by the rebalancing since ballistic-missile submarines need to remain there as a strategic deterrent, Adm. Jonathan W. Greenert said.

Greenert was in town for a classified conference on undersea warfare technology.

"We're pretty well set up to execute this strategy, and now we have to evolve and make that rebalance that is called for," Greenert, the chief of naval operations, said in an interview at the base.

There will not be any great departure of submarines and crews. Rather, submarines that retire in the East will not always be replaced with new boats, while submarines in the West will be, Greenert said. The number of submarines in the fleet will decline overall as the aging Los Angeles-class attack subs retire more quickly than the Virginia-class submarines are built.

Even with the changes, Greenert said, the Navy needs three submarine bases along the East Coast. The Norfolk naval station does not have the capacity to support the submarines from Groton, and it would be too expensive to relocate the submarine school from the base, he added.

The three locations are "a good balance," Greenert said, and he does not intend to "move submarines en masse" out of the Groton area.

The strategic documents clearly state the Navy has to dominate the undersea domain, to "own it," Greenert said.

"To do that, the centerpiece of it is the submarine, make no mistake," he said, adding that various other platforms and payloads will also play important roles as parts of the network.

The Navy's forces overall are evenly distributed between the Atlantic and the Pacific, while the distribution of submarines is already closer to 60 percent in the Pacific.

In the future, 60 percent of the forces, including aircraft carriers, cruisers, destroyers, littoral combat ships and submarines, will be based on the West Coast and in the Pacific. That equates to 10 more ships operating in the western Pacific in 2020, with more ships based in Japan and Guam instead of rotating between the region and the United States.

The Navy wants to establish or re-establish relationships with numerous allies throughout Asia, Greenert said.

While some have said the strategy, announced in January, is a way to contain China's growing military power, Greenert dismissed that idea as an oversimplification. China, the major player in the region, put its first aircraft carrier into service on Tuesday.

There are many things that could tend to be an outcome. You could say, 'Well, you did all this, this came out of that,' and that would be a conclusion someone draws," he said, adding later, "That's not the intent directly. It is, like I said, to establish those relationships and re-nurture them."

Fading Away Expensively

October 7, 2012: There is a growing crisis in dealing with the growing cost of maintaining old warships as museums and tourist attractions. Most of these vessels are in the water and literally rusting away. Many are now in need of major refurbishment, which can cost over \$100 million for a carrier or battleship. Even smaller ships (cruisers, destroyers, and submarines) can require over \$20 million to put back into shape to just sit in the water, receive visitors, and not sink or fall apart the next time a major storm hits. Most of the largest of these museum ships are American, largely because the U.S. has had the largest fleet in the world for nearly a century.

The end of World War II and the Cold War put a lot of warships out of work. Most were broken up for scrap or sunk using weapons as a form of training. But increasingly over the years many were donated by the U.S. Navy for use as museum ships. Most of these were smaller ships, like PT Boats or patrol boats. A small seaside town could afford to maintain these small craft with local volunteers and some cash donations. But many cities sought to obtain large ships. This led to five aircraft carriers (USS Hornet, Intrepid, Lexington, Midway, and Yorktown) and ten battleships (USS Alabama, Arizona, Iowa, Massachusetts, Missouri, North Carolina, New Jersey, Texas, Utah, and Wisconsin) becoming impressive and very expensive to maintain museum ships. The Arizona was sunk at Pearl Harbor during the infamous 1941 Japanese sneak attack and a museum and memorial built around the largely submerged vessel. The other carriers and battleships are tied up at a pier and visitors allowed to view many parts of the ship.

There are also over fifty destroyers, cruisers, amphibious ships, and submarines serving as museum ships. More are on the way, if the cost of maintaining current museum ships does not scare off everyone. The World War II museum ships are all up for major refurbishment and the few that have had it have demonstrated that this sort of thing is very expensive.

Three years ago the U.S. Navy retired its last non-nuclear aircraft carrier, the USS [John F. Kennedy](#). The navy offered the ship to any government or non-profit organization that wants to maintain it as a museum ship. The navy is still waiting for a response. Entering service in 1968, the Kennedy is 321 meters (1052 feet) long and displaces 82,000 tons. It would be the largest museum ship ever. The ship is currently docked in Philadelphia and there is much enthusiasm in [Boston](#) for taking the carrier, named after a native son, and establishing a museum ship. The big problem, for whoever takes the ship, is money. That's lots of money, as in hundreds of millions to outfit the ship as a museum and maintain it.

The navy has long been willing to donate old ships to groups that were willing to maintain the retired vessels as museum ships. But the navy attaches some very expensive strings. That is, the navy expects the ship to be kept in decent shape. This is a problem with many old metal ships, as they rust. And eventually they rust so much that the hull is breached and ultimately will collapse. The navy has not yet repossessed any museum ships but a growing number of these ships are deteriorating. Refurbishment is so expensive that some sponsoring groups are considering letting the navy have the ship back.

For example the World War II era Essex class carrier USS Intrepid, in New York City, returned to its display berth in 2009, after a two year refurbishment costing \$120 million. The entire hull was examined, in dry dock, for decay and over a hundred square meters (nearly a thousand square feet) of hull had to be replaced. A sister ship of the Intrepid, the Yorktown, requires a similar refurbishment. Since 1975, the Yorktown has been on display in Charleston, South Carolina, with several other museum ships. The Yorktown, which entered service four months before the Intrepid, needs the same kind of work. The navy is insisting on it, with the alternatives being sending the ship to the breakers or a lawsuit. The naval museum in South Carolina is in a bad situation, as \$120 million is hard to find, even when the economy (and wealthy donors) are doing well. The big donors are much harder to find these days.

Another popular option is to use old ships for target practice. For example most of the 30 decommissioned Spruance class destroyers were used for target practice. Some old warships are sunk closer to the shore, to provide reefs for fish and scuba divers. Running a SINKEX (sinking exercise) enables the navy to test some theories on how vulnerable, or invulnerable, modern warships are. But environmentalists oppose these two methods as well because it puts toxic materials into the ocean.

Going to the breakers is now seen as viable because of more efficient breaking techniques and higher prices for recycled metals. For the moment anyway.

Final casualty

In late October 1985, *Swordfish* was delayed in departing [Pearl Harbor](#) due to the failure of the drain pump. A replacement was obtained from [USS Skate \(SSN-578\)](#), in the shipyard for decommissioning, but *Swordfish* put to sea before the pump was fully connected and tested, and the crew could not get the pump to operate. Since the engine room bilges could not be pumped, by the evening of 23 October, the first day at sea, the water in the engine room lower level bilge was over the deck plates (more than four feet). The crew tried to use a portable submersible pump, but were not successful.

When the water level got high enough to get up into the bottoms of the motors for the main lube oil pumps, causing grounds, the Captain came aft and saw the situation and decided to take the boat shallow to allow pumping bilges. When the planesmen put a slight up-angle on the boat to come shallow the water in the bilges instantly rushed aft, greatly increasing its effect on trim (this is known as "[free surface effect](#)", later classes of subs have flood control bulkheads in engine room lower level to prevent this) and causing an up-angle of about 45 degrees.

When "fire in engine room lower level" was announced, due to water in the main lube oil pump motors, a man in the aft end of engine room upper level opened the watertight door into the stern room, which swung into the stern room, to retrieve a fire extinguisher. Just then the up-angle increased dramatically and the bilge water began pouring in. The door was shut before the boat surfaced. With the boat on an even keel, the water came up to the deadlight in the door.

The maneuvering watch standers began to take the immediate actions for loss of shaft lube oil; the throttlemans began to shut the throttles for the main engines. Without propulsion, the extreme up-angle caused the ship to quickly stop and begin moving backwards, sinking stern first. When the fire was announced, the Engineer had gone to Maneuvering (the control center of the engine room). He saw the depth gage indicating a rapid increase in depth, ordered "Ahead Full" on his own initiative, and opened the starboard forward throttle himself in an effort to drive the ship to the surface. In Control, the [Captain](#) saw similar indications, and ordered "Blow Aft!". Before the [Chief of the Watch](#) could initiate the blow on the aft group the up-angle became so steep that he was unable to maintain footing and slid to the rear of the Control compartment. He quickly climbed back up to the emergency blow "chicken switches" and opened the after group valve.

Swordfish surfaced successfully. However, during the up-angle the freshwater drain collecting tank vents were submerged and sucked contaminated water into the feed system. The steam generator water could not be analyzed immediately because nucleonic laboratory in the stern room had been inundated by the wave of bilge water. After a while, the leading ELT found the necessary reagents and analyzed samples from both steam generators on the top hat in reactor compartment upper level. By this time the boat was in direct communication with [Naval Reactors](#), which ordered the reactor shut down and cooled down and steam generators drained and refilled. The emergency diesel generator, located in engine room lower level, initially had water in the generator from the incident but it was drained and the diesel was online before the reactor was shut down. The reactor was cooled down and steam generators were blown down with service air and refilled until all fresh water on the boat was exhausted, which was a couple of hours before arriving back in Pearl Harbor; the cooks broke out cans of juice and distributed them around the boat. Subsequent analysis of steam generator water revealed no leakage of reactor coolant into the steam generators.

Three of the boat's four air conditioning compressors were shut down as part of the rig for reduced electrical. The temperature in the ship exceeded 80°F (27°C) with near 100% humidity for the several hours required for a tug to be dispatched from [Pearl Harbor](#) and tow *Swordfish* home. The tug, [USS Reclaimer \(ARS-42\)](#) arrived the next morning and began the tow around noon, arriving back in Pearl Harbor just after midnight.

The actions of the [Chief of the Watch](#) and the Engineer saved *Swordfish* and her crew. The boat spent the rest of 1985 in port making repairs and returned to sea in January, 1986, making a successful deployment to the western Pacific later in 1986.

Submitted by Galin Brady

Tis true. Not the 1st time *Swordfish* nearly sank. Just an old fleet boat with an S3W reactor with a fuel element failure and a cracked reactor vessel head. However, she could crank on quietly with twin screws and shaft rpm twice that of the big boats with single screw. Galin

October 2

Sub to be used for spare parts in USS Miami repair

The Associated Press

HARTFORD, Conn. — U.S. Rep. Joe Courtney says the Navy will use a submarine that was recently taken out of commission for spare parts as it repairs a fire-damaged sub at a Maine shipyard

The Democratic congressman from eastern Connecticut received an update Tuesday on work to repair the USS Miami at Portsmouth Naval Shipyard.

He said workers from Groton, Conn.-based Electric Boat have been preparing for the rebuilding and the Navy is using the recently decommissioned Memphis for spare parts. The Miami is based at the Navy base in Groton.



The attack sub suffered \$450 million in damage in a fire while docked in Kittery, Maine, in May. The sub was undergoing an overhaul at the Kittery shipyard when former shipyard worker Casey James Fury of Portsmouth allegedly set the fire that burned for five hours in the forward section of the sub before it could be extinguished.

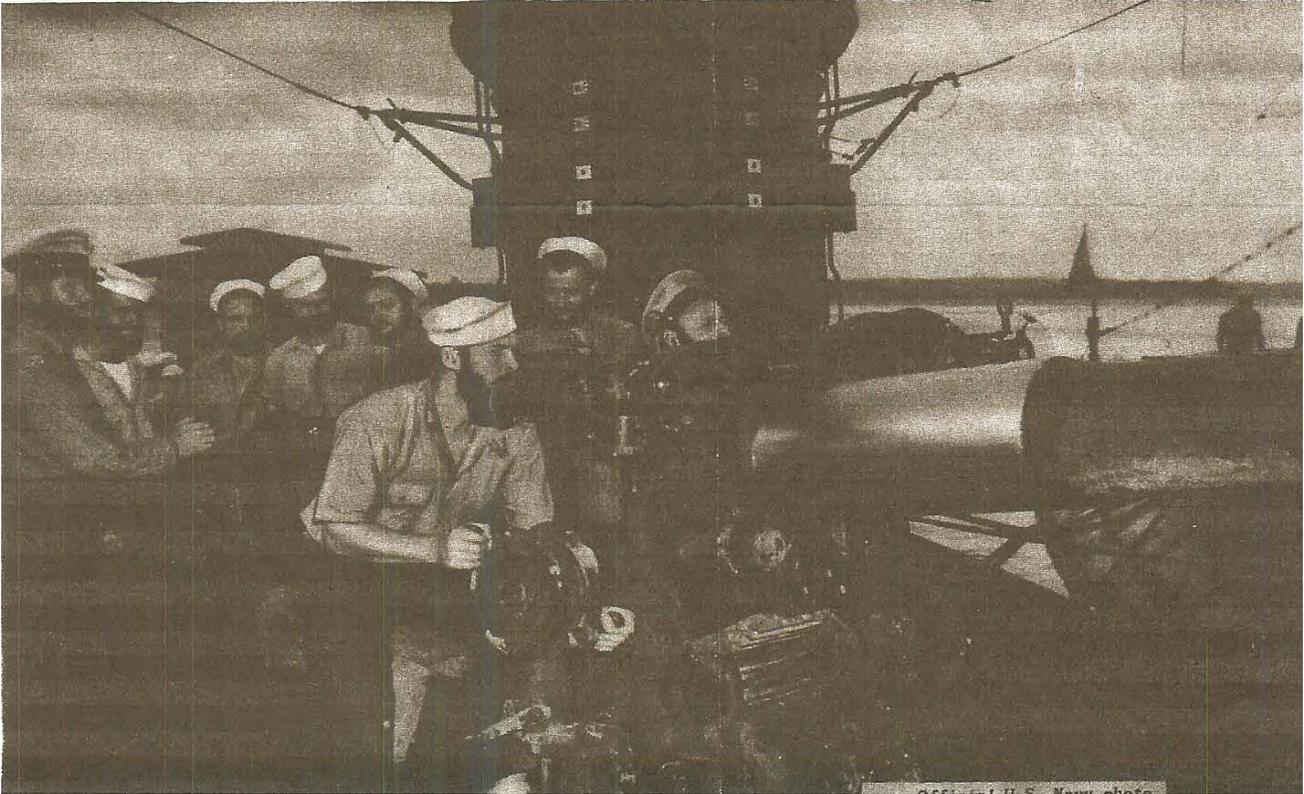
In this May 23, 2012 file photo, a fire burns on a nuclear submarine at the Portsmouth naval Shipyard in Kittery, Maine. A civilian employee working as a painter and sandblaster aboard the submarine has been charged with setting a fire that caused \$400 million in damages to the vessel in May.

Courtney received briefings from shipyard employees who said they had not found evidence of hull weakness that might drive up the cost of repairs.

Fury remains held without bail while awaiting trial in federal court in Portland.



Submarines are a service almost their own, with a tradition all their own. This bewhiskered gun crew, returning from a successful South Pacific patrol, is checking its deck gun for future action. The four replicas of Japanese flags on each side of the conning tower denotes two enemy warships and two enemy merchantmen sunk.



Submitted by Bob Frier

Upcoming Events

Oct. 13th	0830	Last highway cleanup for the year. Meet at the Don Gentile American Legion on Demorest Rd.
Nov. 2nd	0900	Move Honor Flight wheelchairs to warehouse.
Nov. 9th	Noon	Columbus Veterans Day Parade downtown with step off at noon.
Nov. 11th	1500	Logan Ohio Veterans Day Parade, watch emails for details.
Nov. 23rd	1800	Gahanna Lights Holiday Parade. Set up time



November Birthdays

Sharon Lloyd	11-06
Dave O'Carroll	11-08
Joe Murphy	11-11
John Palmer	11-14
George Trace	11-22
Ron Waldron	11-28



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

The Chief of Naval Operations has stated that the Navy Birthday is one of the two Navy-wide dates to be celebrated annually. This page provides historical information on the birth and early years of the Navy, including bibliographies, lists of the ships, and information on the first officers of the Continental Navy, as well as texts of original documents relating to Congress and the Continental Navy, 1775-1783.

Go to link for the story...

<http://www.history.navy.mil/birthday.htm>

Editor's Note

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

Jan Creekmore at e-mail creek636@columbus.rr.com

As part of the 50th Anniversary of USSVI initiative, the American Submariners of USSVI will place a Memorial Plaque on the historic Commemorative Plaque Wall at the prestigious U.S. Navy Memorial and Navy Heritage Center on Pennsylvania Ave in Washington, DC.

Known as the Memorial "Quarterdeck of the Navy", to date over 600 ships, squadrons, Navy veterans and Navy family plaques have been installed on the Wall.

The plaque is a 14 inch by 14 inch aluminum plaque with the graphics photo etched on to the plaque so it will last over 200 years.

This project was announced at the 2011 convention and we have gathered in donations approaching \$ 6,000 to date of the \$10,000 needed.

Thanks to all who have contributed to date, and a special recognition is due the Seadragon Base and Seattle Base for contributions in excess of \$ 500.00 ea, and to Ron Kimmel (Blueback), John Savory, Doug Smay (Doug Smay), Ken Fleming (Reading), Ed Corrao (Tang) and Tim Floersch \$ Pat Householder (Seattle) & Colly O'Gorman (Scamp) for contributions in excess of \$ 125.00 ea.

All Submarine Veterans and their supporters are urged to donate to this tax deductible, Navy Memorial Plaque project. This is an outstanding way for us to remember our shipmates and be recognized for serving our great country in the Silent Service. Please respond ASAP using the info below so that we might completely fund this project and hold a memorable Dedication Ceremony on the 50th Anniversary of USSVI at the US Navy Memorial in Washington, DC.

This ceremony will be open to all Submariners and their supporters.

Send your tax deductible contribution made payable to USSVCF and marked for 'Navy Plaque Fund' to
United States Submarine Veterans
PO Box 3870
Silverdale WA 98383

Continued from page 5

Greenert said the strategy is not just about having the right number of ships in the region. It is also about having the right mix of capabilities, both in vessels and aircraft, as well as having the proper training for those who will deploy there and more complex exercises to engage allies.

Officials in Singapore recently agreed to host up to four of the Navy's littoral combat ships. The Navy plans to send the new P-8A Poseidon aircraft to Okinawa and unmanned aircraft to Guam when they come online, as well as send new Virginia-class submarines and destroyers to the region.

The Navy's presence in the Caribbean, Central and South America and Africa will slightly shrink. But the Navy could use other capabilities in some areas, including unmanned systems, and work with allies who have professional, capable submarine forces, Greenert said.

The plans for rebalancing are feasible unless sequestration occurs, he added.

The \$1.2 trillion in automatic spending cuts known as sequestration will take effect Jan. 1 if Congress does not act to prevent it. The Navy's shipbuilding and conversion funding would be cut by \$2.14 billion in 2013 under sequestration, according to the Office of Management and Budget.

That would render the strategy "un-executable," Greenert said.