

TORPEDO ALLEY



Vol. 5, No. 4

April 2009

Newsletter of Charleston Base, United States Submarine Veterans, Inc.



USSVI 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."



Base web page: www.ussvich.org

National web page: www.ussvi.org

Base Meeting:

April 9, 2009

Social hour 1800, General Meeting 1900

Location:

Fleet Reserve Association Branch 269, Low Country Home
99 Wisteria Rd.

Goose Creek, South Carolina. Phone 843-569-2962

KNOW WHAT DAY
IT IS TODAY ?



Special Officers

Phone Number

Chief of the Boat	Marty Sessler	843-871-1536
Public Affairs	Richard Cleeve	843-899-4563
Sub Vets WWII	Stacy Power	843-556-6369
Nuclear Historian	Rick Carlson	843-875-4030
Veterans Affairs	Jim Morrison	843-832-9716
Chaplain	John Nichols	843-873-5897
Membership	Carl Chinn	843-875-3098
Holland Club	Terry Trump	843-873-9563
Little David Project	Rick Wise	843-875-5559
Roving Reporter	Rick Wise	843-875-5559
Scholarship	Jim Yates	843-873-0246
Newsletter	Carl Chinn	843-875-3098
Storekeeper	Paul Vierung	843-797-2623
Alcohol & Gaming	Dave Mueller	843-553-2775
Webmaster	John Nichols	843-873-5897

Base Officers

Phone Number

Commander	Steve Nelms	843-563-7115
Vice Commander	Carl Chinn	843-875-3098
Secretary	Rick Collins	843-851-3490
Treasurer	George Lisle	843-559-4242

Minutes of the March 2009 meeting

Attendance for the March 12, 2009 meeting was 116

Opening Ceremony: Base Commander called the meeting to order. A Quorum was present and the meeting was commenced at 1900.

Introductions: New people were introduced; John E Sabo, Charles E. Hall, Mike Capstraw, Jeff Reuer, Phil Versprill. Welcome aboard.

Secretary: Secretary Rick Collins asked for a motion to approve the meeting minutes from last month. A motion was made and seconded. Minutes approved.

Treasurer: George Lisle gave the treasurer's report.

Storekeeper: We have vest clasps and several new items.

Chaplain: Monthly Report: On February 19th at the Subvets of WWII lunch, we conducted a bell tolling memorial service for Wallace Fulmer, a member of Subvets WWII and USSSVI Charleston Base. There was a very good crew mustered to give Wallace a Sailor's farewell. Wallace's son, George, was in attendance to receive items given to the family.

On March 1st, VFW SC Post 3433 and Ladies Auxiliary, FRA Low Country Branch 269 and USSVICB conducted a memorial service at the VFW Ladson for Curly Houck. At the end of the service there was a flag folding ceremony which was done extremely well and with great dignity.

Cards were sent as follows:

Paul Viering as he recovered from oral surgery.

Wally Upchurch as he recovered from back surgery.

Sue Cook and family of Bill Cook who departed on Eternal Patrol on February 18th. Bill was not a member of USSVICB.

Debbie Vaughn and family of Russell Vaughn who departed on Eternal Patrol on February 20, 2009. Russell was not a member of USSVICB.

Judy Hutchinson and family on the death of her mother, Mary Glidden on March 8th.

Larry Sims while in the hospital and now at home. For those who don't know, Larry has been discharged from the hospital and is now at home. When I talked to him concerning his diagnosis, Larry's words were not to sugar-coat things. Larry has been diagnosed with Mesothelioma, a form of cancer that is almost always caused by previous exposure to asbestos. He will see the oncologist (cancer doctor) this week and will know more after that. He plans to begin his chemo treatments on the 23rd and will take them as long as the doctors feel it is helping. After that they will let nature take its course. The doctors have told him that his life expectancy is 2 months to 2 years.

Public Affairs: We would like all the new people to get their pictures taken.

Sub Vets WWII: Amberjack memorial at White Point Garden at 1100 on 21 March.

Scholarship: Jim Yates was not present. The committee met and selected this year's recipients; the awards will be handed out at our next meeting in April.

Veteran's Affairs: No report

District Commander: 29 April thru 3 May is the combined district meeting in St. Augustine, Fl. The District Commander election is in June. Anyone can run. 13 to 15 May WWII southeast regional in Kings Bay. We are opening a new base in Greenville/Spartanburg area.

Vice Commander Report: No report

Holland Club: No report

Membership: We had 307 members but two signed up tonight making out total 309. We dropped 26 members this year.

Little David: Working party on the 15th of April at 1000. We only need a small amount of painting.

Newsletter: No report

Alcohol & Gaming: No Neck gave an apology to all the auxiliaries in attendance in the way only he can. He also gave a financial report on The After Battery.

Chief of the Boat: April 11th is the Submarine Ball, tickets are going fast. April 18th is the Grits Festival parade @ 1000. And from 29th to the 2nd of May is the district convention in St. Augustine, FL.

Base Commander: We have been donated a diving alarm. We have enough for us, we need to come up with a plan on what to do with it.

Nuclear Historian: No report

Old Business: None

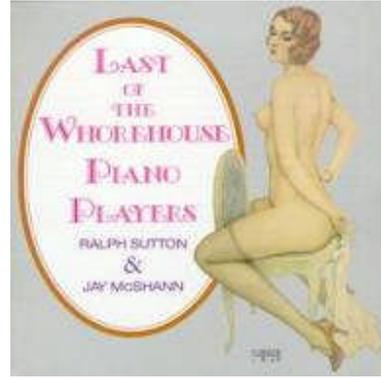
New Business: None

Good Of The Order: All active duty and retired military receive a 10% discount at Lowes and maybe also Home Depot. You need to ask for it. Depth Charge drawing with \$343 to winner. The winner was Mike Karriker. He donated \$60 to the scholarship fund.

The Base Commander adjourned meeting at 2000.

**** End of the minutes for March 2009 ****

Larry would enjoy his shipmates making short home visits which he would prefer over phone calls. However if you cannot travel and want to call he understands and will take short phone calls. Please understand his wishes. If anything changes he will let us know. Larry, Betty and their family really would appreciate all of your prayers. If you know of shipmates or spouses from other bases who are having a difficult time, had surgery, etc. and would like for USSVI Charleston Base to send them a card please send their name and address to the Chaplain via email or phone call.



"Don't tell mom I'm a submariner, she thinks I play piano in a whorehouse."



Attaway	Carlson, E	Carlson, R	Cochrane
Comp	Detwiler	Erickson	Giannetto
Gibson	Hill	Hyatt	Little
Mason	McDonald	Nettles	Oser
Pepper	Randall	Shoosmith	Slattery
Smith, M	Sparger	Vlam	Walsh
Wood, D			



- April 9 – Monthly meeting
- April 11 – Submarine Birthday Ball, \$25 per person
- April 18 – St. George Grits Festival Parade line-up at 1000; starts at 1100
- April 14 – Little David working party to prep
- April 15 – Little David working party to paint
- April 16 – WWII lunch at Ryan's 1200
- April 29-May 3 – Southeast Region Convention in St. Augustine, FL

Submarine War Patrol Reports

At the end of each war patrol of WW II, submarine commanders created a report on the patrol. These



April Submarines Lost:

USS Pickerel	SS 177	April 3, 1943
USS Grenadier	SS 210	April 22, 1943
USS Snook	SS 279	April 8, 1945
USS Thresher	SSN 593	April 10, 1963

Run silent, run deep
 For freedom we fought to keep
 How we spent so many days
 Beneath the shimmering waves
 A terrible foe we fought
 And gave our lives; and freedom
 bought
 Now our souls forever lie
 Restlessly beneath the waves
 So silent now, so deep
 For it is not enough for you to weep
 For we shall not have died in vain
 Lest you forget for what we gave
 We gave our lives, freedom to save
 For if you forget our deeds
 Then we shall never sleep
 Though we lie so silent, so deep

Al Alessandra, 2005

Grit Festival Parade



Charleston Base will participate in the annual World Grits Festival Parade on April 18, in St. George. Parade will start at 1100. Line up is at 1000 on Highway 15, far side of town. The float will leave The After Battery at 0930.

reports were used as the raw material to inform intelligence, improve tactics, evaluate commanders, etc. During WW II, over 1,550 patrol reports containing approximately 63,000 pages were generated. During the 1970s these were photographed and reproduced on microfilm to make them more easily accessible and easily reproduced (approx. 250 rolls). During 2008 a copy of this microfilm was scanned into digital format (110 GB), and in 2009 it was made available online here (14 GB):

<http://hnsa.org/doc/subreports.htm>

These war patrol reports were written during a deadly, bitterly fought war. Please note that there may be some references to enemy forces that may be offensive in today's context.



Used By Submariners, What Is The Valsalva Maneuver?

A forceful attempt at expiration when the airway is closed at some point; especially: a conscious effort made while holding the nostrils closed and keeping the mouth shut especially for the purpose of testing the patency of the Eustachian tubes, adjusting middle ear pressure, or aborting supra-ventricular tachycardia—called also Valsalva. Known to most of us as “equalizing.”

Liberty Bars

Those were the days; it is lucky that some of us are still alive. We stuck together. We worked hard, we played harder, and we gravitated to places where we could be with our shipmates, in locations where people who could and would tolerate our obnoxious conduct, impure verbiage and rollicking nonsense.

Liberty Bars...

Our favorite liberty bars were unlike no other watering holes or dens of iniquity inhabited by seagoing men and women. They had to meet strict standards to be in compliance with the acceptable requirement for a sailor beer-swilling dump.

TRICARE for Life

This should be circulated to all those eligible for Tricare for Life. It is thoughtful and certainly far more accurate than the scare email circulated earlier that many of us received.

I think this may clear things up on the TRICARE scare.

Thank you for contacting me regarding rumored cuts in programs for military retirees, including for Life. Currently, a wealth of false and information is being distributed on this; and I welcome the opportunity to explain the confusion.

I am aware of several chain emails, online discussion boards, blogs, and even articles in well-intentioned veterans' publications that imply that President Obama and Congress plan on eliminating TRICARE for Life. The insinuations put forth by these sources are false.

The source of these stories is a report issued by the Congressional Budget Office (CBO), entitled Budget Options Volume 1: Health Care, released in December 2008. Before jumping to conclusions about the report itself, however, it is important to know exactly what the CBO is. CBO is a nonpartisan federal agency, tasked with providing Congress with cost estimates for the many legislative proposals considered each year. It also periodically offers Congress suggestions for adjusting federal spending. CBO is an information gathering body for Members of Congress. Its recommendations about the budget are completely non binding; and its officers do not draft actual policy, legislation, or law.

The Budget Options report in question offers a total of 115 options for reducing (or, in some cases, increasing) federal spending on health care, only three of which relate to TRICARE. These options are merely suggestions, not policy statements or actual legislation. Reports such as this one are routine, and very few options or recommendations made by CBO are typically acted upon. President Obama has not indicated support for the three recommendations in this report related to TRICARE, nor has any Member of Congress, to the best of my knowledge. Any suggestion that the Administration is affiliated with this report ignores the fact that it was drafted by the CBO - which, again, is an advisory body of the legislative branch, not the executive branch.

You may also be interested to know that both the Reserve Officers Association (ROA) and the Military Officers Association of America (MOAA) have issued statements condemning the

The first and foremost requirement was a crusty old gal serving suds. She had to be able to wrestle King Kong to parade rest. Be able to balance a tray with one hand, knock bluejackets out of the way with the other hand and skillfully navigate through a roomful of milling around drunks. On slow nights, she had to be the kind of gal who would give you a back scratch with a fly swatter handle or put her foot on the table so you could admire her new ankle bracelet some "mook" brought her back from a Hong Kong liberty. *Barmaid...*

A good barmaid had to be able to whisper sweet nothings in your ear like, "Sailor, your thirteen button flap is twelve buttons short of a green board." And, "Buy a pack of Clorets and chew up the whole thing before you get within heaving range of any gal you ever want to see again." And, "Hey animals, I know we have a crowd tonight, but if any of you guys find the head facilities fully occupied and start urinating down the floor drain, you're gonna find yourself scrubbing the deck with your white hats!"

They had to be able to admire great tattoos, look at pictures of ugly bucktooth kids and smile. Be able to help haul drunks to cabs and comfort 19 year-olds who had lost someone close to them. They could look at your ship's identification shoulder tab and tell you the names of the Skippers back to the time you were a Cub Scout.

If you came in after a late night maintenance problem and fell asleep with a half eaten Slim-Jim in your hand, they tucked your pea coat around you, put out the cigarette you left burning in the ashtray and replaced the warm draft you left sitting on the table with a cold one when you woke up. Why? Simply because they were one of the few people on the face of the earth that knew what you did, and appreciated what you were doing. And if you treated them like a decent human being and didn't drive 'em nuts by playing songs they hated on the juke box, they would lean over the back of the booth and park their soft warm breasts on your neck when they sat two Rolling Rocks in front of you.

Imported table wipe down guy and glass washer, trash dumper, deck swabber and paper towel replacement officer. The guy had to have baggy tweed pants and a gold tooth and a grin like a 1950 Buick. And a name like "Ramon", "Juan", "Pedro" or "Tico". He had to smoke unfiltered Luckies, Camels or Raleighs. He wiped the tables down with a sour wash rag that smelled like a skunk diaper and said, "How are choo navee mans tonight? He was the indispensable man. The guy with credentials that allowed him to borrow Slim-Jims, Beer Nuts and

aforementioned rumors that are being perpetuated through these chain emails.

I hope that you have found this letter informative, and I encourage you to share this information with members of your community who are concerned about issues relating to military retirees. As a member of the Senate Armed Services Committee, please be assured of my continued commitment to protecting the various interests of all those who have fought tirelessly to protect our cherished freedoms.

Thank you again for sharing your views and concerns with me. I hope you will continue to visit my website at <http://lieberman.senate.gov> for updated news about my work on behalf of Connecticut and the nation. Please contact me if you have any additional questions or comments about our work in Congress.

Sincerely,
Joseph I. Lieberman
UNITED STATES SENATOR

World War II Silver Star Recipient, Submariner Visits USS Key West

PEARL HARBOR (NNS) -- A World War II Silver Star and Purple Heart recipient, visited with the crew of the USS Key West (SSN 722) Feb. 24. Retired Lt. Charles McCoy, a 24-year veteran of the U.S. Navy had lunch in the wardroom with USS Key West Commanding Officer Cmdr. Bob Koonce, followed by a tour of the submarine. McCoy toured the control and torpedo room before spending time in the chief's mess with a handful of Key West deckplate leaders, sharing his Navy experience.

"It's a special honor to have a man like this on board," said Torpedoman Chief (SS) Matt Harris. "To have the opportunity to share his experiences from World War II as both a submariner and a prisoner of war, he can tell the guys here now what it means to be a submariner and pass along the heritage."

McCoy joined the Navy in November 1941 and received the Silver Star for service on USS Trout (SS 202), where the crew safely kept gold, silver and securities for the Philippines after the fall of Manila. While assigned to the USS Grenadier (SS 210) during its sixth war patrol, McCoy and his shipmates were attacked by the Japanese, and he was held prisoner until liberated at the end of the war.

"Knowing our history is very important," Harris

pickled hard boiled eggs from other beer joints when they ran out where he worked.

The establishment itself. The place had to have walls covered with ship and squadron plaques. The walls were adorned with enlarged unit patches and the dates of previous deployments. A dozen or more old, yellowed photographs of fellows named "Buster", "Chicago", "P-Boat Barney", "Flaming Hooker Harry", "Malone", "Honshu Harry", Jackson, Douche Bag Doug, and Capt. Slade Cutter decorated any unused space.

It had to have the obligatory Michelob, Pabst Blue Ribbon and "Beer Nuts sold here" neon signs. An eight-ball mystery beer tap handle and signs reading: "Your mother does not work here, so clean away your frickin' trash."

"Keep your hands off the barmaid."

"Don't throw butts in urinal."

"Barmaid's word is final in settling bets."

"Take your fights out in the alley behind the bar!"

"Owner reserves the right to waltz your worthless sorry ass outside."

"Shipmates are responsible for riding herd on their ship/squadron drunks."

This was typical signage found in classy establishments catering to sophisticated as well as unsophisticated clientele.

You had to have a juke box built along the lines of a Sherman tank loaded with Hank Williams, Mother Maybelle Carter, Johnny Horton, Johnny Cash and twenty other crooning goobers nobody ever heard of. The damn thing has to have "La Bamba", Herb Alpert's "Lonely Bull" and Johnny Cash's "Don't take your guns to town" in memory of Alameda's barmaid goddess, Thelma. If Thelma is within a twelve-mile radius of where any of those three recordings can be found on a juke box, it is wise to have a stack of life insurance applications within reach of the coin slot.

The furniture in a real good liberty bar had to be made from coal mine shoring lumber and was not fully acceptable until it had 600 cigarette burns and your ship's numbers or "FTN" carved into it. The bar had to have a brass foot rail and at least six Slim-Jim containers, an oversized glass cookie jar full of Beer-Nuts, a jar of pickled hard boiled eggs that could produce rectal gas emissions that could shut down a sorority party, and big glass containers full of something called Pickled Pigs Feet and Polish Sausage. Only drunk Chiefs and starving Ethiopians ate pickled pigs feet and unless the last three feet of your colon had been manufactured by Midas, you didn't want to get any where near the Polish Napalm Dogs.

continued. "Especially since the camaraderie among submariners is as strong as it was in the 40's. It lets me know what's expected of me and how I can pass that legacy onto my junior Sailors. The World War II submarine veterans were the trailblazers for modern submarine warfare, and the stuff they did still rings true today. It lets us know where we came from and where we're going in the future."

While the visit was an honor for the crew, McCoy felt equally honored.

"It was absolutely phenomenal," he said. "The crew, the commanding officer, executive officer and chief of the boat could not have treated us any more royally. I was really impressed with the maturity and enthusiasm of the entire crew and officers."

Recollections of a White Hat

One thing we weren't aware of at the time, but became evident as life wore on, was that we learned true leadership from the finest examples any lad was ever given, Chief Petty Officers. They were crusty old bastards who had done it all and had been forged into men who had been time tested over more years than a lot of us had time on the planet. The ones I remember wore hydraulic oil stained hats with scratched and dinged-up insignia, faded shirts, some with a Bull Durham tag dangling out of their right-hand pocket or a pipe and tobacco reloads in a worn leather pouch in their hip pockets, and a Zippo that had been everywhere. Some of them came with tattoos on their forearms that would force them to keep their cuffs buttoned at a Methodist picnic. Most of them were as tough as a boarding house steak. A quality required to survive the life they lived. They were, and always will be, a breed apart from all other residents of Mother Earth. They took eighteen year old idiots and hammered the stupid bastards into sailors. You knew instinctively it had to be hell on earth to have been born a Chief's kid. GOD should have given all sons born to Chiefs a return option. A Chief didn't have to command respect. He got it because there was nothing else you could give them. They were God's designated hitters on earth. We had Chiefs with fully loaded Submarine Combat Patrol Pins, and combat air crew wings in my day. . . hard-core bastards who remembered lost mates, and still cursed the cause of their loss. . . and they were expert at choosing descriptive adjectives and nouns, none of which their mothers would have endorsed.

No liberty bar was complete without a couple of hundred faded ship or airplane pictures and a "Shut the hell up!" sign taped on the mirror behind the bar along with several rather tasteless naked lady pictures. The pool table felt had to have at least three strategic rips as a result of drunken competitors and balls that looked as if a gorilla baby had teethed on the sonuvabitches.

Liberty bars were home and it didn't matter what country, state, or city you were in. When you walked into a good liberty bar, you felt at home. They were also establishments where 19 year-old kids received an education available nowhere else on earth. You learned how to "tell" and "listen" to sea stories. You learned about sex at \$25.00 a pop! -- from professional ladies who taught you things your high school biology teacher didn't know were anatomically possible. You learned how to make a two cushion bank shot and how to toss down a beer and shot of Sun Torry known as a "depth charge." We were young, and a helluva long way from home. We were pulling down crappy wages for twenty-four hours a day, seven days a-week availability and loving the life we lived. We didn't know it at the time, but our association with the men we served with forged us into the men we became. And a lot of that association took place in bars where we shared the stories accumulated in our, up to then, short lives. We learned about women and that life could be tough on a gal.

While many of our classmates were attending college, we were getting an education slicing through the green rolling seas in WestPac, experiencing the orgasmic rush of a night cat shot, the heart pounding drama of the return to the ship with the gut wrenching arrestment to a pitching deck. The hours of tedium, boring holes in the sky late at night, experiencing the periodic discomfort of turbulence, marveling at the creation of St. Elmo's Fire, and sometimes having our reverie interrupted with stark terror.

But when we came ashore on liberty, we could rub shoulders with some of the finest men we would ever know, in bars our mothers would never have approved of, in saloons and cabarets that would live in our memories forever.

Long live those liberties in WestPac and in the Med! They were the greatest teachers about life and how to live it.

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

Many nights, we sat in the after mess deck wrapping ourselves around cups of coffee and listening to their stories. They were light-hearted stories about warm beer shared with their running mates in corrugated metal sheds at re-supply depots where the only furniture was a few packing crates and a couple of Coleman lamps. Standing in line at a Honolulu cathouse or spending three hours soaking in a tub in Freemantle, smoking cigars, and getting loaded. It was our history. And we dreamed of being just like them because they were our heroes. When they accepted you as their shipmate, it was the highest honor you would ever receive in your life. At least it was clearly that for me. They were not men given to the prerogatives of their position.

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

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

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

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

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

They were born as hot-sacking seamen, and matured like good whiskey in steel hulls over many years. Nothing a nineteen year-old jay-bird could cook up was original to these old saltwater owls. They had seen E-3 jerks come and go for so many

Veteran's Pensions Update 01

If you are a wartime veteran with a limited income and you are no longer able to work, you may qualify for a Veterans Disability Pension or the Veterans Pension for Veterans 65 or older. Many veterans of wartime service are completely unaware of the fact that if they are 65 or older and on a limited income they may qualify for a VA Pension without being disabled. An estimated 2 million impoverished veterans and their widows are not receiving the VA pension they deserve because they do not know about it. The VA has had limited success in getting the information to them. Generally, you may be eligible if:

- You were discharged from service under conditions other than dishonorable, and
- You served at least 90 days of active military service 1 day of which was during a war time period. If you entered active duty after September 7, 1980, generally you must have served at least 24 months or the full period for which called or ordered to active duty (There are exceptions to this rule), and
- Your countable family income is below a yearly limit set by law (The yearly limit on income is set by Congress), and
- You are age 65 or older, or, you are permanently and totally disabled, not due to your own willful misconduct.

With the advent of the Gulf War on 2 AUG 90 (and still not ended by Congress to this day), veterans can now serve after 2 AUG 90 during a period of war time. If your countable income appears to be near the maximum you should apply. VA will determine if you are eligible and notify you. If you do not initially qualify, you may reapply if you have unreimbursed medical expenses during the twelve month period after VA receives your claim that brings your countable income below the yearly income limit (i.e. These are expense you have paid for medical services or products for which you will not be reimbursed by Medicare or private medical insurance). Countable income for eligibility purposes includes income received by the veteran and his or her dependents, if any, from most sources. It includes earnings, disability and retirement payments, interest and dividends, and net income from farming or business. There is a presumption that all of a child's income is available to or for the veteran. VA may grant an exception to this in hardship cases. There is no set limit on how much net worth a veteran and his dependents can have, but net worth

years; they could read you like a book. "Son, I know what you are thinking. Just one word of advice. DON'T. It won't be worth it."

"Aye, Chief."

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

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

They had no Academy rings to get scratched up. They butchered the King's English. They had become educated at the other end of an anchor chain from Copenhagen to Singapore. They had given their entire lives to the U.S. Navy. In the progression of the nobility of employment, Chief Petty Officer heads the list.

So, when we ultimately get our final duty station assignments and we get to wherever the big Chief of Naval Operations in the sky assigns us, if we are lucky, Marines will be guarding the streets. I don't know about that Marine propaganda bullshit, but there will be an old Chief in an oil-stained hat and a cigar stub clenched in his teeth standing at the brow to assign us our bunks and tell us where to stow our gear... and we will all be young again, and the damn coffee will float a rock.

Life fixes it so that by the time a stupid kid grows old enough and smart enough to recognize who he should have thanked along the way, he no longer can. If I could, I would thank my old Chiefs. If you only knew what you succeeded in pounding in this thick skull, you would be amazed. So, thanks you old casehardened unsalvageable son-of-a-bitches. Save me a rack in the berthing compartment." Life isn't about waiting for the storm to pass, it's about learning to dance in the rain!

Obituary

Ron "Warshot" Smith

There was a service and interment at Arlington National Cemetery March 17, 2009, for Ron "Warshot" Smith.

Ron was a WWII submariner who served on the USS Seal (SS 183), survived a severe depth charging incident, and received the Purple Heart. He was the author of "Torpedoman," and co-author with Flint Witlock of "Depths of Courage."

cannot be excessive. Net worth means the net value of the assets of the veteran and his or her dependents. It includes such assets as bank accounts, stocks, bonds, mutual funds and any property other than the veteran's residence and a reasonable lot area. The decision as to whether a claimant's net worth is excessive depends on the facts of each individual case. All net worth should be reported and VA will determine if a claimant's assets are sufficiently large that the claimant could live off these assets for a reasonable period of time. VA's needs-based programs are not intended to protect substantial assets or build up an estate for the benefit of heirs. The Maximum Annual Pension Rates (MAPR) effective 1 DEC 08 for both living and deceased veteran's surviving spouse/children cannot exceed the following:

- Veteran or widow/er with no dependents \$11,830 or \$7,933.
- Veteran with spouse and child or widow/er with a child \$15,493 or \$10,385.
- Veterans or survivor with additional children: add \$2,020 to the limit for each child.
- Housebound veteran or widow/er with no dependents \$14,457 or \$9,696.
- Housebound veteran or widow/er with one dependent \$18,120 or \$12,144.
- Veteran or widow/er who needs aid and attendance and you have no dependents \$19,736 or \$12,681.
- Veteran or widow/er who needs aid and attendance and you have one dependent \$23,396 or \$15,128.

Some income is not counted toward the yearly limit (for example, welfare benefits, some wages earned by dependent children, and Supplemental Security Income). It's also important to note that your medical related expenses are considered when determining your yearly family income. VA pays you the difference between your countable family income and the yearly income limit which describes your situation. This difference is generally paid in 12 equal monthly payments rounded down to the nearest dollar. You can apply by filling out VA Form 21-526, Veteran's Application for Compensation Or Pension. If available, attach copies of dependency records (marriage & children's birth certificates) and current medical evidence (doctor & hospital reports). You can also apply on line through the VONAPP website <http://vabenefits.vba.va.gov/vonapp/main.asp> . For More Information Call 1(800) 827-1000

The service was open to submariners and others who wished to attend.

A tribute to Ron can be found at this link: <http://www.submarinesailor.com/biography/ronwarshotsmith/warshot.asp>

Old Submarine Chief

After 9/11 an old Submarine veteran asked the CNO to return him to active duty and send him to the middle east. Of course the CNO refused, and told the old submariner he had served his time on patrol and should relax and enjoy his golden years. The ol' Chief wasn't at all pleased, so he wrote the Secretary of the Navy with the same request. Back came the reply for him to enjoy his golden years, because this war was a young man's war and there was no place for him. That really pissed him off, so he wrote his congressman a long, heart-wrenching letter explaining in great detail just why he felt he should be returned to active duty. Back came the reply almost word for word, the same as the SecNav response.

The ol' Chief was livid. He went down to the beach in Norfolk, Virginia, bought a rowboat, and vowing to get to the Persian Gulf one way or the other, he set out rowing his boat and singing, "Anchors away my boys, Anchors away ..." and off he rowed for the gulf.

Saint Peter had been watching this grizzled ol' CPO all the while, and was at first amused by it all but had grown increasingly concerned as the Chief displayed his commitment to his objective. Saint Peter finally turned to God for advice on how to deal with this unwavering old salt. After hearing the saga unfold, God advised Saint Peter to be merciful and take the Chief's brain, since that was the center of thought, and he would simply abandon the idea about getting to the Persian Gulf. Now, having taken God's advice and removing the Chief's brain, St. Peter observed little if any change in the Chief's behavior. He continued to row his boat and sing at the top of his voice, "Anchors away my boys, anchors away ..."

A little frustrated at the lack of results of his efforts, St. Peter turned again to his God and asked, "Now what?"

God said, "Well OK, take his heart, because not even an old sewer pipe sailor can function without a heart. So, that should end it."

But when St. Peter had completed his task, and removed the Chief's heart, he was again amazed that little if any change could be observed in the Chief's behavior as he continued to row his boat

Veteran Submariner Garners Coveted Neptune Award

WASHINGTON – Navy Master Chief Petty Officer Korey Ketola recalled that he was uneasy when he embarked on his first submarine patrol in 1983. “I was scared,” Ketola told reporters at Naval Submarine Base King’s Bay, Ga., Feb. 18. Yet, today, Ketola is the current holder of the coveted Neptune Award for having completed 35 strategic submarine patrols – the most patrols among active-duty officers and enlisted members in the U.S. Navy. Ketola, now the senior noncommissioned officer at the Trident submarine training facility at King’s Bay, will retain the award until someone else surpasses his total or he retires.

All 35 of his patrols, Ketola said, were made aboard Trident strategic missile submarines. Tridents are nuclear-powered, Ohio-class submarines. At 560 feet long and 42 feet wide, Tridents are the largest submarines in the U.S. Navy’s inventory.

A Trident crew consists of about 160 officers and enlisted sailors. The original ballistic missile versions are nicknamed “Boomers,” and they feature the designator SSBN. The Boomers are capable of carrying as many as 24 Trident II D-5 nuclear missiles. The vessel also carries Mark-48 torpedoes. Ketola completed his first patrol aboard the USS Michigan. Later, he went on to serve aboard the submarines USS West Virginia, USS Wyoming and USS Maine.

The veteran submariner also earned the Neptune Award in 2005 by accruing 29 completed Trident submarine patrols.

The Trident submarine “is a fantastic machine, probably the second-most complex machine you have, next to the space shuttle,” Ketola told reporters.



Navy Master Chief Petty Officer Korey Ketola, current holder of the Neptune Award for having completed 35 strategic submarine patrols – the most patrols among active-duty officers and enlisted

and sing, “Anchors away my boys, anchors away ...” at-the-top-of-his-voice.

Once again, St. Peter asked God for assistance with this unusual situation for which there seemed to be no solution.

This time God responded by suggesting that St. Peter should remove the old boat sailor’s testicles, since it’s a well known fact that steely eyed killers of the deep can’t function without their testicles. Otherwise, what would be the reason for submariners having the worldwide reputation of having the balls to do the impossible?

Convinced this was the answer, St. Peter went to work and removed the ol’ Chief’s balls. Again, St. Peter observed the submariner, this time with his balls, brains and heart removed, rowing in a never ending circle singing, “Off we go, into the wild blue yonder ”



Confessions of a Submarine Duty Officer

SRC recently received a letter from a veteran submarine officer. Its subject is something that may strike a resonant chord in other retired submariners. The letter is as follows:

"I was an officer on a Guppy II in the 1950s. When I reported aboard, the boat was in yard overhaul. Looking at it for the first time, I could not see that it was a submarine. Wires, cables, hoses, tools, compressors, and welding equipment were strewn about the deck and pier so that it more resembled a bowl of spaghetti than a ship. I was assigned as supply officer as all new submarine officers were and I floundered five months with multiple copies of forms and endless lengths of adding machine tape. As the boat ended its stay in the yard the umbilicals began to disappear and it took on the appearance of a real submarine.

"My first year was spent bent over the boat's systems and learning the trade of being a submarine

members in the Navy – poses with his 2005 Neptune Award, which he received for completing 29 patrols, at Naval Submarine Base King's Bay, Ga., Feb. 18, 2009.

Admiral Osborne Scholarship Fund

How about helping out the scholarship fund? We are offering a Charleston Base Challenge Coin for sale.

ALL proceeds go into the scholarship fund.

Coins only cost \$7 each. Available for an additional \$1 is a protective plastic capsule.

To get your coin(s) see Jim Yates, Julian Villegas or Carl Chinn.

Make sure you have one for “when you get challenged”!

Buy several for great gifts!



Charleston AFB New ID Card Requirement

The Air Force is continuing to program for technology to improve security at AMC bases. One of these technologies is the Defense Biometric Identification System (DBIDS). During the last year they have partnered with the Air Force Communication Agency (AFCA), USNORTHCOM, and the AFSFC to employ DBIDS at AMC bases through programming and other initiatives. All personnel (Active Duty, Retired, Civilian, NAF Dependents, etc.) are required to register their CAC/Identification Card at the Visitor Control Center off of Dorchester Road or the MPF, Bldg. 503. All Active Duty military, Reserve military and Civilian employees were pre-loaded and must go to the VCC or MPF to have the expiration date on your card updated.

All other personnel, INCLUDING RETIREES, will have to go and have all information loaded in the new DBIDS system. You can register your Identification Card at the Visitor Control Center (VCC for Pass and Registration) Monday through Sunday, 0600-1800. Over the next several months as you approach the gate, your CAC/Identification Card may be randomly scanned to see if your card is registered. There will be a grace period to have your CAC/ID registered in

officer. I stood watches under instruction then qualified as OD underway. When the captain said I was competent enough to stand in-port watches as duty officer I was proud. Although not quite, yet qualified in submarines as an officer I knew what I was doing.

"That submarine and I developed a bond. It was personal and I have never talked about it before. Of course, I liked the crew and friendships grew, but I kept quiet about how I felt about that long piece of steel. At sea during the mid-watch I hung my arm over the bridge rim and looked aft at the wake and trace of smoke coming from the exhausts. The sea made a hissing sound as our hull cut through it. The captain was asleep. I was in charge. The boat was mine. The bow deck stretched forward before me.

It was a fine feeling. When I was OD and was ordered to dive the boat, I sent the lookouts below, pulled the diving alarm and pushed the 1MC button, saying 'Dive, dive!'. Then I lingered for a bit to watch the bow begin to settle. I was fascinated by this wonderful home in which I lived. When the seas were rough and green water came over the bridge I fought the elements. But I never, for one second, had anything but complete confidence in my boat. We often rolled to extreme limits, but I knew the old girl would right herself.

"The best times for me were when I had the duty. At night when charging batteries, an electrician would wake me and tell me we had reached the TVG. I'd awaken and walk through the boat. The duty section crew members were asleep. It was quiet except for the single charging engine and the electricians in maneuvering. The ventilation blowers hummed in the battery compartments, but the torpedo rooms were completely quiet. I could hear the water at the pressure hull. It was a good sound, a peaceful sound. Standing on the fan tail, I looked at the other submarines in the nest. They were like us, spending a quiet night; resting so that in the morning we could all go out all to sea and do our thing. It was good to spend a few minutes talking to the topside watch. I felt secure. I have never had that feeling as a civilian. I loved that old boat. To me she seemed alive. I did my best for her and I knew that she wouldn't let me down.

"This all seems pretty stupid to most readers, but there may be some retired old submariners that felt the same way about their boats. It was a point in time. Perhaps, the nuclear sailors of today with the gold and blue crews miss that special relationship I knew. I hear the words, Subs, Smoke-boats, Pig boats. I still refer to them as submarines. They

DBIDS. However, at the end of this time if your card is not registered you will be denied access to the base (1 October is the current due date) and referred to the VCC to have your CAC/ID registered. For more information or questions, contact Mr. Bob Trout, 437 SFS S-5 Section Chief at 963-3623.

Act now to avoid the lines later or be denied access when you want to go to the pharmacy to pick up medications or go to the exchange or commissary.

Astute Class Submarines Get The Bends

State-of-the-art tube bending machine is giving BAE Systems Submarine Solutions greater flexibility to fabricate complex part shapes required to build the UK's Astute class nuclear-powered submarines.

The Astute program is the most demanding engineering project currently under way in the UK and the nuclear powered attack submarine has been described as 'more complex than the space shuttle', involving nuclear weapons and stealth technology operating in the most hazardous environment on the planet.

An Astute class submarine has a million individual components and 10,000 separate design and engineering requirements.

Naval shipbuilding is said to be one of the most demanding applications for tube bending machinery, as a constant stream of application-specific parts are required, and typically need to be produced just-in-time as work progresses along the vessel.

Kevin Johnston, Integrated Work Team Manager at BAE Systems Submarine Solutions, said the project is driven by a demanding production schedule, with a failure to produce parts on schedule leading to potential production delays.

"The risk of having a machine out of service for an extended period is unacceptable to BAE System's pipe shop, so the Unison machine was chosen for its reputation for reliability.

"The versatility of an all-electric tube bender, and one capable of making both right and left handed bends, is a major asset for my department, which will help us to keep major shipbuilding projects such as Astute running smoothly," Johnston explained.

The 'ambidextrous' nature of the machine allows long and complicated tubular part shapes to be produced very rapidly and in a single stage. For BAE Systems this is a critical advantage, as the boat building process must run to plan and many parts are produced to demand to satisfy the production schedule.

In some cases, such as when fabricating tubular shapes of several meters in length, the new machine also allows BAE Systems to make parts from a single

deserve that much."

The writer of the above letter wishes to remain anonymous.

Audit Reveals Problems With Warhead Work In Tennessee

By the time the government got around to rebuilding nuclear warheads for Trident submarines, the processes for making a key classified component called Fogbank were dismantled, records were gone and knowledgeable employees had retired at an Oak Ridge weapons plant.

That's according to a report prepared by the Government Accountability Office for the House Armed Services Committee's subcommittee on strategic forces.

The Knoxville News Sentinel reports the audit released Tuesday concludes the National Nuclear Security Administration put security goals at risk with overly ambitious production schedules and wasted tens of millions of dollars on poor planning in rebuilding the W76 warheads at the Y-12 plant. Production began last summer, more than a year late.

Link for Submarine CO Information

The link below takes you to a list of the first Commanding Officers of nuclear powered submarines.

<http://www.gdeb.com/programs/lineup/>

How The US Forgot How To Make Trident Missiles

Inquiry cites loss of files and key staff as reason for \$69m repair delay.

Plans to refurbish Trident nuclear weapons had to be put on hold because US scientists forgot how to manufacture a component of the warhead, a US congressional investigation has revealed.

The US National Nuclear Security Administration (NNSA) "lost knowledge" of how to make a mysterious but very hazardous material codenamed Fogbank. As a result, the warhead refurbishment programme was put back by at least a year, and racked up an extra \$69 million.

According to some critics, the delay could cause major problems for the UK Trident programme, which is very closely tied to the US programme and uses much of the same technology. The US and the UK are trying to refurbish the ageing W76

length of tubing, avoiding any need to join tube sections. In addition to production speed advantages, this new capability also eliminates time-consuming and expensive X-ray and crack-detection testing stages that would otherwise be required to verify the integrity of welded joints for this high-reliability equipment.

The new 20 mm machine has been purchased to increase the production capacity and flexibility of the pipe shop at the company's Barrow-in-Furness shipyard. It joins a number of hydraulic tube bending machines. As well as being the first right and left handed machine, the new equipment is also the shipbuilder's first 'all-electric' tube bender with position control achieved via servomotor-based movement axes.

Fabricating highly complex tubular shapes is an everyday task for the pipe shop. In order to fit in all of the submarine's equipment, and maximize the free space available, small-bore piping and tubing services such as hydraulic lines are often shaped to fit into the free spaces available adjacent to panels and bulkheads. Consequently, tubular parts are often fabricated in batch sizes of just one.

The Unison tube bender is making it quicker to produce components, as programs are simply loaded from the design database, and bends are then made precisely by the servomotor movement axes with their closed-loop control mechanisms.

No manual intervention or adjustments of any kind are required. If the tooling is already on the machine, the set up operation is achieved in around 15 minutes or less. This is typically at least twice as fast as the set up process for the company's hydraulic bending machines.

A power consumption reduction is another intrinsic advantage of the Unison bender. As there are no hydraulic pumps continuously running, significant electrical current is only drawn when the machine is making a bend, so energy consumption is reduced substantially.

To save space, the new tube bender incorporates on-machine guard panels. This feature will additionally simplify moving the machine if required, for any reorganization of the shipyard required for subsequent construction projects such as the UK's 'Future Aircraft Carriers'.

The Search Is On For Cold War-Era, WWII Sub's Bell

Two Navy submarines have borne the name Triton. One sunk 17 Japanese ships before being sunk itself in the Pacific during World War II. The second,

warheads that tip Trident missiles in order to prolong their life, and ensure they are safe and reliable. This apparently requires that the Fogbank in the warheads is replaced.

Neither the NNSA nor the UK Ministry of Defence would say anything about the nature or function of Fogbank. But it is thought by some weapons experts to be a foam used between the fission and fusion stages of a thermonuclear bomb. US officials have said that manufacturing the material requires a solvent cleaning agent which is "extremely flammable" and "explosive". The process also involves dealing with "toxic materials" hazardous to workers.

Over the last year the Government Accountability Office (GAO), which reports to the US Congress, has been investigating the W76 refurbishment programme. An unclassified version of its final report was released last week. The GAO report concluded: "NNSA did not effectively manage one of the highest risks of the programme - the manufacture of a key material known as Fogbank - resulting in \$69m in cost over-runs and a schedule delay of at least one year that presented significant logistical challenges for the navy."

For the first time, the report described the difficulties faced by the NNSA in trying to make Fogbank. A new production facility was needed at the Y-12 National Security Complex at Oak Ridge, Tennessee, because an old one had been demolished in the 1990s.

But vital information on how Fogbank was actually made had somehow been mislaid. "NNSA had lost knowledge of how to manufacture the material because it had kept few records of the process when the material was made in the 1980s, and almost all staff with expertise on production had retired or left the agency," the report said.

The GAO report also accused the NNSA of having an inconsistent approach to costing the W76 refurbishment programme. The total cost was put at \$2.1 billion in 2004, \$6.2bn in 2005 and \$2.7bn in 2006.

To John Ainslie, the co-ordinator of the Scottish Campaign for Nuclear Disarmament, it was "astonishing" that the Fogbank blueprints had been lost. "This is like James Bond destroying his instructions as soon as he has read them," he said. "Perhaps the plans for making Fogbank were so secret that no copies were kept. The British warhead is similar to the American version, and so the problems with Fogbank may delay Aldermaston's plans for renewing or replacing

nuclear-powered Triton made history in 1960 with a submerged circumnavigation of the globe.

Now the search is on for a ship's bell that links the two - a bell that has been missing for 45 years.

Retired Master Chief Harold Weston, 77, of Virginia Beach served aboard the nuclear-powered Triton for almost seven years. He was chief of the boat, the highest-ranking enlisted sailor aboard, from 1963 to 1967.

He's determined to find the bell that first went to sea aboard the original Triton, inscribed "USS TRITON SS-201."

According to Navy lore, bells were removed from submarines after the Japanese attacked Pearl Harbor. The Triton's bell was found in storage in San Diego after the war and ended up with Adm. Willis Lent, the SS-201's first commander. His widow, the story goes, passed the bell on to the crew of the new Triton, SSN-586, which was commissioned in Groton, Conn., in 1959.

The old Triton bell was a powerful symbol for the Cold War crew. One of 52 U.S. submarines sunk in World War II, the Triton went down with 74 men aboard.

When SSN-586 reached the Admiralty Islands, near where the first Triton likely was sunk, the crew fired three water slugs, simulating live torpedoes, in salute. They tolled the bell to honor the Triton sailors who never came home.

The Triton's round-the-world trip ended after 84 days of submerged travel. President Dwight Eisenhower personally honored its commanding officer, Capt. Edward Beach, who wrote an article about the trip for National Geographic and went on to author numerous books about submarines.

A few years later, the Triton was overhauled at Electric Boat in Groton. Weston said he thinks the bell went into a storage locker. He's trying to spread the word among retired submariners and shipyard workers, hoping that someone knows where the 14-inch brass bell might be. Maybe it's in the garage or attic of someone who doesn't know its significance. He'd like to see it on display alongside other Triton memorabilia at Great Lakes Naval Station in Illinois, where a recruit training barracks named for the submarines was dedicated in 2004.

"Now whether a sailor took the bell, or a shipboard worker took the bell, we don't know," said Weston. "We don't know where it is. We'd just like to get it." His quest has ruffled some feathers at General Dynamics Electric Boat.

The company's spokesman, Robert Hamilton, bristled at the suggestion that shipyard workers might have

Trident."

The NNSA's principal deputy administrator, William Ostendorff, said that the agency "generally agrees" with the findings of the GAO report. He stressed that NNSA was strengthening its management procedures. He added: "As with many processes that implement increased rigour, there is a need for identification of increased funding in order to increase the fidelity in project risk assessment."

UK sources suggested, though, that the US and UK designs were not identical. All the details of exactly how nuclear weapons are put together are classified as top secret in both countries.

A spokesman for the Ministry of Defence told the Sunday Herald: "It is MoD policy not to comment on nuclear warhead design. To do so would, or would be likely to, prejudice national security."

WWII Toxic Sub To Be Surfaced

Toxic sub coming up for air.

The wreck of a German World War II submarine which is seeping deadly poison into the North Sea is to be raised to the surface.

The U-boat – with 73 men on board – was sunk by the British in 1945 and has been leaking mercury ever since.

But now the toxic time bomb, as it is known, will be lifted next year at a cost of £100million from the region used by Scottish fishermen west of Norway. 'I have given highest consideration to concern by fisheries over contamination,' said Norwegian fisheries minister Helga Pedersen, who agreed to the operation.

'The wreck will be raised with a large container underneath it that will catch loose mercury, and it will be brought ashore in a special vessel.'

The submarine was on a mission to Japan carrying jet engine parts and 67tonnes of mercury, used to make weapons, when it was intercepted by HMS Venturer.

It was followed for three hours by the British submarine, which sunk the vessel with its last torpedo in February 1945.

Everyone on board died. It was the only submarine to be sunk by another while underwater.

In 2003, the wreck was found in two pieces, with its deadly cargo of 1,800 mercury canisters corroding.

The first client for the Super Falcon was venture capitalist Tom Perkins, who wanted a toy to keep on his mega-yacht, the Maltese Falcon. The base price: \$1.3 million. Another model, which has open

done something wrong 45 years ago and said it would be impractical to look for the bell now.

"There is no evidence that the bell from the World War II Triton was in the Electric Boat shipyard during the 1960s, nor were any bells found during extensive inspections of the shipyard as part of re-engineering efforts over the last several years," Hamilton said in a statement.

Jeanine McKenzie Allen is intrigued by the story of the bell. Allen's father, Lloyd C. McKenzie, was a chief torpedoman's mate aboard the Triton when it disappeared in 1943. The exact location of the wreckage is unknown, but Allen, who was 3 when her father died, would like to find it.

Allen's research on the old Triton put her into contact with the second Triton's crew. She attends their reunions and has seen photos of the historic circumnavigation.

One image clearly displays the SS-201 bell, polished and gleaming.

"It took my breath away," said Allen, who grew up in Norfolk and now lives in Alexandria.

Allen is certain her father, who was a Triton plankowner, or an original member of the crew, touched the bell during his service before the war. She'd like to touch it, too.

"It would be really exciting to find the bell, and I know it would be to the other families too," Allen said. "It was something aboard the sub in happier times, times they weren't stressed and at war."

CNO Announces Flag Officer Assignments

WASHINGTON – Chief of Naval Operations Adm. Gary Roughead announced on March 11 the following assignments:

Rear Adm. (lower half) David H. Buss, who has been selected for promotion to rear admiral, will be assigned as commander, Carrier Strike Group 12, Norfolk, Va. Buss is currently serving as deputy chief of staff, Strategic Plans and Assessment, Multi-National Force - Iraq, Baghdad, Iraq.

Rear Adm. (lower half) Philip S. Davidson will be assigned to commander, Carrier Strike Group 8, Norfolk, Va. Davidson is currently serving as deputy director for Strategy and Policy, J5, Joint Staff, Washington.

Rear Adm. (lower half) Bruce E. Grooms, who has been selected for promotion to rear admiral, will be assigned as vice director, Joint Staff, Washington. Grooms is currently assigned as commander, Submarine Group 2, Groton, Conn.

Rear Adm. Joseph F. Kilkenny will be assigned as commander, Naval Education and Training

cockpits and cannot dive as deep as the Super Falcon, sells for \$350,000.

Perkins, writing in Boating International magazine, said he joined the project to take the Super Falcon from prototype to a fully functional craft.

"Like some of my other projects, we didn't finish on time, but also like some of the others, the end result exceeded all our expectations," he said.

The second machine is being built for Hawkes' personal use.

A submarine driver wouldn't recognize the cockpit of the Super Falcon.

"There are no valves, there are no gauges," Hawkes said. "You just power up the thrusters, start your take-off run, put the joystick forward, then the nose goes down. The wings literally pull it down."

That's very different from conventional submarines, which basically dive by changing the ballast of the ship to make it sink.

"It's not just that they look like airplanes, they actually are," Hawkes said. "The machines we build underwater should look like airplanes, not submarines. Airplanes don't look like balloons." He won't take credit for the idea, saying the idea of a submarine with fins and wings has been thought of before. The 1972 French comic book, "Tintin and the Lake of Sharks," included a shark-like submarine with dorsal fins and a tail. Hawkes said that although the idea of wings may have been obvious, "The prize goes to he that does."

On one of the submersible's first test voyages, Hawkes' team encountered a group of hammerhead sharks. The sharks were curious and swam around the watercraft. One engaged the sub in a game of chicken, only to veer off at the last minute. It was a great reward, Hawkes said.

The craft is powered by batteries and the turbines that drive the ship were made with special care to be incredibly quiet. The maneuverability also lets it navigate in strong currents that stifle other underwater craft, the creators said.

The business plan for Deep Flight includes schools for underwater pilots to fly future versions of the Super Falcon. The next school is scheduled for this summer in the Turks and Caicos, said Karen Hawkes, the company's manager of marketing and communications, in an e-mail.

The three-day course costs \$17,000. There is also a half-day, ride-along dive that costs \$5,500. Karen Hawkes said the company enrolls 10 to 15 people per course and had open spots for this summer's courses.

She also wrote that while "there really isn't

Command, Pensacola, Fla. Kilkenny is currently serving as commander, Navy Recruiting Command, Millington, Tenn.

Rear Adm. (lower half) Steven J. Romano will be assigned as commander, Navy Exchange Service Command, Virginia Beach, Va. Romano is currently serving as director, Logistics and Security Assistance, J4, U.S. European Command, Stuttgart, Germany.

Rear Adm. (lower half) David M. Thomas, Jr., who has been selected for promotion to rear admiral, will be assigned as commander, Carrier Strike Group 3, Norfolk, Va. Thomas is currently serving as commander, Joint Task Force – Guantanamo, U.S. Southern Command, Guantanamo, Cuba.

Rear Adm. (lower half) Thomas C. Traaen will be assigned to vice director for Logistics, J4, Joint Staff, Washington. Traaen is currently serving as deputy chief of staff for Logistics, Fleet Supply, and Ordnance, N4, U.S. Pacific Fleet, Pearl Harbor.

Rear Adm. (lower half) Robert O. Wray Jr. will be assigned as deputy commander, Military Sealift Command, Washington. Wray is currently serving as deputy commander, Military Sealift Command Atlantic/Pacific/Europe, Washington.

Connecticut Veterans Wartime Service Medal

Anyone who went through Groton and lived there for at least 90 days are eligible for this medal.

Information at the link

<http://www.ct.gov/ctva/cwp/view.asp?a=1992&q=313194>

The Requirements for this Medal are that you currently live in CT or that you lived in CT for 90 days while you were serving. As many Submarine Veterans were stationed in Groton many of you are eligible.

Everyone is entitled to wear it. In addition to residency, all you have to have been is in the Service during:

Spanish-American War (April 21, 1898 – July 4, 1902)

Mexican Border Period (May 9, 1916 – April 5, 1917)

World War I (April 6, 1917 – November 11, 1918)

World War II (December 7, 1941 – December 31, 1946)

Korean Conflict (June 27, 1950 – January 31, 1955)

Vietnam (February 28, 1961 – July 1, 1975)

Persian Gulf Era (August 2, 1990 – a date to be determined by Presidential proclamation or federal law)

The question was asked if you had to be just in the

something akin to the FAA governing submersible operations," her company thinks sub manufacturers should offer pilot training to the owners of machine.

Then the owner can load his or her new toy onto their yacht and discover the underwater portion of this planet that most people never see, Hawkes said.

"Do you want to stalk a shark?" he asked. "Do you want to go to a Great White and go woo-hoo? Do you want to do a barrel roll with a whale?"

"Shall we go and find some territories that humans have never seen before? ... Get in one of these machines, get below 150 feet – the deepest that divers go – and you are the first human eyes to look at that piece of the planet."

Jack Stevenson is Alive and Well in Colorado!



service or in the theater, and the nice woman said
"Just in the service". The only ones you have to be in
theater for are:

Lebanon (July 1, 1958 – November 29, 1958)

Grenada (October 25, 1983 – December 15, 1983)

Operation Ernest Will -- escorting of Kuwaiti Oil

Tankers in the Persian Gulf (February 1, 1987 – July
23, 1987)

Panama (December 20, 1989 – January 31, 1990)

