



The Green Board



ALL SEAS ARE NAVIGABLE

Bravest Submariner Who Earned 5 Navy Crosses

Ask any Marine who was Lieutenant General Lewis Burwell "Chesty" Puller and each would quickly respond by saying, "Why, he was the greatest, bravest and most highly decorated Marine in Marine Corp history." Another would inevitably say, "He was not only a tough, no non-senses Marine he is also the only one awarded five Navy Crosses." Both would be right. During his career, Puller fought guerrillas in Haiti and Nicaragua, and participated in some of the bloodiest battles of World War II and the Korean War where he earned his five Navy Crosses, an Army Distinguished Service Cross and a Silver Star.

Now ask any Sailor who was Rear Admiral Roy Milton Davenport and while some submariners might know the answer, the majority of Sailor would not even venture a guess. Yet, like Marine "Chesty" Puller, he too was awarded five Navy Crosses making him the first individual (Puller was the second individual) and only Sailor so honored.



A student of Christian Science, Davenport was dubbed the "praying skipper" and was known for his daring attacks against Japanese ships, often executed on the surface to gain additional speed. In all, he was credited during the Pacific War with sinking eight Japanese ships and damaging 10. While none of the men under his command were lost, he and his crews experienced many close calls and escapes. He credited his religious faith for his successes.

Davenport served as a submarine executive officer on the USS Silversides (SS-236) under Lt. Cdr. Creed Burlingame and later commanding officer of the USS Haddock (SS-231) and USS Trepang (SS-412).

USS Silversides (SS-236) first action was May 10, 1942 when the submarine used her 3-inch (76 mm) gun to heavily damage a Japanese gunboat near Japanese home islands. During this 75 minute action, an enemy machine-gun bullet killed one of her deck gunners, TM3 Mike Harbin, the only man lost in action aboard Silversides during World War II. Harbin was buried at sea later that evening.

Continued on page 4



Tolling of the Boats



USS Squalus (SS-192) Lost on 23 May 1939 with a loss of 26 men when it flooded and sank off Portsmouth, New Hampshire. The boat was salvaged and recommissioned under a new name.



USS Largarito (SS-371) Lost with all hands (85 men) on 3 May 1945 in the Gulf of Siam during a Japanese surface attack.



USS Stickleback (SS-415) Rammed on exercises off Hawaii by USS Silverstein (DD-534) on 28 May 1958. all crew safely evacuated prior to sinking.



USS Scorpion (SSN-589) Lost with all hands (99 men) on 22 May 1968 possibly due to own torpedo detonation 400 miles southwest of the Azores in the Atlantic.

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 Kap(SS)4Kid(SS) activity at Nationwide Children Hospital this month was dedicated to the memory of our shipmate Marv Pastor who went on Eternal Patrol. Marv enjoyed spending time with the kids and answering submarine questions. We have a picture board with Marv's qualification boat, USS Razorback (SS-394). I went to the room of a young fellow that was running a slight fever and couldn't join us in the conference room. I asked if he knew anything about submarines. He said "no, but my dad and I watch submarine movies." I told him now when you watch submarine movies, you can wear your blue ball cap that says "Honorary Submariner". He also has a certificate to prove it. We spent two hours there and have been invited back a couple more times this fall. Thanks to Bob McDaniel and Bill Anderson for heading this community service project.

Thanks to Wade Kiger for taking ownership of the Highway Cleanup project. Wade took the watch from Bill Anderson who is staying busy with other projects. We had a good cleanup on April 12th with a lot of NJROTC cadets. The next cleanup is at 0830 Saturday June 7th.

Clutch Koogler presented the Columbus Base Military Excellence Award to Franklin Heights NJROTC Cadet Aron David Ewald along with a check for \$250. He is joining the Navy as an ET. The John Leers Jr. Cadet Achievement Award was presented to Cadet Sarah Waddell. She is very active with the Franklin Heights drill teams.

Columbus Base is part of the USSVI section of the Washington DC Memorial Day parade May 26, 2014 from 2-4 pm. If you are interested in going or have any questions, let me know.

Next month, Woody Cook is going to share his experience as an Honor Flight guardian. Dave O'Carroll has also gone on Honor Flight trips as a guardian. If it is something you think you would enjoy, ask Woody or Dave. Honor Flight is always looking for qualified guardians.

Activities

- May 17, 2014 New Albany Founders Day Parade, 1100 step off.
- May 24, 2014 Flags on Veterans Graves at Resurrection Cemetery at 1333.
- May 26, 2014 Washington DC Memorial Day parade, 2-4 pm.
- June 7, 2014 Highway Cleanup starting at 0830.

June 7, 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

Continued from the front page

Seven days later, while maneuvering through an enemy fishing fleet and approaching her targets, Silversides' periscope became entangled in a fishnet marked by Japanese flags held aloft on bamboo poles. The sub continued her approach, fishnet and all, and fired three torpedoes at a cargo ship. Two hits tore the victim's stern. While that ship was sinking, the second cargo ship was also hit, but its fate could not be determined. Patrol boats were closing in as the submarine, probably the only American submarine to make an attack while flying the Japanese flag, quickly left the vicinity. After damaging a freighter and tanker in the same area, Silversides terminated her first war patrol at Pearl Harbor on June 21, 1942.

Beyond the expected and usual depth charging after attacks on ships, there were close escapes. Once, a Japanese airplane dropped three bombs directly on Silversides. The sub survived; although during escape, it went into a hard dive with bow planes jammed, exceeding its design depth. At the last moment, Davenport removed a cotter key, enabling the sub to level off to avoid being crushed.

On another occasion, a torpedo, half stuck in the firing chamber required re-firing. If unsuccessfully re-fired, it could have sunk the sub. Another time, Davenport had to wrestle a pistol from a drunken gunner's mate who felt that he had been robbed in a dice game. The sailor was removed from the sub in a straitjacket. After four patrols aboard Silverfish, Burlingame recommended him for a command of his own.

When Admiral Robert English relieved the commander of the USS Haddock (SS-231) for circulating "subversive literature" (a poem critical of English and his staff), Davenport was given command of the submarine.

Davenport's first patrol on the Haddock was also his first action as her commander. On April 3, 1943 off the Palau Islands, Davenport encountered a passenger transport protected by a corvette. The two "fish" launched at the corvette ran under without exploding. Davenport then turned to the passenger transport her with a spread of torpedoes. Following torpedo tracks, the persistent corvette dropped 24 depth charges, many directly over Haddock that caused damage to her conning tower and radar. At a depth of 415 feet, it had almost imploded. To close the hatch to save the boat from sinking, Davenport hit the hatch with a sledgehammer. The conning tower held, and Haddock escaped. Three days later she sank the cargo ship Toyo Maru. After 39 days at sea, Haddock went in for extensive refit to repair a defective conning tower.

On Davenport's second patrol he returned to the Palaus, where he sank the Saipan Maru on July 21, 1943 and on July 26 fired a total of fifteen Mark XIV torpedoes in four attacks, believing he scored one hit. Credited with one ship sunk and damage to another, he was awarded his first Navy Cross.

In August 1943, Davenport was dispatched to Truk, making a 27-day patrol that would earn him a second Navy Cross. He fired four torpedoes on September 15, claiming two hits and fire aboard the target, which nevertheless tried to ram, leading Davenport to fire two more "down the throat." On September 20, he encountered the large tanker Tonan Maru II and fired six torpedoes claiming "at least three certain hits." Several days later he attacked another ship, missing with two torpedoes and on the 23rd, fired his last eight torpedoes at another, claiming three hits.

For his third patrol, he was credited with three ships sunk and his third Navy Cross. In October 1943, he returned to Truk for another 27-day patrol, and on November 2, attacked a freighter and troopship on the surface firing four torpedoes at the freighter and one at the troopship. The freighter was claimed to have sunk immediately, the troopship to have caught fire then settle. The next night, encountering three Japanese destroyers, Davenport fired four torpedoes at one of them claiming a hit mid-ship and a sinking. And finally, on November 6, Haddock found two tankers, firing three bow torpedoes at each and all four stern tubes at the escort. The stern shots all missed, but Davenport reported hits in both tankers. After reloading, he fired two more torpedoes at each, claiming both tankers sunk. The second Truk patrol earned Davenport credit for five ships including the escort, plus damage to another.

Following that patrol, Davenport, "at his own request," was detached for a rest but returned to duty in May 1944 as the commander of the new USS Trepang (SS-412) where the recipient of three Navy Crosses was credited with sinking five enemy ships.

Setting out from Pearl Harbor for her first war patrol on September 13, 1944, the submarine prowled the waters south of Honshu, the largest and most important of Japan's home islands. She remained below during daylight hours and came up after dark to get a better view as she recharged her batteries and filled up with fresh air. On the night of September 30, Trepang spotted a fast convoy departing Tokyo Bay. Davenport gave chase and closed in on a group of ships which included two large tankers, a small freighter, and an escort. The submarine fired an overlapping spread of torpedoes which struck the freighter, 750-ton Takunan Maru, and sent her to the bottom.

Davenport weathered a typhoon and, on October 11, attacked his second convoy of two tankers and one escort. Firing four stern tubes, he claimed three hits. No sinkings were confirmed in Japanese records. The next night, he fired four torpedoes at a Japanese landing craft, believing all missed. Postwar, he was credited with Transport 105.

Two days later, the submarine cruised some 12 miles southwest of the entrance to Tokyo Bay during the nighttime. Soon after she came to the surface, and her radar swept the surrounding seas, four pips showed themselves on the phosphorescent screen—two large and two small—which were identified as two battleships and two destroyers.

Despite the fact that the phosphorescent waters would make his submarine stand out starkly in the night, Davenport closed at flank speed and fired a full spread of six torpedoes. The "fish" sped through the water toward their targets. He claimed success when explosions rumbled across the water, and flames lit up the night. Davenport turned the submarine to present her stern tubes to the enemy and loosed four more torpedoes. These all missed.

Davenport's gallant and skillfully pressed attacks earned him his fourth Navy Cross. He felt that he had damaged a Fuso-class battleship and had sunk a destroyer, but a study of Japanese records after the war did not verify either claim.

The Trepang got underway for its second patrol on November 16, 1944 leading a wolfpack heading for the Philippine Islands leading. The wolfpack included sister ships Segundo (SS-398) and Razorback (SS-394). Since Roy Davenport was the officer in charge of the pack its nickname was "ROY'S RANGERS."

The weather was dark, windy, and rough on December 6 as Trepang's conning tower broke the surface after a day's submerged inshore patrol off Luzon. While shifting course toward deeper water, she detected a group of ships approaching from the northward. Upon closing to investigate, Davenport counted seven large ships and three escorts in the convoy which slowly approached the Philippines.

Davenport radioed news of her "find" to others in the pack then submerged. The submarine shot straight and true, sending freighter Banshu Maru Number 31 and cargo ship Jinyo Maru to the bottom in quick succession and damaging a third vessel, Fukuyo Maru. However, as Trepang came about to administer the coup de grace to Fukuyo Maru, the third cargo ship obligingly blew up and sank. Meanwhile, as Segundo and Razorback arrived on the scene, Trepang fired all of her remaining torpedoes at a fourth ship which, she reported, blew up and sank soon thereafter. However, this fourth sinking was not confirmed by Japanese records. In the meantime, the other two American submarines were trying to finish off the fleeing remnants of the shattered convoy and managed to sink two ships, one with the aid of American naval aircraft. Trepang, now out of torpedoes, sped back to Pearl Harbor, arriving before Christmas. Davenport received his fifth Navy Cross for what would be his last submarine patrol. He was reassigned for shore duty as an instructor at the United States Naval Academy.

Except for those who earned the Medal of Honor, such as Dick O'Kane, he was one of the most highly decorated submariners of the war with his five Navy Crosses and two Silver Stars.



COLUMBUS BASE MEETING MINUTES

03 MAY 2014



Call to Order:

1300 – Commander, Jim Tolson called the meeting to order. COB Dave Creekmore led the salute to the US flag. Co-Chaplain Walt Fleak conducted the invocation. Tolling of the lost boats was conducted by Co-Chaplain, Sharon Lloyd and Dave Creekmore. Welcome to all by Commander Jim Tolson. There were 24 members and guests present.

Secretary's Report:

April minutes are 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. He discussed the "heartbleed" bug. Be careful with links: type in the web address and go directly to a web site. Lowell Dye said the "zero day" bug doesn't yet have a patch. Be careful using IE browser. Change your passwords.

Chaplain's Report:

Sharon Lloyd reported that Opal Philipps is under hospice care. Joan Pastor is doing OK and spending time in Texas with her daughter. Dave and Jan Creekmore's daughter-in-law's cancer is shrinking and she is seeing a surgeon on Tuesday. Bob McDaniel's daughter has a doctor's appointment in two weeks. Bob also reported on visiting Russ Ferguson.

Membership Report/Introductions:

Jim introduced visitor Steve Ebersole, American Legion.

Committee Reports:

- May 7th, 1730, Clutch to present annual NJROTC awards at Franklin Heights High School.
 - May 8th, 1300 Kap(SS) 4 Kid(SS) at Nationwide Children's Hospital. Bill Anderson recommended meeting in the waiting room at 1230.
 - May 17th, New Albany Founders Day Parade. Step off at 1100. Geoff Durbin will pull the boat. Columbus Base is providing color guard.
 - May 24th, 1333, Flags on Graves at Resurrection cemetery.
 - May 26th, Washington DC Memorial Day parade
 - June 7th, 0830 Highway Cleanup
 - June 7th, 1200 Base Meeting
- 700 Morning St.
Worthington OH 43085

For the good of the Order:

Boat Report – Dave Creekmore has checked the wheel bearings and tires and they are ready for the trip to Washington DC. The boat has been repainted. There is a bouncing issue that needs further study. Commander expressed appreciation to Dave for handling these details.

Washington DC Memorial Day Parade Route will be on Constitution Avenue from 7th to 17th on Monday May 26th, starting 1400. Uniform of the Day will be black shoes, socks, slacks and tie. White short sleeve shirt, vest and ball cap or garrison cap. All participants are required to sign the photo release document. Storekeeper gave ball caps to Galin to take to Washington for anyone that might need one.

July 4th parade will be in Upper Arlington after discussion.

Central Crossing High School NJROTC has been invited to be in the Pearl Harbor December 7th parade in Hawaii. Sgt. Major Bocook will come to next month's meeting to discuss.

Steve Ebersole, American Legion Post 276, discussed the Broad Street Bridge Memorial Day ceremony which has been held since 1919. Steve is also the Ohio Coordinator for the Veteran Recovery Program which is visiting funeral homes and looking for the cremated remains of veterans that are unclaimed. When found, they are buried in a national cemetery with military honors. <http://www.miap.us/> USSVI supports this activity.

Geoff Durbin discussed submarine license plate project. Cliff Dodson to work on art work with him.

Next month, Woody Cook will be discussing his Honor Flight experience.

50/50

Frank Lloyd - won
 Sharon Lloyd – EB submarine pictures
 Lowell Dye - cake
 Tim Barker – Beans & Molasses
 Bill McCorkle – bread
 Charles Sabino – cake
 Geoff Durbin – pass
 Cliff Dodson - Navy Ball Cap
 Bob McDaniel – Navy coffee mug

Announcement of the next meeting:

Next Columbus Base meeting

June 7th, 2014

1200 Social Hour

1300 Meeting

American Legion Leasure Blackstone Post 239

700 Morning St.

Worthington OH 43085

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

Adjournment of meeting – Commander, Jim Tolson



Holland Club Inductee

Angelo Naso



Angelo began his Navy career in January 1961 at Cleveland Ohio. He was in "A" school from August to November of 1961. Sub School February to April of 1962 and Sub electrical school from April to May of 1962. He was discharged New Year's Eve of 1964 in San Diego, California.

He served on the USS Bluegill SS-242 right out of school and qualified on the Bluegill in February of 1963. He was an EM3(SS) and stood watches as the Senior Controllerman in the Maneuvering Room.

Angelo say his motivation to join the Navy and submarine service came from watching Silent Service on TV during the late 1950's and being impressed. The idea to actually volunteer didn't come to him until he was at "A" school at Great Lakes.

A few of his favorite ports were Maui, Kawai; Mazatlán, Mexico; Seattle; Vancouver, BC; San Francisco and a few others. While those were favorite ports, his favorite duty station was Pearl Harbor, Hawaii. San Diego was a close second.

He reported aboard the Bluegill in June 1962 when the boat got back from WesPac. It did not take long to find out I was lower than whale s*** as far as the crew was concerned. Fortunately, I was not the only "NQP" to report aboard. The motivation to get qualified was real high. Standing lookout watches or mess cooking by themselves were tiring, but you still had to work on your quals during off watch hours.

The Cuban Missile Crisis in October 1962 made us member of the "North Pacific Yacht Club". We were gone for almost 2 months. Riding out a typhoon on the surface in a diesel boat was a real experience. Went to Mazatlán, Mexico in 1963 on a good will mission because the last boat there did not leave a good impression with the town. Good liberty. Got to watch a film (Kings of the Sun) with Yul Bryner and Leo Gordon being made.

November 1963 had us in Port Angeles, WA when JFK was assassinated. We did not know if this event was the start of a war. News was not like today. The citizens were asking us what was going on and all we could offer was the mushroom story.

In March 1964 we left Pearl fro the yards at Mare Island for a six month overhaul and a change of home port to San Diego. I left the boat in October when it was going back to WesPac. The XO was trying to get me to ship over or at least extend for six months, but I declined and was transferred to 32nd Street pending discharge. While at the receiving station I had to work for an EM1 who was happy with my work ethic. He was able to get me discharged a month early on New Year's Eve.

Submarine Collisions

- Throughout the cold war, there were dozens of submarine accidents as boats that relied on sound for sight came as close as they dared to the enemy -- sometimes too close. Some collisions were severe, others relatively minor; but even a minor bump by a four thousand ton vessel is enough to send men and their ships reeling.

This list includes collisions that were confirmed and others considered probable.

Note: I have been asked why I did not include the recent collision of USS Greenville with a Japanese fishing boat. This collision was not due to a cold war deployment or other risky assignment. Greenville was not shadowing an enemy boat and was not engaged in other related activities, so I have not included it here. These incidents are here to illustrate how close we came to a shooting war with the Soviet Union.

- **1960-1961: USS *Swordfish*** While *Swordfish* (SSN-579) was on a surveillance mission off the Soviet Pacific coast, a Soviet sub apparently attempted to surface -- from directly below. The American boat was at periscope depth when it was shaken by the impact. One crew member recalls that the officer at the conn looked through the periscope and saw "running lights" -- lights along the port and starboard that a sub might turn on as it surfaced. By the time *Swordfish* itself came to the surface, the ocean was clear; the crew assumed that the Soviet sub had dived back down.
- **Early 1960s: Unidentified Sub, possibly USS *Skipjack*** One former Navy intelligence officer clearly remembers an incident in which a US sub got tangled up with a Soviet Destroyer in the Barents Sea. He was not sure but thought the sub was the *Skipjack* (SSN-585). He was sure, however, that the American boat came home with "a propeller gouge on the sail." This may be one of the incidents that Seymour M. Hersh mentioned in *The New York Times* in May 1975, when he described an unnamed Holystone sub that was damaged when it surfaced underneath a Soviet ship in the midst of a Soviet fleet naval exercise. Hersh also reported that the sub suffered damage to its conning tower and escaped despite a search by Soviet vessels.
- **July 1965: USS *Medregal*** The *Medregal* (SS-480) smashed into and crippled a Greek cargo freighter that was under surveillance because it was suspected of carrying supplies to enemy forces in Vietnam. The accident happened in the Gulf of Tonkin when the diesel sub was being driven by a temporary commander. The *Medregal* regular skipper had broken his neck diving into a swimming pool during a port stop in the Philippines.
- **March 1966: USS *Barbel*** The *Barbel* (SS-580), one of the last diesel subs the Navy built, collided with a freighter suspected of carrying arms near a port on Hainan Island, China, across the Gulf of Tonkin from North Vietnam. The force of the collision tore the sail planes from the sub, probably lodging parts of them in the ship's hull. The collision was hard enough that *Barbel* was forced down, hitting the bottom about one hundred feet underwater. The Vietnamese later reported that the freighter had sunk when it hit a submerged object. Indeed, the *Barbel* collision was especially upsetting to Defense Secretary Robert McNamara because he had earlier instructed Navy leaders to keep US subs out of the area to avoid inflaming tensions. *Barbel* remained submerged, backed away from the ship and left the area without checking on the status of the freighter.

- **December 1967: USS *George C. Marshall*** The *Marshall* (SSBN-654), a Polaris missile sub, was clipped by a Soviet sub in the Mediterranean Sea. The Americans knew the Soviet sub was there but could not move their massive boat away fast enough. Crewmen note the collision was "a glancing blow" but said it still left a gash in *Marshall's* forward starboard ballast tank.
- **October 9, 1968: Unidentified American or British Attack Sub** Russian Navy officials say this was the first collision involving an NATO surveillance sub and a Soviet nuclear boat in the Barents Sea. Russians reported that the Soviet sub was operating normally when it suddenly began listing to starboard, its hull shaking. The crew surfaced and through the periscope sighted another submarine's silhouette. With the conning tower hatch now jammed, the Soviets used a sledgehammer to open it, and it was several minutes before the commander could climb outside the bridge. By then the waters were clear. Back at base, the repair crews discovered a hole in the outer hull so large that "a three-ton truck could easily" have driven through. Judging from the small bits of red and green glass and the metal fragments stuck in the wreckage, the Soviets concluded that they had been hit by a foreign sub. Soviet intelligence later discovered that a British diesel sub had pulled into Norway with a damaged sail around that time. However the Soviets believe that they could also have been hit by a US boat.
- **November 1969: USS *Gato*** The sail of the *Gato* (SSN-165) was scraped by the hull of the Soviet Hotel-class missile boat known as *Hiroshima* (due to it's many nuclear accidents involving the reactor) when *Hiroshima* passed over the US boat. The men on *Gato* heard a dull grind as the subs bumped. Despite Soviet Admiral Gorshkov's wish that *Gato's* corpse be recovered, the sub escaped and nobody on board was hurt.
- **March 14, 1970: USS *Sturgeon*** As a Soviet sub passed over *Sturgeon* (SSN-637) in the Barents Sea the men on board could hear crunching. The Soviet boat had scraped *Sturgeon* from above and to the left, pulling off metal plated above the conning tower.
- **June 1970: USS *Tautog*** In one of the most violent collisions of the cold war, the *Tautog* (SSN-639) was rammed by the Soviet Echo II submarine *Black Lila* off Petropavlovsk. President Nixon was briefed that taped sonar sounds indicated the Soviet sub had sunk, though now her captain has come forward to say that his boat survived. *Tautog* also returned to port. *Tautog* had run her sail into the propeller of the Echo II, both subs sustained major damage.
- **1970: USS *Dace*** After *Dace* (SSN-607) hit something that rolled her to one side, her men were almost certain they had bumped a Soviet sub also operating in the Mediterranean. Indeed, Naval Intelligence later learned that a Soviet sub later pulled into a port soon after with the kind of damage that would have been expected from a collision with another sub.
- **March 31, 1971: Unidentified Sub** On March 31, 1971, another Holystone sub collided with a Soviet Boat, according to Hersh's May 1975 story in *The New York Times*. Hersh cited a memo addressed to CIA Director Richard M. Helms that put the collision seventeen nautical miles off the Soviet coast.

- **Late 1971 or Early 1972: USS *Puffer*** The *Puffer* (SSN-652) collided with a Soviet diesel sub in the waters near Petropavlovsk when the Soviet boat took an unexpected dive just as *Puffer* was making one last surveillance pass. Both subs were moving at slow speed; the crew of *Puffer* say it was almost as if the Soviet boat sank on top of them and bumped.
- **May 1974: USS *Pintado*** *Pintado* (SSN-672) collided with a Soviet sub inside Soviet waters in the approaches to Petropavlovsk, according to a story in the *San Diego Evening Tribune* in July 1975. Both subs were about 200 feet deep at impact. Crewmen said that the collision smashed much of *Pintado*'s directional sonar, jammed a torpedo tube hatch, and damaged a diving control fin. The Soviet sub, a Yankee-class ballistic missile boat, surfaced soon after the crash. The crewmen said they believed *Pintado* had gone close to the Soviet harbor to check to Soviet undersea defense systems. After the collision *Pintado* raced from the area.
- **November 3, 1974: USS *James Madison*** The *Madison* (SSBN-627) was leaving the US submarine base at Holly Loch, Scotland, when she collided with a Soviet attack sub in the North Sea, according to columnist Jack Anderson and the *Norwich (Connecticut) Bulletin* in 1975. *Madison* drove on to the Soviet boat, which was shrouded by the noise of her baffles. One former crewmember notes that the Soviet boat was probably one of the Victor class.
- **Late 1981: HMS *Sceptre*** This nuclear-powered British attack submarine collided with a Soviet nuclear sub that she was trailing in the northern waters close to the Arctic, according to reports released a decade later in the British media. One officer said *Sceptre* had lost contact with the Soviet boat for as long as thirty minutes before the collision.
- **October 1986: USS *Augusta*** In an embarrassing and ironic moment, *Augusta* (SSN-710) bumped into a Soviet missile boat in the Atlantic while testing a new, highly computerized sonar system that had promised to make it easier to detect other vessels. *Augusta* collided with a Delta I-class Soviet boat. There was confusion that the collision had been with a Soviet Yankee-class which had caught fire and sunk in the same area due to an internal missile tube malfunction.
- **December 24, 1986: HMS *Splendid*** According to Russian Navy officials, *Splendid* was surveying a Soviet sub in the Northern Fleet's training range in the Barents Sea when the Soviets noticed her and tried to escape. The Russians say that at this point both commanders made maneuvering mistakes and the Soviet sub brushed *Splendid*, snagging her towed sonar array. The Soviet sub, possibly one of the monster Typhoon-class made its way back to port still tangled in the array.
- **February 11, 1992: USS *Baton Rouge*** *Baton Rouge* (SSN-689) collided with a Russian Sierra-class sub near Murmansk. In an unprecedented move, and in response to Yeltsin's complaints, the Pentagon publicly announced that the collision had occurred.
- **March 20, 1993: USS *Grayling*** *Grayling* (SSN-646) collided with a Russian Delta III missile sub in the Barents Sea. No one was hurt but President Clinton was furious that the navy was still taking such risks.

Submitted by Bob Holt

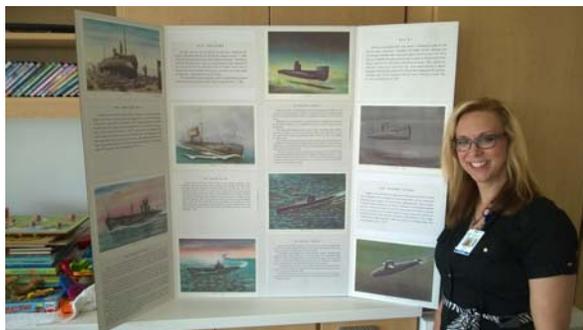
Adopt A Highway Clean Up April 12, 2014



Adopt A Highway Schedule

June 7
August 9
October 11

Kap(SS)4Kids(SS) visit on May 8, 2014 Was dedicated to shipmate Marv Pastor



Heidi Snow
Children's Coordinator



Bill, Bob and Jim



Upcoming Events

- | | | |
|---------------|--------------|--|
| May 17, 2014 | | New Albany Founders Day Parade, 1100 step off. |
| May 24, 2014 | | Flags on Veterans Graves at Resurrection Cemetery at 1333. |
| May 26, 2014 | | Washington DC Memorial Day parade, 2-4 pm. |
| June 07, 2014 | 1200
0830 | Monthly meeting at the Leasure-Blackston Post 239
Also Adopt A Highway clean up |



June Birthdays

Greg Leonard	06-01
Al Albergottie	06-03
Tom Baughman	06-13
Gary Pelini	06-14
Robert Clark	06-20
Frank Lloyd	06-23
John Pendleton	06-25



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

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



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: (EP) 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

