COLUMBUS BASE SUBMARINE VETERANS

VOLUME 10, ISSUE 2 March 2014

The Green Board

ALL SEAS ARE NAVIGABLE

USS Maine officer receives piece of submarine history

When Lt. j.g. Laura Martindale completed her submarine warfare qualifications earlier this year on USS Maine (SSBN 741), she knew she had earned the right to wear the traditional "dolphins" of a submariner.

During a recent unique pinning ceremony in Maine's wardroom, Martindale – who is assigned to Maine's Gold crew – received the dolphins of the late Rear Adm. John S. "Jack" Coye, one of the nation's most noteworthy submarine commanders of World War II.

Martindale was pinned by Coye's daughter, Beth Coye, who also served in the Navy, retiring as a commander after 21 years of service. Beth Coye said the idea to pass along her father's legacy dolphins to one of the first women to qualify in submarines came from a Coye family friend, also an active duty submariner.

Jack Coye, a 1933 graduate of the U.S. Naval Academy, received his dolphins in 1937 after qualifying aboard USS Shark (SS 174). From 1943-1944, he commanded USS Silversides (SS 236), leading his submarine and crew through six successful war patrols, sinking a confirmed 14 of the 23 Japanese ships sank by Silversides during the war. During his Navy career, he received three Navy Crosses. Jack Coye retired in 1968 and died on Nov. 26, 2002.

"It's such a great honor to receive the dolphins of such an historic and heroic figure in World War II history," said Martindale, who graduated from the Naval Academy in 2010. "I feel a complete sense of pride of our history. The Submarine Force has worked extremely hard to live up the legacy of the great admirals and captains of the years gone by, and I'm very honored and proud to wear that legacy. It's just incredible that the Coye's wanted to include me in their family story. This means a lot to me."

While Martindale wore the shiny, well-kept dolphins, Beth and her brother, John, shared their family's story and their father's philosophies with the submarine officers in attendance. They also showed old photographs from their father's service.

Continued on page 14

Tolling of the Boats

USS F-4 (Skate) (SS-23) Lost with 19 men on 25 March 1915 when it foundered off Honolulu Harbor.

USS H-1 (SS-28) Lost on 12 March 1920 with the loss of 4 men when it sank after being grounded off Santa Margarita Island, Baja California, Mexico/

USS Perch (SS-176) Lost on 3 march 1942 when it was sunk by Japanese surface attack 30 miles NW of Surabaya, Java. 60 men were taken prisoner, 8 men died as POWs. 52 men survived the war.

USS Grampus (SS-207) Lost with all hands (71 men) by Japanese surface attack on the Solomon Islands on 5 March 1943.

USS Triton (SS-201) Lost with all hands (74 men) by Japanese surface attack off New Guinea on 15 march 1943.

USS Tullibee (SS-284) Lost with 79 men on 26 March 1944 north of Palau. Sunk by her own torpedo. One man survived and was taken prisoner.

USS Kete (SS-369) Lost with all hands (87 men) in March 1945 to unknown causes between Okinawa and Midway.

USS Trigger (SS-237) Lost with all hands (89 men) in the East China Sea on 28 March 1945 during a Japanese air and surface attack.

Commander's Corner

By Jim Tolson

Spring is coming! Along with it will be parades and Highway Cleanup activities to help shake off the cabin fever. It will be good to be outside without a snow shovel.

Columbus Base has been accepted for the USSVI section of the Washington DC Memorial Day parade May 26, 2014 from 2-4 pm. If you are interested in going, let Galin Brady and me know. More details will follow.

Cliff Dodson and I are updating the base sailing list. I have made a few updates that I knew about, but if you know of changes that have not been shared with Cliff or me, please email Cliff or me and let us know. As base POC, I will make sure your USSVI record is correct and that others that need the information (such as Jan Creekmore for the Green Board) will have it.

The Tolling Ceremony is the most somber ceremony held by submariners. It is a time of remembrance of the boat sailors that have lost their life while serving America. Hope to see you at the April 5, 2014 dinner. Let Jim Koogler know if you will be attending.

Activities

- March 22, 2014 Officer Meeting, Panera Bread, 875 Bethel Road, Columbus, OH, 43214 (near Micro Center) 0900 to 1200. There is a conference room in this Panera. All shipmates are welcome to attend.
- March 22, 2014 Eagle Scout Award to Patrick Shomenski at Summit Station United Methodist Church in Pataskala.
- March 27, 2014 Move Honor Flight wheel chairs to airport. Dave Creekmore coordinating.
- April 5, 2014 Submarine Birthday / Tolling Ceremony and Dinner, VFW Hilliard
- April 12, 2014 Highway Cleanup, 0900
- May 3, 2014 Columbus Base Monthly Meeting at the American Legion Leasure-Blackston Post 239, 700 Morning Street, Worthington, OH 43085. 1200 social & sea story hour, 1300 meeting
- May _, 2014 Kap(SS) 4 Kid(SS) at Nationwide Children's Hospital
- May 17, 2014 New Albany Founders Day Parade, 1100 step off.

May 26, 2014 Washington DC Memorial Day parade, 2-4 pm.

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."

Submarine Birthday & Tolling Ceremony Dinner

VFW 4931, 2436 Walcutt Road, Columbus OH 43228

Saturday April 5, 2014

Social Hour at 1700
Veggie Tray, Smoked Sausage w/ barbeque sauce, Cash Bar

Dinner at 1800
Smothered Chicken w/ mushrooms and onions
Lasagna

Tossed Salad
Buttered Corn
Garlic Mashed Potatoes
Bread by our own Sharon Lloyd

Assorted Cake

Cost $22.00 per person

Please RSVP attendance by Saturday March 29 to
Jim Koogler Clutch617@gmail.com

Or phone 614.620.9445
Send payment (made out to Columbus Base)
Jim Koogler
2402 Lyncross St.
Grove City, OH 43123

Directions to Hilliard VFW 4931:
Exit from I-270 at Roberts road. Drive west 1 mile to Walcutt Road. Turn left (south) and the entrance to VFW 4931 is on the left about 300 yards south of the Roberts/Walcutt intersection.

On Friday, February 14, 2014 8:04 AM, jim reid <jreid43@att.net> wrote:

Navy Considers Future After Virginia-Class Subs

by Kris Osborn on February 12, 2014

The Navy's Virginia-class fast attack submarines are slated to serve for the next 50 years, but service leaders are already debating what submarine or system might replace it.

The Navy's 2014 30-year shipbuilding plan calls for the construction and delivery of Virginia-class submarines through at least 2043, an acquisition strategy which plans for a total of 48 to 50 boats, Adm. David Johnson, Program Executive Officer, Submarines, told Military.com.

Since the expected service life of a Virginia-class submarine is 33 years, the timeline means they will be expected to serve well beyond 2060, Johnson explained.

"We are starting to think about what upgrades do you need to make to the Virginia class to keep it relevant and competitive out into the mid-century. We're also looking at options and concept studies of what should the new SSN (attack submarine) do," Johnson said.

Given the importance of payloads to the future, Johnson said Navy developers are making moves today in order to prepare for the payloads of tomorrow.

"I think a couple things are pretty clear, acoustic quieting and non-acoustic quieting – they matter and payload matters. I don't envision a small ship."

Alongside early conceptual discussions of what a submarine platform should look like in 2060, Navy leaders have also engineered the Virginia-class attack submarines so they are upgradeable and can accommodate new technologies, such as payloads or electronics, as they become available, Johnson added.

"The Navy looked to the future with the Virginia-class and designed the submarine to be flexible enough to adapt to and address new requirements and technologies," Johnson added.

"The Navy looked to the future with the Virginia-class and designed the submarine to be flexible enough to adapt to and address new requirements and technologies," Johnson added.

Navy engineers are now working on requirements and early designs for a new, 70-foot module for Virginia-class submarines engineered to house an additional 28 Tomahawk missiles. The Virginia Payload Modules, or VPM, are slated to enter production in fiscal year 2019 as part of a Virginia-class Block V contract. While designed primarily to hold Tomahawks, the VPM is being engineered to handle different and potentially emerging payloads as well.

"You want to build inherently flexible platforms that you can plug in and out payloads as the demand and threat environment changes. You build a very flexible host platform," Johnson said. With the VPM, Block V Virginia-class submarines will increase the vertical launch missile capability from 12 to 40,

Johnson explained. The missile tubes are engineered such that they could accommodate a new payload, new missile or even a large unmanned underwater vehicle. The fiscal year 2014 budget includes $59 million dollars for VPM development, he said.

Virginia-class submarines, engineered to replace the 1980s-era Los Angeles-class attack submarines, are being built in block increments. Blocks I and II, totaling 10 ships, have already been delivered to the Navy. Block III boats are currently under construction. The first Block III boat, the USS North Dakota, was christened this past November and is slated for delivery this coming April.

The fiscal year 2014 budget passed by Congress appropriated $3.8 billion for two Virginia-class submarines to be built in 2015 and $2.3 billion more for advance procurement dollars for two more submarines to be built in 2016 and 2017.

In total, all eight Block III boats are being built under a $14 billion Navy deal with General Dynamics Electric Boat from December 2008. A contract for Block IV construction is currently being finalized and Block V is slated to begin construction in fiscal year 2019. Blocks VI and VII are planned for the mid to late 2020s and early 2030s.

The Navy plans to build two Virginia-class submarines per year for less than $2.5 billion each and build the Ohio Replacement Program submarine, a next-generation nuclear-armed submarine, for less than $5 billion.

Virginia-class submarine developers have also implemented a software and hardware upgrade rotation in order to ensure that the ships keep pace with technological change and incorporate the latest technical designs and developments, Johnson said.

A program known as Submarine Warfare Federated Tactical Systems model, or SWFTS, involves upgrading all attack submarines (SSNs) and guided missile submarines (SSGNs) sonar, combat system, and imagining systems once every four to six years, Navy officials said. This upgrade utilizes commercial hardware, called technology insertions which are delivered on even years, and open architecture software upgrades every odd year.

“We do an upgrade of the ship. That way we stay ahead on capability because the threat keeps evolving. We’re able to incorporate new sensors like a new towed array,” Johnson explained.

This approach, which involves examining on-board electronics, sensors, combat control systems and imaging, to ensure the submarine avoids obsolescence and remains effective, he said.

This upgrade approach will also be applied to the Navy’s guided missile submarines, or SSGNs, as well as its next-to-be-built nuclear-armed Ohio Replacement ballistic missile submarines, or SSBNs.

The Virginia-class boats will serve alongside the the Ohio Replacement ballistic missile submarines slated to enter service in 2031. Once the Ohio Replacement begins construction, there are several years wherein one of each, one Virginia-class submarine and one ORP, are slated for production.

“We’re going to try to contractually tie those two programs together so that we can use the volume benefit of a multi-year procurement,” Johnson said.

Submitted by Bob Holt

SMOKE

It's hard to believe for some, but there is an aging group of men bound together by smoke. Not smoke people ordinarily draw into their lungs for a buzz, legal or illegal, but stinky old diesel smoke made by burning hydrocarbons. It's burned in great big old noisy diesel engines designed for railroad locomotives and transplanted into a submarine, of all places.

This smoke binds them together with wispy chains stronger than the finest hardened steel. Men that sit around remembering shipmates and times good and bad, their memories brought to them on grey blue clouds. Clouds of it shot out over ports of the seven seas, on lighting off for going to sea. Underway and across those seas the smoke settles to an efficiency haze, but the diesel smoke smell follows them. The smoke and sounds that shut down when reaching home port after many days alone at sea.

Today, these old timers travel many miles to see, hear and once more catch that wonderful reminder of their youth. With tears in the eyes of some, they lean forward to breathe it in. They take photographs of diesel smoke clouds belching from exhaust pipes of museum piece subs. Back home they show them to others and post video clips on the internet. Others sit and wait for these clips to download over slow internet connections, just to see that smoke and hear the sound.

It is said that the sense of smell brings back the strongest memories. If so, then we are lucky one because our smoke is strong and memorable. Along with our smoky chains, we have those memories and neither can be removed from our hearts. Many a submariner says, "One more time, just one more time". For some, that means to go out and make another dive, for others just to hear the roar and to smell that smoke.

Me, I'd like to yank a throttle lever, feel the deck plates shudder under my feet, hear the sounds, smell the smoke and be with those that are bound together by these things.

Just one more time and for a little while.

(Author Unknown)

Submitted by Bob Frier

Catching Z's at Sea is Getting Easier for Sailors

Corinne Reilly, PilotOnline.com, Feb 21

For sailors aboard deployed Navy ships, little sleep has long come with the territory.

It's partly a function of the job: A ship at sea is an around-the-clock operation. On top of drills, meetings and daily work, most sailors must also stand watch - on the bridge, in engine rooms, in front of screens in darkened operations centers - on schedules that give little regard to the body's circadian rhythm. One day a sailor might be on watch all morning, and the next all night.

It's partly culture, too: Among sailors, the ability to push on for months at a time with little sleep and no days off is seen as a badge of honor.

Aboard more and more ships, though, that is changing. Rather than seeing it as a point of pride, Navy officials are working to recast fatigue as an unnecessary risk that causes costly mistakes, and some commanding officers are taking significant steps to help their sailors get more and better sleep.

Most notably, an increasing number are scheduling watch shifts that align with the body's 24-hour clock and allow sailors to sleep at the same time each day - a big change from the way the service has long operated.

"It's a paradigm shift," said John Cordle, a recently retired Navy captain who has been championing better sleep for sailors for years. "And it's catching on."

The destroyer Truxtun, which left Norfolk on Saturday with the aircraft carrier George H.W. Bush, tried a circadian-based schedule while training this summer and decided to keep it for the deployment.

Said the ship's senior watch officer, Lt. Kori Levy-Minzie, "It's noticeable that people are more alert and less tired."

The key difference is that traditional watch schedules ignore the body's circadian rhythm. Among the most common rotations, for example, is what the Navy calls the "five and dime." Watch standers are on duty for five hours, then have 10 hours to sleep, exercise and take care of other work. Their watch shifts always begin at different times. One day, their chance to sleep might start at 5 a.m., and the next at 8 p.m.

That keeps the body constantly confused, which makes it harder to fall asleep, said Nita Shattuck, a professor at the Naval Postgraduate School in Monterey, Calif., who has studied crew rest aboard numerous ships.

"Even though they can be very fatigued, their bodies just aren't ready to sleep," Shattuck said.

With circadian-based schedules, she said, "the quality of the sleep is superior. They're getting more benefits from it."

Shattuck spent a month aboard the Norfolk-based destroyer Jason Dunham while it was deployed in 2012. A portion of the crew used a traditional schedule while others used an alternative - three-hour watches before nine hours off - that gave them a long block for rest at the same time each day. Sailors used wrist monitors and smart phones to track their sleep and reaction times.

An analysis showed that those on the alternative rotation were more alert. Shattuck considers the three-on, nine-off schedule to be the best for crew rest.

It's the same one the Truxtun is using. Petty Officer 1st Class Sandra Flowers said she likes it. As a sonar technician, she spends her watch shifts tracking nearby vessels, whales and dolphins. "Staring at a display for hours - you have to stay attentive," she said. "This makes it easier."

Said Petty Officer 3rd Class Eric Lettow, a boatswain's mate: "Now I have time to get things done other than try to sleep."

Critics of the change have knocked it as another example of the military going soft. But proponents disagree. "This is just the opposite," Shattuck said. "It's about performance. It's about building crew endurance and making them stronger."

Research has shown long-lasting consequences among civilian workers with inconsistent and overnight shifts, she said, and many private employers have come to understand the value of a well-rested workforce.

So has the Coast Guard, and even Navy aviators are required to sleep a minimum number of hours before flying. Among sailors who man and oversee ships, rest has been a low priority.

In May, though, two top admirals in charge of the Navy's surface ships issued a message to the fleet endorsing watch schedules designed to give sailors more sleep. "The aviation community has long embraced the concept of crew rest as a foundation for safe operations," said Vice Adm. Tom Copeman and Rear Adm. David Thomas. "It has a place in the surface force as well."

Safety and effectiveness are the biggest reasons sailors need better sleep, they said, noting that fatigue has played a role in ship groundings and collisions. In a January 2013 article in the U.S. Naval Institute magazine Proceedings, Cordle wrote that too little rest was cited as a factor in nearly 80 percent of Navy mishaps.

Cordle saw other benefits, too - namely improved morale - when he tried the three-on, nine-off schedule as commanding officer of the Norfolk-based destroyer San Jacinto in 2010. Sailors were less stressed, and they found more time to exercise, he said.

He has trumpeted circadian schedules since. "Working and sleeping the same hours each day paid huge dividends," he wrote in Proceedings. As for sleeplessness as a badge of honor, he wrote, "it does not have to be that way."

Cmdr. Seth Burton, skipper of the Norfolk-based submarine Scranton, said he's become a believer, too.

On a seven-month deployment that ended last month, Scranton watch standers were on for eight hours and then off for eight - a big shift from the six-hour rotations that submariners are used to. "It was the best-rested crew I've ever seen," Burton said.

He had to get special permission to use the schedule because submariners were limited by policy to six-hour watches. That recently changed, and Burton said other subs have made the transition.

But he and others warn that starting such schedules isn't like flipping a switch, and it doesn't work for every vessel.

On the San Jacinto and the Truxtun, meal times had to be extended, and meetings and announcements were restricted to day hours. The ships even did away with the long-standing tradition of morning reveille and evening taps.

"It's a whole program," Cordle said. "You have to tweak the entire ship's routine."

Kinks must be ironed out, and extra watch standers must be trained to cover additional shifts that turn over more often.

And some vessels simply don't have enough qualified personnel to allow all watch standers a circadian routine with long blocks of time for rest.

The Navy is working to boost staffing on ships after years of downsizing, which officials acknowledge added to sailors' fatigue.

As much as supporters want to see circadian schedules spread, few think the practice should be mandated from the top; rather, most say it should stay a choice made ship by ship.

"It's working well for us," said the Truxtun's commanding officer, Cmdr. Andrew Biehn. "But it's not one-size-fits-all."

Sea Chanties

Sea chanties were songs sung in the days of sail by crews as they worked at heaving the lines or turning the capstan. The songs' rhythms caused everyone to push or pull simultaneously, hence causing a concerted effort and better results.

Some believe the term is a derivation of the French word "chanter" which means "to sing." Others maintain the spelling should be "shanties," claiming the name refers to the shanties along the Mobile, Ala. Waterfront where many of the tunes were learned by sailors.

Whatever the origin, chanties were divided into three distinct classes. Short-drag chanties, used when a few strong pulls were needed; long-drag chanties, longer songs to speed the work of long-haul jobs; and heaving chanties, used for jobs requiring continuous action such as turning the capstan.

One man, the chanty-man, stood high above the working crew and sang the main lines while the rest of the crew added their voices strongly on the second line. On the last word, a combined pull made the ropes "come home."

A good chanty-man was highly prized by officers and crew alike. Although he had no official title or rate, he was usually relieved of all duties to compose new verses for sea chanties.

From the Navy Department Library

The Hunley's Daring Submarine Mission, 150 Years Ago

Christopher Klein, History.com, Feb 17

On the clear but chilly night of February 17, 1864, John Crosby stood on the deck of USS Housatonic a little less than six miles and three years removed from the launching point of the Civil War, Fort Sumter. The moonlight shimmered on Charleston Harbor's still surface as Housatonic patrolled the South Carolina waters as part of the Union naval blockade that was slowly strangling the Confederacy.

As Crosby gazed out at the placid harbor around 8:45 p.m., Housatonic's officer of the deck suddenly saw something shatter the water's glassy surface only 100 yards away on the starboard side. At first, Crosby thought it could be a surfacing porpoise or perhaps a log. But as the murky shadow rippled closer to the warship, the Navy officer sounded the alarm as he realized that the strange object closing in on Housatonic was actually a cutting-edge naval weapon—a submarine.

Based on information gleaned from Confederate deserters, Union ships had been on alert for undersea vessels lurking in Charleston Harbor. Only four months before, USS New Ironsides had been partially damaged in an attack by the semi-submersible CSS David, and this windless, moonlit winter night offered perfect conditions for operating the approaching submarine, H.L. Hunley.

As all hands raced to their stations on Housatonic, seven Confederate sailors inside the primitive submarine turned a handcrank that powered the propeller as another man steered toward the 1,240-ton sloop-of-war. Even if they hadn't been bearing down on a mighty warship, the eight men were already undertaking a dangerous mission simply by being inside the submarine that had already claimed the lives of 13 men, including its inventor, during training exercises.

The undersea vessel had been privately constructed in Mobile, Alabama, based on the plans of marine engineer Horace Lawson Hunley. Although Crosby initially thought he spotted a porpoise, the submarine more closely resembled a whale. It was constructed out of a 40-foot-long cylindrical iron steam boiler with a tapered bow and stern. After successful tests on the Mobile River, the submarine was transported to Charleston in August 1863 amid hopes by the Confederate navy that it could be a secret weapon in breaking the Union blockade.

Shortly after testing began in Charleston Harbor, five of Hunley's nine crewmembers drowned when a ship officer accidentally caused the vessel to dive while the hatches were still open. The submarine was salvaged, but less than two months later, a second training accident killed the eight-member crew, including H.L. Hunley himself.

Once again, the submarine was pulled to the surface, and even though he knew its tragic history, Lieutenant George Dixon agreed to take command of the vessel in November 1863 and raised a crew of courageous volunteers. As Dixon led his men on the daring attack on Housatonic, he carried with him his good luck charm, a bent gold coin that had saved his life by slowing a bullet that wounded him two years before at the Battle of Shiloh.

Although Confederate P.G.T. Beauregard had instructed Dixon to remain on the surface during any attacks, given Hunley's previous accidents, most of the submarine still remained below the water line as it moved so close to Housatonic that the warship's 12 cannons were useless. The captain and crew fired their rifles and shotguns in a futile attempt to halt the approaching vessel, but the bullets merely bounced off Hunley's armor as a spar torpedo mounted at the end of a 16-foot rod that protruded from the submarine's bow struck the warship.

The spar tore into Housatonic's starboard quarter near its powder magazine, and the rebel torpedo laden with 135 pounds of gunpowder exploded. Housatonic took on water immediately, and within minutes it was a loss, the first warship to have ever been sunk by a submarine.

Most of Housatonic's 155 crewmembers saved themselves by launching lifeboats or climbing the rigging, which remained above the harbor's shallow 27-foot depth in time for rescue boats from a nearby Union warship to arrive. Five Union sailors died, but the outcome was even more devastating for the Confederacy as Hunley never returned to port. For the third time, Hunley slipped to the bottom of Charleston Harbor, but exactly why remains a mystery. The undersea vessel could have been fatally damaged in the torpedo explosion, hit by a shot from Housatonic or sucked into the vortex of the sinking warship.

In 1995, the submarine was located beneath sand and shells by novelist Clive Cussler's National Underwater and Marine Agency. Five years later, the well-preserved wreck of Hunley, with its eight crew still at their stations and Dixon still with his lucky coin, was raised from its murky grave and brought to the Warren Lasch Conservation Center in North Charleston where it was placed in a 90,000-gallon freshwater conservation tank. The crew of Hunley were given a proper burial in 2004, and an international team of scientists studying the wreck believe they are close to solving the mystery of what happened to them in the final moments of their daring mission.

Confederate Submarine Made History 150 Years Ago

Associated Press, Feb 17

CHARLESTON, S.C. – On a clear, moonlight night 150 years ago, the hand-cranked Confederate submarine H.L. Hunley glided out over glassy seas off South Carolina, sailing into history as the first submarine ever to sink an enemy warship.

A century and a half later -- and nearly a decade and a half after the sub was raised -- just why the Hunley and its eight-man crew never returned is a mystery, albeit one that scientists may be closer to resolving.

Monday marks the 150th anniversary of the Feb. 17, 1864, mission in which the Hunley sank the Union ship Housatonic as the Confederates desperately tried to break the Civil War blockade that was strangling Charleston. While the Housatonic sank, so did the Hunley.

On Monday evening, re-enactors planned a gathering at Breach Inlet between Sullivans Island and the Isle of Palms northeast of Charleston for a memorial service honoring both the Hunley crew and the five Union sailors who died. The loss of life came when the submarine set off a black powder charge at the end of a 200-pound spar, sinking the blockader.

The remains of the Hunley -- which was built in Mobile, Ala., and brought to Charleston in hopes of breaking the blockade -- were discovered off the coast in 1995.

Five years later, in August of 2000, cannons boomed, church bells rang and thousands watched from the harborside as the sub was raised and brought by barge to a conservation lab in North Charleston. There, scientists have since been slowly revealing the Hunley's secrets.

Among the first artifacts recovered from the silt and sand clogging the inside of the submarine were buttons from the crewmen's uniforms. Later came one of the most sought-after artifacts of the Hunley legend -- a gold coin that had deflected a bullet and thus saved the life of Hunley commander Lt. George Dixon at the Battle of Shiloh.

The $20 United States gold piece was given to Dixon by his sweetheart, Queenie Bennett. The words "Shiloh April 6, 1862 My life Preserver" are inscribed on the coin.

One of the initial surprises was that there were eight crewmen, not the nine thought to have been aboard before the Hunley was raised. The remains were found indicating the crewmen were at their positions at the crank. There was no evidence of an attempt to escape through the hatches, raising speculation as to what prevented the Hunley from returning from its mission.

Scientists announced a year ago they may be closing in on exactly what happened.

An examination of the spar found it was deformed as if in an explosion. Scientists now believe the Hunley was less than 20 feet from the Housatonic when it sank. That means it may have been close enough for the sub's crew to have been knocked unconscious by the explosion -- long enough that they may have died before awakening.

For years, historians thought the Hunley was farther away and had speculated the crew ran out of air before they were able to return to shore.

Those who went down on the Hunley comprised the third crew of the submarine. Two previous crews died in accidents before the sub could even attempt its mission.

In April of 2004, thousands of men in Confederate gray and Union blue as well as women in black hoop skirts and veils walked in a procession with the crew's coffins from Charleston's waterfront Battery to Magnolia Cemetery. There they were buried near the other crews in what has been called the last Confederate funeral ceremony.

A BABY SARDINE saw a submarine and swam off to its mother in terror.

“Don’t be frightened , dear,” the mother said. “It’s only a can of people.”

COLUMBUS BASE
MEETING MINUTES
01 MARCH 2014

Call to Order:

1300 – Commander, Jim Tolson called the meeting to order. Dave O'Carroll, led us in the salute to the flag. Co-Chaplain Walt Fleak conducted the invocation. Tolling of the lost boats was conducted by Co-Chaplain, Sharon Lloyd and Dave O'Carroll. Welcome to all by Commander Jim Tolson. There were 22 members and guests present.

2014 Officers Swearing In:

Co-Chaplain, Sharon Lloyd conducted the swearing in for:
Jim Tolson, Commander

Secretary's Report:

Februarys report is in the Green Board and no corrections were submitted. No correspondence has been received.

Treasurer's Report:

Jim Koogler reported on the status of the Treasury.

Webmaster's Report:

Cliff Dodson reported no problems with the website.

Chaplain's Report:

Sharon Lloyd reported on Dave and Jan Creekmore's daughter in law and Bob McDaniel's daughter. Sharon passed cards around for us to sign and then send off to them.

Membership Report/Introductions:

Jim Tolson recognized our guest Cecil Johnson, who was a shipmate and friend of Bill McCorkle. After Cecil's introduction all members gave a Cecil a synopsis of their submarine background.

Committee Reports:

March 27th (Thursday) is the scheduled day for the Honor Flight wheel chair move from the warehouse at Phillipi & Janitrol to the airport.
April 5th is the Submarine Birthday dinner / Tolling Ceremony Fliers were emailed and were available.
April 12th is the first Highway Cleanup for 2014 with the NJROTC.

For the good of the Order:

Eagle Scout Award is scheduled for March 22, 2014 at a time yet to be determined at:

Summit Station United Methodist Church
6626 Summit Road
Pataskala, OH 43062

Kaps for Kids tentatively early May
USSVI DC Memorial Day Parade should have a decision by 01 April. Route will be down Constitution Avenue from 7th to 17th on Monday May 26 from 2-4 PM
New Book "The Trident Deception" by Rick Campbell was brought up
Ohio License Plates with USSVI or dolphins was discussed
50/50
Bill Dumbauld
Cliff Dodson – bread
Jim Koogler – bread
Lowell Dye – bread
Walt Fleak – bread
Charles Sabino – T-shirt
Cecil Johnson – Navy Ball Cap

Announcement of the next meeting:

Next Columbus Base meeting Submarine Birthday / Tolling Ceremony Dinner
April 5, 2014

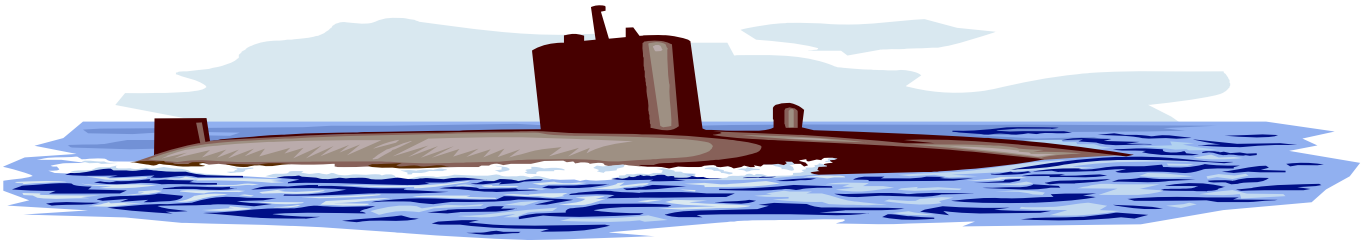
17:00 Social Hour
18:00 Dinner Meeting
$22.00 per person to Jim Koogler, Treasurer

VFW 4931
2436 Walcutt Road
Columbus, OH 43228

Next Officer Meeting
Saturday March 22, 2014 -0900 (tentative)
Panera Bread Conference Room
875 Bethel Road
Columbus, OH 43214

Closing prayer (Benediction) was given by Co-Chaplain, Walt Fleak.

Adjournment of meeting – Commander, Jim Tolson



Upcoming Events

Mar. 22, 2014	0900	Officer meeting at Panera Bread on Bethel Rd.
Mar. 22, 2014		Eagle Scout Award, Summit Station United Station United Methodist Church Pataskala, OH
Mar. 27, 2014	0900	Move wheelchairs for Honor Flight. Meet at warehouse.
Apr. 05, 2014	1700	Submarine Birthday / Tolling Ceremony and dinner
Apr. 12, 2014	0900	Highway clean up

"Wearing these feels like a heavy burden, but also a huge honor," Martindale said. "I believe every submarine officer feels compelled to honor those who have gone before, but I really want to live up their legacy and to strive to do them service."

Said Beth Coye, "Knowing that a part of my dad, given his history as a submariner, his contributions to the Submarine Force, and how much he loved the oceans, is going to be out there on a ballistic missile submarine defending the country against all enemies foreign and domestic – it's a very special feeling."

Beth Coye became one of the first female commanding officers in the Navy during her career, and fought hard for equal rights for women in the Navy. According to Coye, this ceremony wasn't just about pinning her father's dolphins on Martindale, it was also about honoring the thousands of Navy women who have served before her.

"It is incredibly appropriate that a woman carry on the tradition of a true Navy warrior," she said. "This has to do with our family's love of the Navy. It gives me peace of mind and my family a great sense of pride to know that we have come so far in the Navy that women are now accepted to serve on submarines. My father would just be smiling and saying, 'This is how it's supposed to be.'"

Submitted by; Cliff Dodson

ONR Focused On Undersea And Directed Energy

Mike McCarthy, Defense Daily, Feb 27

The chief of the Office of Naval Research said this week that as the entire service tries to deal with reduced budget he will keep his agency focused on high priorities such as undersea warfare and directed energy.

Rear Adm. Matthew Klunder told a conference hosted by Bloomberg on Wednesday that he plans to keep ONR focused on building undersea capabilities, citing the importance of ensuring the oceans are safe for international commerce. He emphasized the need to improve the capabilities of unmanned undersea vehicles.

"It's extended reach, greater persistence and greater capacity," Klunder said.

While unmanned vehicles are much cheaper than manned submarines, Klunder said it was still critical to drive affordable solutions to tackle the challenges and add new capabilities.

Klunder identified maintaining and protecting the electromagnetic spectrum and cyber capabilities, as well as directed energy development as also high on his list at ONR. He said the military still requires expensive technologies to defeat threats like improvised explosive devices that can be cheaply fielded by adversaries.

The goal is to reverse the trend through the use of directed energy weapons, noting that firing a laser can cost less than $1, much less than munitions or missiles. Klunder said the Navy is looking forward to the operational deployment of a laser this summer on the USS Ponce.

The Navy announced last year plans to deploy the Laser Weapon System (LaWS) on the Ponce, an old amphibious transport dock ship converted to operate as a forward staging base.

The LaWs will deploy with the Navy's Fifth Fleet, which covers the Persian Gulf region, where the Navy frequently has close encounters with Iran. The system is expected to be deployed for at least a year.

Klunder said the laser system has been successful in more than a half-a-dozen tests against unmanned aerial vehicles, and can engage with lethal or non-lethal power.

April Birthdays

Marcia Dreiseidel	04-02
John Leers	04-04
Dave Creekmore	04-05
Denver Smith	04-07
Robert Frier	04-12
Walt Fleak	04-15
Tim Barker	04-24
Bernie Kenyon	04-28

Remember to bring your donations of coffee, tea and / or hot cocoa to the monthly base meeting. Your donations are very much appreciated by the veterans at the Chalmers P. Wylie Veterans Clinic

Editor's Note

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

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

The Conn

Base commander
Jim Tolson

Vice Commander
Tim Barker

Treasurer
Jim Koogler

Secretary
Woody Cook

Chaplain
Sharon Lloyd / Walt Fleak

COB
Dave Creekmore

Membership Chairman
Jim Tolson

Storekeeper
Frank Lloyd

Web Master
Cliff Dodson

Editor
Jan Creekmore

Activates Chairmen

Holland Club

Al Albergottie: 1960 USS Blenny SS-324
John Alexander: 1945, USS Haddock SS-231
Galin Brady: 1962, USS Swordfish SSN-579
"Red Downard: 1960, USS Cutlass SS-478
Bill Dumbauld: 1957, USS Caiman SS-323
Ed Ellsworth (EP): 1944, USS Blackfin SS-322
Dick Estell (EP): 1944, USS Scabbardfish SS-397
Russ Ferguson: 1946, USS Haddo SS-255
Bob Frier: 1960, USS Menhaden SS-377
Ben Grimes (EP): 1944, USS Raton SS-270
"Gus" Hoehl (EP): 1944, USS Flounder SS-251
Bill Holly (EP): 1957, USS Ray SSR-271
Gene Horton (EP):1951, USS Chivo SS-341
Bernie Kenyon: 1954, USS Hardhead SS-365
John Leers: 1954, USS Sea Owl SS-405
"Butch" Leffin: 1957, USS Hardhead SS-365
Chuck Martin: 1956, USS Pomfret SS-391
Lee Mather: 1954, USS Crevalle SS-291
Bill McCorkle: 1956, USS Dogfish SS-350
Randy McWilliams: 1963, USS Tiru SS-416
Bill Meyer: 1963, USS Tigrone SS-419
"Doc" Morin: 1957, USS Raton SSR-270
Jim Morton (EP): 1963, USS Baya SS-318
Joe Murphy (EP): 1947, USS Bugara SS-331
Angelo Naso: 1963, USS Bluegill SS-242
Marvin Pastor (EP): 1955, USS Razorback SS-394
Clem O'Brien: 1944, USS Albacore SS-218
Dave O'Carroll: 1957, USS Salmon SSR-573
John Palmer: 1951, USS Guavina SSO-362
John Pendleton: 1954, USS Toto SS-422
Phil Philipps (EP):1949, USS Segundo SS-398
Bruce Rinehart: 1963, USS Tigrone SS-419
Ron Rossington: 1954, USS Conger SS-477
'CO" Smith (EP): 1944, USS Nautilus SS-168
Denver Smith: 1943, USS Grayling SS-209
Ken Strahm: 1960, USS Bream SS-243
Sam Templeton: 1956, USS Trutta SS-42
George Trace: 1951, USS Caiman SS-323
Lynn Trump: 1960, USS Sea Cat SS-399
Ron Waldron: 1953, USS Charr SS-328
Robert Wells: 1947, USS Capitaine SS-336
John Woodmansee: 1956, USS Hardhead SS-365