

TORPEDO ALLEY



Vol. 6, No. 3

March 2010

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.ussvicb.org
National web page: www.ussvi.org

Base Meeting:

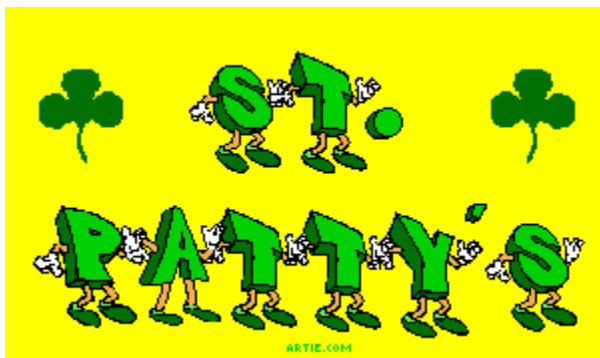
March 11, 2010
Social hour 1800, General Meeting 1900

Location:

Fleet Reserve Association Branch 269, Low Country Home
99 Wisteria Rd.
Goose Creek, South Carolina. Phone 843-569-2962

Special Officers		Phone Number
Chief of the Boat	Rick Wise	843-875-5559
Public Affairs	Ed Stank	843- 569-6012
Veterans Affairs	Jim Morrison	843-832-9716
Chaplain	John Nichols	843-873-5897
Membership	Carl Chinn	843-875-3098
Holland Club	John Lookabill	843-797-2991
Scholarship	Julian Villegas	843-871-6135
Newsletter	Carl Chinn	843-875-3098
Storekeeper	Ken Fuhr	803-413-3657
Webmaster	John Nichols	843-873-5897
Historian	George Scharf	843-873-3318

Base Officers		Phone Number
Commander	Paul Vierung	843-797-2623
Vice Commander	Carl Chinn	843-875-3098
Secretary	Rick Collins	843-851-3490
Treasurer	Terry Trump	843-873-9563



Minutes of the February 2010 meeting

Attendance for the February meeting was 104

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; RM2 SS Scott Buchheit, MMCS SS Michael Avans, Jason McKnight (Visitor), and there was 1 more who did not return card. 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: Terry gave the treasurer's report.

Storekeeper: Please pick up what you ordered and pay for it.

Chaplain: Received from the Konetzni family: Nick and Shipmates of the Charleston Base --- Thanks for your support and prayers during our time of need! We will never forget our son Kyle but in addition we will always cherish our friendship with "bubbleheads." Thanks and warm regards---Al & Missy Konetzni
Cards were sent as follows:

Roger Rader. Roger passed out at our meeting in January and was taken to the hospital. He had low potassium and sodium levels. He is doing well now.

Tammara Butler. Tammara is Rich Stump's daughter who is fighting aggressive breast cancer. She will be having surgery at the end of February.

Soupy Campbell. Soupy had prostate surgery on 27 January. He is home and doing well.

Dot Campbell. Dot is Soupy's wife and is having some health problem.

Steve Curry and Donna Curry & family. Steve's brother and Donna's husband, Tom, lost his battle with prostate cancer on 5 February.

Tom Lufkin. Tom had rotator cuff surgery and is recovering well.

Bill Bates. Bill had a mini-stroke after our last meeting. He is home and doing well.

Brian Steffen. Brian's wife, Debra, died suddenly from a massive heart attack on 6 February. Brian is a member of Palmetto Base in Columbia and a dual member of Charleston Base. Additionally, he is the Palmetto Base Sr. Vice Commander, Treasurer and Storekeeper.

Marty Sessler. This past Tuesday Marty had a heart cath in preparation for repairs to his aortic aneurysm. They discovered a 99.9% clogged artery and installed two stints. He now has to wait for 30 days before he is able to have the aneurysm repaired and his gall bladder taken out. He requests that you call him before you go visit at his home.

Jon Sutton. Jon is recovering at home from a recent heart surgery.

Scholarship: Rick Collins gave overview of the scholarship and who is eligible. Check the web site for the application, there are some changes that were made to it. The purpose of the scholarship was and is to honor Admiral Osborne who fully supported education.

Webmaster: Gave report on what is new on the website.

Veteran's Affairs: He has free tickets to the Aaron Tippin concert at the Citadel.

District Commander: No report

Fleet Reserve: The FRA has a reserved seat for the next Honor Flight; they are holding a raffle for that seat. All proceeds will go to the Honor Flight program. Tickets are \$20.

Holland Club: We have 6 people submitted and approved for induction.

Membership: We have 312 with 4 applications received this week.

Little David: Working party in April.

Newsletter: No report

Historian: No report

After Basttery: Budda gave report on After Battery.

Chief of the Boat: Hunley Memorial at the Sunrise Presbyterian Church. The uniform is the Charleston Tuxedo with dolphins.

Oyster roast will be on 27th of February. \$5 and bring a dish. We will have a working party on Wed. prior to at 1400.

The Amberjack memorial service will be on the 20th of March at the new Lost Boats Memorial at Patriots Point. April 17 Grits Festival parade in St. George.

Base Commander: Base elections in May with nominations in March and April. The Secretary and Vice Commander are up for election.

29 April thru 1 May Subvets anniversary celebration in Groton in conjunction with NE regional.

Nuclear Historian: Explained new terms for political correctness and today's Nucs.

Old Business: Amberjack Memorial at 11 AM. Lee Allison is trying to get at least 10 WWII vets there.

New Business: The Ramada Inn is no longer keeping pictures from various reunions held there on its walls. If you had one there we will try to get them for safe keeping.

Good Of The Order:

- The national No Call list phone number is 1-800-382-1222? You have to call the number from your cell phone.

Several follow-ups were made on those who've had surgery or illnesses in the last couple of months along with the base sending additional cards.

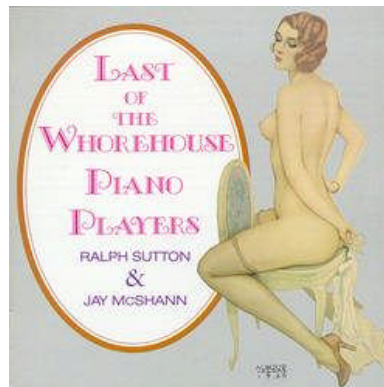
If you know of shipmates or spouses from other bases who are having a difficult time, had surgery, etc. and would like for USSVI Charleston Base to send them a card please send their name and address to the Chaplain via email or phone call.

Vice Commander Report: No report

Sub Vets WWII: Stacy Power gave the date for next meeting which is 18th of February at Ryan's' in Summerville @ 12 pm. Lee Allison has calendars and lost boat cards for sale.

Public Affairs: Submitted the WWII Lost Boat Memorial dedication to the American Submariner and all local papers.

- 15 – 19 July is the USS John C. Calhoun reunion here in Charleston.
 - Ed Stank gave \$190 to the scholarship fund from coffee cup sales. Good Job!
 - The depth charge drawing was held with \$331 to the winner, Jim Keller. Jim gave \$131 back to Base scholarship fund.
- The Base Commander adjourned meeting at 2010.



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



Allegretto	Allen	Anderson	Baciocco
Dale	Deschaine	Harbison	Hix
Johnson, D	Kopacka	Legg	Luther
McLuskey	O'Saben	Przyborowski	Rosselot
Sessler	Sites	Smith, M	Snyder, R J
Spear	Wieland		

March Submarines Lost:

USS Perch	SS 176	March 3, 1942
USS Grampus	SS 207	March 5, 1943
USS Triton	SS 201	March 15, 1943
USS Tullibee	SS 284	March 26, 1944
USS Kete	SS 369	March 20, 1945
USS Trigger	SS 237	March 26, 1945
USS F-4	SS 21	March 25, 1915
USS H-1	SS 28	March 12, 1920

March Happenings!

March 11 – General Meeting; social hour 1800, meeting starts 1900

March 20 – Amberjack Memorial Service starts at 1100, Patriots Point, Mt. Pleasant



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

The Greatest Generation

The U.S. Navy has retired the USS Los Angeles (SSN 688). This was the lead ship of the Los Angeles class nuclear attack submarine (SSN). The Los Angeles entered service in 1976. It is one of three classes of SSNs in American service, and was the backbone of the American SSN force during the last years of the Cold War. The mainstay of the American submarine force is still the Los Angeles class. Sixty-two of these submarines were built, 44 of which remain in front-line service, making it probably the largest class of nuclear submarines that will ever be built.

With four 21-inch (533-millimeter) torpedo tubes, it carries twenty-six weapons. These would be either the Mk 48 torpedo (50 kilometer range), the UGM-84 Harpoon anti-ship missile (130 kilometer range), or the BGM-109 Tomahawk (3,100 kilometer range). The last 31 Los Angeles-class SSNs add the Mk 45 vertical-launch system (VLS), which carries another twelve Tomahawks, making them closer to guided-missile submarines (SSGN). It could launch cruise missiles or Harpoon anti-ship missile. The sub had a top speed of over nearly 60 kilometers an hour and is believed capable of diving to 300 meters. The boat normally carried a crew of 129. The basic design underwent several changes as more boats were built. The final 23 built were so different that they were referred to as 688i class boats.

The United States deploys two other classes. The Seawolf-class of nuclear attack submarines stopped at three from a planned class of twenty-nine. The Seawolf was designed as a super-submarine, designed to fight the Soviet Navy at its height. Carrying fifty weapons, and with eight 26-inch (660-millimeter) torpedo tubes, the Seawolf was designed for maximum performance. It delivered, posting a top speed of 35 knots – and remaining much quieter than the Los Angeles-class submarines. Reportedly, it is quieter at twenty-five knots than the Los Angeles-class submarines are at pier side. With the cutback of the Seawolf to three ships, the Navy has gone with the Virginia-class submarine. Less-capable than the Seawolf (it is much like the Los Angeles-class attack subs, but with a lot of the more-advanced systems from the Seawolf-class subs, particularly the quieting and sonar systems), it was supposed to be less expensive. The Virginia-class submarines are estimated to have a unit cost of \$2.1 billion, but found a way to get the first six built for a total cost of \$8.7 billion (\$1.45 billion each). Like the Los Angeles-class, the Virginia-class submarines will be improved as the class is built.

Officials in the city of Los Angeles are discussing the possibility of taking the submarine Los Angeles and using it as a museum ship in the city it was named after. This would happen after all armaments and classified military equipment was removed. One additional item would not come with the Los Angeles. That is the cribbage board used by ace World War II.

Navy Confirms Sunken Sub In Balabac Strait Is USS Flier

Commander, Submarine Forces Pacific Fleet (COMSUBPAC), Rear Adm. Douglas McAneny announced today that a sunken vessel located in the Balabac Strait area of the Philippines is in fact the World War II submarine USS Flier (SS 250).

“I am honored to announce that, with video evidence and information provided by a team from YAP Films and assistance from the Naval History and Heritage Command, USS Flier has been located,” said McAneny. “We hope this announcement will provide some closure to the families of the 78 crewmen lost when Flier struck a mine in 1944.”

USS Flier, a 1525-ton Gato class submarine built at Groton, Connecticut, was commissioned in mid-October 1943. She departed from Pearl Harbor, Hawaii, for her first war patrol in January 1944. While entering the harbor at Midway Island during a storm, she went aground and was seriously damaged.

The damaged submarine was towed back to Pearl Harbor and finally reached the Mare Island Navy Yard, California, where she was repaired. Flier made another start on her first war patrol in May 1944, heading from Pearl Harbor to the waters off Luzon. While en route on 4 June she attacked and sank the transport Hakusan Maru. On June 13, she attacked a Japanese convoy off Subic Bay, receiving a depth charging in return, and on June 22-23, hit another convoy off Mindoro, apparently damaging one or more ships.

In early August 1944 Flier left Fremantle, Australia, for her second war patrol. On 13 August, while transiting shallow water to enter the South China Sea, she struck a mine and quickly sank. Fourteen of 86 crewmen escaped, but only eight survived the subsequent long swim to reach shore. After making their way by raft to Palawan and being protected by local people and a group of guerrillas, at the end of the month they were evacuated by the submarine USS Redfin (SS-272).

The last surviving crew member of Flier, Ens. Al Jacobson, never gave up the search for his lost shipmates. Sadly, Jacobson passed away in 2008, but his family was determined to continue the search. The family provided notes and research to the production company YAP Films, which investigates nautical mysteries, and Jacobson’s son Steve and grandson Nelson participated in the search.

“After my father retired in 1990, he became very active in the quest to understand more of what happened,” said Steve Jacobson. “He put together as much information as he could from naval records of the investigation and put together charts of where he believed Flier was. We provided YAP Films with everything my father had collected.”

In the spring of 2009, with the aid of the Jacobson family, the team from YAP Films located wreckage of a

Charleston Base Distinguished Submariner

If you have someone in mind for the 2010 Distinguished Submariner Award please do a short write-up and submit it to Base Commander Paul Viering. All nominations will be considered.

Our first two awardees were:

Jim Eckels for 2008

Jack Stevenson for 2009

Helena Sailors Share Stories, Fellowship at Veterans Center

Sailors assigned to Los Angeles-class submarine USS Helena (SSN 725) visited former service members at the New Hampshire Veterans Center in Tilton, N.H., Feb. 20. Helena Sailors worked with VFW Post 5744 in South Berwick, Maine, to organize the event.

Sailors were eagerly greeted by resident veterans who were excited to see their youthful counterparts and share stories of times past and present over a cup of coffee. The veterans represented all branches of the military and nearly every war of the last century. Many recounted their service and drew comparisons between themselves and the Sailors on hand. Several veterans, enamored by the dress-blue uniforms worn by Helena's crew, were amazed that the uniforms retained a great deal of traditionalism, even though so much has changed since their respective stints in the service.

One resident in particular, Bud Harney, shared a special connection with the submarine Sailors. Harney served as a gunfire controlman on the World War II-era light cruiser USS Helena (CL-50), also named after the capital of Montana.

Harney expressed his gratitude to the Helena Sailors for sharing an unforgettable moment. Before leaving, the crew presented Harney a hat with the boat's name and hull number.

Because some veterans were unable to make it to the center's common area for the get together, some Helena Sailors reached out to them individually, making special visits to each of their rooms.

"So often society's youth is celebrated and heralded almost exclusively. After visiting with these folks, it's hard to understand why we don't pay tribute to our elders more often. They are the accomplished ones," said Electronics Technician 2nd Class Matthew Fedele.

Although the visit to the veteran's center only lasted a few short hours, a lasting impression was made among both groups.

"It was a gratifying experience and interesting to hear how different the Navy is now compared to how it was at the time these veterans served," added Logistics Specialist Seaman David Terrones.

Helena, homeported in San Diego, arrived at the Portsmouth Naval Shipyard in September 2009 for extended maintenance, including several system upgrades. During the boat's time in New England, Helena sailors

submarine in the area that USS Flier was lost. Father and son divers Mike and Warren Fletcher of the television show "Dive Detectives" captured the first views of the sunken submarine in more than 64 years. YAP Films provided the Naval History and Heritage Command with footage taken in the Balabac Strait to aid in the identification.

"The Flier discovery presented the Dive Detectives with one of our most challenging dives," said Warren Fletcher. "At a depth of 330 feet there is little margin for error. As my father and I descended into the dark blue water, the unmistakable shape of a Gato-class submarine came into view. That moment made all of the hard work and danger pale in comparison with the feeling of pride it gave me to know that the Flier and her crew will not be forgotten."

With the information provided by YAP Films, COMSUBPAC and the Naval History and Heritage Command examined the evidence and historical records and determined that the submarine found at the reported position could only be USS Flier. No Japanese or U.S. submarine other than Flier was ever reported lost in the area, and the gun mount and radar antenna clearly identifiable in the video matched historical photographs of USS Flier. Additional identifiable characteristics of the hull indicated that the wreck is indeed a Gato-class submarine. These factors taken together led COMSUBPAC and the Naval History and Heritage Center to conclude that the wreck found by YAP Films could only be that of USS Flier.

"The Flier was found because all the right people came together for all the right reasons," said Mike Fletcher. "But mostly the Flier was found because of the love a family has for their dad."

"It was a pretty emotional experience," said Jacobson. "Although I was really confident of the position, you still don't know. Literally, it was exactly at the coordinates he said it would be. It is tremendous closure and I wish that my dad could have experienced this."

Former Commander-in-Chief of the U.S. Pacific Fleet Admiral Chester Nimitz once said, "When I assumed command of the Pacific Fleet on 31 December 1941 our submarines were already operating against the enemy, the only units of the Fleet that could come to grips with the Japanese for months to come. It was to the Submarine Force that I looked to carry the load until our great industrial activity could produce the weapons we so sorely needed to carry the war to the enemy. It is to the everlasting honor and glory of our submarine personnel that they never failed us in our days of great peril."

By the end of World War II, submarines had made more than 1,600 war patrols. Pacific Fleet submarines like Flier accounted for more than half of all enemy shipping sunk during the war. The cost of this success was

have fervently involved themselves with several area events and organizations.

For more news from Commander Submarine Group 2, visit <http://www.navy.mil/local/Subgru2/>

Exclusive: Navy to Lift Ban on Women Serving Aboard Submarines

Women are a big step closer to serving on U.S. Navy submarines. ABC News has learned that the Navy has decided to lift the ban on female submarine crew members. Subs are one of the last places in the military from which women are excluded.

The only potential roadblock remaining is Congress. A 30-day window for congressional comment began Monday.

A Defense Department official tells ABC News that the civilian Secretary of the Navy, Ray Mabus, and the Chief of Naval Operations, Adm. Gary Roughead, support lifting the ban. Defense Secretary Robert Gates signed a letter last Friday notifying Congress of the Navy's policy change. The 30-day window for congressional comment began when Gates' letter was delivered to Capitol Hill. Through a spokesperson, Mabus said he "believes it's a great idea and the right thing to do. He fully supports the assignment of women to submarines."

"The Secretary supports the Navy decision," said Geoff Morrell, Gates' spokesman.

"The Chairman fully supports it," said Capt. John Kirby, spokesman for Adm. Mike Mullen, Chairman of the Joint Chiefs of Staff.

But even if Congress goes along, it will be at least a year and a half before a woman is able to serve on a U.S. submarine. The Navy plans to phase women onto submarine crews gradually, and the first to serve will be officers. Submarine officers must complete more than a year of "nuclear school" before being assigned to a "boat." A Defense Department official tells ABC News the hope is that 12 to 18 ROTC or Naval Academy graduates will enter submarine training.

Women started serving aboard Naval surface warships back in 1993. The Navy said they have been barred from submarines partly because of the close quarters and limited sleeping areas.

But Naval officials and the chairman of the Joint Chiefs have said the time has come to "broaden opportunities for women." The Navy put together the details of how it will move forward.

Since officers are already separated from enlisted personnel on a submarine, Naval officials say they can accommodate female officers first. But no money has been set aside to retrofit sleeping areas or bathrooms for enlisted sailors in any submarines in service. Normal sub deployments can last up to 7 months.

The Defense Department official also says women will not be allowed to serve alone. There would always be at least two women on board. There are discussions about having

heavy: 52 U.S. Pacific Fleet submarines were lost, and more than 3,500 submariners remain on "eternal patrol."

Nuclear-Armed Cruise Missiles to be Scrapped, U.S. Says

A forthcoming U.S. nuclear strategy review is likely to call for elimination of the country's nuclear-tipped Tomahawk cruise missiles, Japanese officials told Kyodo News today (see GSN, July 31, 2009).

Plans to slowly phase out the missiles, unofficially communicated to Tokyo earlier this year, were prompted in part by the expense of caring for the weapons. The United States pulled the missiles from its submarines as the Cold War ended, but the weapons were maintained in case they again became necessary, U.S. nuclear experts said.

The matter is expected to be addressed in the new U.S. Nuclear Posture Review (see GSN, Jan. 6). Washington assured Tokyo that the move would not alter U.S. extended deterrence guarantees to Japan.

A policy shift ruling out the possibility of nuclear Tomahawk-equipped submarines docking in Japan could affect a probe into a secret agreement that allowed nuclear-armed U.S. military vessels and aircraft to make such stopovers, according to Kyodo News (see GSN, Jan. 29; Kyodo News/Breitbart.com, Feb. 21).

U.S. Deputy Assistant Defense Secretary Bradley Roberts met Thursday with Japanese diplomatic and defense officials to address nuclear deterrence policy, the Daily Yomiuri reported. The encounter marked the first consultation on the topic between the two powers. The Japanese officials reportedly asked how the United States would compensate for eliminating nuclear weapons used to protect their nation. In addition, the representatives addressed the ongoing investigations of alleged secret deals between the countries.

The sides intend to prepare a report in November outlining the outcome of the discussions, Japanese officials indicated (Satoshi Ogawa, Daily Yomiuri, Feb. 21).

Sub Vets Anniversary Celebration

The plans for this year's SubVets Anniversary Celebration in Groton CT are under way. In addition to our traditional Anniversary Celebration events this year's Celebration is being combined with the USSV WWII Northeast Regional Convention which is very exciting to me.

The dates are 29 Apr - 01 May. For those of you not familiar with the Anniversary Celebration it is a fun filled weekend that Submariners and their wives come to from around the country. It involves several events: Golf Tournament, Return To Submarine School (SUBSCHOOL Graduation and Tours), Submarine Tours, Memorial Service/Tolling of the Boats, and

female junior officers bunk with an experienced female officer, who could act as a mentor. Restrictions on pregnant women will be the same as those who serve on surface vessels.

The Navy hopes to start the inclusion of women on its larger submarines, which already have separate quarters. Smaller Virginia class attack subs may be reconfigured later during scheduled maintenance.

The timing of the order comes as graduating seniors at the academy and in ROTC programs have to decide which path they want to take in the Navy. Officials say it is possible that one of the first women to take up the Navy's offer, if approved by Congress, could be in command of a submarine in 17-18 years.

New Submarine Book

As a fellow submariner, I wanted to let you know that my new book about Cold War submarine operations, RED NOVEMBER, is now available for pre-order on Amazon.com at the link below. To view an interesting video trailer about the book, just click on the image below. You can also follow the progress on the making of the book, from cover design to pre-release to PR and book signings on my Twitter page, which is @submariners, or my website at www.wcraigreed.com.

Critics are calling RED NOVEMBER the next Blind Man's Bluff on steroids, but this book is really more about personal stories than about "breaking a story," and I most appreciate the input received from many of you for the book.

If you have any questions about the book, please email me at ewc@wcraigreed.com. Thanks!

W. Craig Reed

From Our Navy Past

- **Civilian Clothing for Chiefs** BuPers Notice 1020 (12 Dec 1969) announced a change to uniform regulations that authorized Chief Petty Officers to possess civilian clothing at shore stations and aboard ships in U.S. ports. Civilian clothing was authorized to be worn while leaving or returning to the ship or station, while awaiting transportation after permission to leave the ship has been given, and generally in any off-duty status ashore
 - **SSBN Deterrent Patrol Insignia** authorized BuPers Notice 1020 (12 Dec 1969) also authorized the SSBN Deterrent Patrol Insignia. The new device was a silver-color metal pin which showed the broadside view of a Lafayette class submarine and a Polaris missile circled by three electron paths. Stars positioned on a scroll at the bottom of the insignia indicate the number of patrols in which the submariner participated. Men who were entitled to both the Submarine Combat Patrol Insignia and the SSBN Deterrent Insignia were only authorized to wear one or the other.
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Grand Banquet.

If you should have any questions at all, please don't hesitate to call me (860) 514-7064; or contact me via email at commander@subvetsgroton.org

Additional detailed information can be found at this Announcement and at this web page:

<http://www.subvetsgroton.org/anniversary/default.aspx>

USS Ulysses S. Grant Sailors

Ahoy Sub Sailors,

Looking for any sub sailors who sailed on the USS Ulysses S Grant SSBN 631 at anytime on any crew, Blue or Gold, from construction in 1963 thru decommissioning in 1993. If you are one, come join the USS Ulysses S Grant Alumni Association. Check it out at <http://www.ussgrant.com/>

Do you know any sub sailors who might have served on the Grant, if so, pass this on or let me know.

John Hnizdil ET2(SS)

813-684-5209

Hnizdilssbn631@tampabay.rr.com

Served on Grant 1963-1967

DD-214

It's official; DD-214s are NOW Online.

The National Personnel Records Center (NPRC) has provided the following website for veterans to gain access to their DD-214s:

Online: <http://vetrecs.archives.gov/>

This may be particularly helpful when a veteran needs a copy of his DD-214 for employment purposes. NPRC is working to make it easier for veterans with computers and Internet access to obtain copies of documents from their military files.

Military veterans and the next of kin of deceased former military members may now use a new online military personnel records system to request documents. Other individuals with a need for documents must still complete the Standard Form 180, which can be downloaded from the online web site. Because the requester will be asked to supply all information essential for NPRC to process the request, delays that normally occur when NPRC has to ask veterans for additional information will be minimized. The new web-based application was designed to provide better service on these requests by eliminating the records centers mailroom and processing time.

Truer words have never been spoken...

Inside every older person is a younger person wondering,

"What the hell happened?"

- **BuPers Notice 1020 of 22 November 1969**, approved by the Chief of Naval Operations, authorized side pockets, back pockets and zipper-fly front for the conventional white trousers worn by enlisted personnel below Chief Petty Officer.
- **Regular Paydays Will Begin on the 15th and 30th for All Beginning 1 July 1970** SECNAV Notice 7220 of 9 February 1970 announced that Naval personnel would be paid on the 15th and 30th of every month starting 1 July 1970 (the new fiscal year at the time). Prior to 1 July 1970, commanding officers had the option of holding paydays either biweekly or semi-monthly. The change required payday to be held twice a month, based on two pay periods per month. The only exception was when payday was scheduled on a Saturday, Sunday, or holiday. In those cases payday would be held on the last workday preceding that day.
- **Liberty Cards Not Required Except Under Special Situations** The era of the Liberty Card ended in 1970. Effective 25 May 1970, the Armed Forces Liberty Pass carried by petty officers 3rd class and below was canceled by OpNav Notice 1050. However, under certain circumstances, liberty passes (DD Form 345) could still be required when the commanding officer considered it necessary for security or other special reasons.
- **Social Security Numbers to Replace Service Numbers** The Navy planned to continue using the military service number as a means of identification until 1 January 1972. At that time, the Social Security Account Number (SSAN) would become the "military personnel identifier" according to BuPers Instruction 1070.20
- **Statement of Earnings** To assist Navy personnel in acquiring a better understanding of the Navy pay system, all Naval personnel were to be provided with a statement of earnings (no later than 30 October 1970.) The statement itemized all continuing pay, allowances and deductions in effect. After 30 October, additional statements would be available upon request by the service member.
- **Civilian Clothing Authorized On Base For All Personnel** The Chief of Naval Operations, Admiral Zumwalt, authorized civilian clothing to be worn at all Naval Bases except during normal working hours and when a member was on duty. NavOP Z-12 (Z-Gram) authorized commanding officers of shore establishments to permit all Naval personnel to wear civilian clothing at all base facilities outside of working hours or when off duty. One of the benefits of Z-Gram 12 eliminated the requirement for Sailors to be in the uniform of the day for the evening meal in the mess hall as well as in the barracks when not on duty.

US Admits Salvaging Sunken Soviet Submarine

The American government has finally revealed details of a secret mission to raise a sunken Soviet submarine. The admission ends more than 30 years of silence over one of the most elaborate and expensive projects of the Cold War.

The CIA has always refused to confirm even the barest details of Project Azorian, a daring 1974 exercise that was backed by the industrialist Howard Hughes and estimated to have cost £1 billion in today's money. However, following an application to declassify the information under the US Freedom of Information Act, the CIA has released an internal account of the mission, albeit with some of the biggest mysteries still unanswered.

In the 50-page article published in 1985 in the agency's in-house journal, the CIA details how President Nixon went against the advice of his senior military chiefs in the hope of gaining crucial intelligence from the nuclear missiles being carried by the sub.

The Soviet Golf-II sub, the K-129, sank in 1968 in the Pacific, northwest of Hawaii, in circumstances that have never been explained.

It was carrying three ballistic missiles armed with nuclear warheads. According to the newly-released papers, despite the difficulties of reaching the vessel some three miles down, Richard Nixon ordered the creation of a task force to bring it to the surface.

The project was nearly cancelled due to soaring costs and concern that it might damage improving US-Soviet relations.

However, a portion of the sub was eventually winched to the surface by the Hughes Glomar Explorer, a specially-designed salvage ship using a unique lifting cradle.

Mr Hughes lent his name to the project to give the ship cover as a deep-sea mining vessel but the CIA papers reveal that she was continually dogged by Soviet ships. Fearing the Russians might even try to storm the ship, the Americans blocked up its helicopter landing pad with crates.

The Americans buried six lost Soviet mariners at sea, after retrieving their bodies in the wreckage.

Exactly what the operation managed to salvage remains unclear as portions of the CIA text have been redacted, but historians and journalists have concluded that the most sensitive Soviet equipment was never recovered. The CIA article – obtained by the National Security Archive, an independent watchdog – mentions only "intangibly beneficial" results such as the morale boost it gave to US intelligence and advances in maritime heavy-lifting technology.

Raytheon Introduces GPS-Guided Torpedo Kit

A wing kit that adds satellite guidance to torpedoes dropped from aircraft is among the latest technologies

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- **Three-Day Holidays for 1971** A new federal law created eight 3-day federal holidays starting in 1971. Time off was granted on a one-for-one basis; one working day off for each day of holiday duty. If a holiday fell on a weekend, then the Friday before, or Monday after, would be observed as a holiday. Under the new law, certain public holidays would not be observed on their traditional dates.
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DARPA's Robotic Ghost Ships Will Stalk Submarines

Ships that appear in perfect working order except for a missing human crew would normally raise suspicions that something has gone terribly wrong, possibly in the vicinity of the Bermuda Triangle. Yet an unmanned frigate is exactly what DARPA's mad scientists at the Pentagon have ordered, according to The Register. The automated ships' mission would have it spending months cruising the seas unmanned, on the hunt for ghostly enemy submarines.

Needless to say, such a ship would need to run all that time without maintenance, and with just intermittent communication with the home base. DARPA also wants the warship to automatically obey safe navigation rules at sea and avoid collisions with other seafaring vessels. Such automated frigates would replace the manned ships or submarines normally tasked with shadowing foreign submarines. But the Anti-submarine warfare Continuous Trail Unmanned Vessel (ACTUV) would use active sonar to loudly ping the ocean depths and pick up on the echoes from submarines, rather than opt for the stealthier approach of a manned vessel.

Nuclear submarines could possibly outrun their robotic stalkers, but diesel-electric submarines would have no luck. And the open-stalker approach of ACTUV means that it need not worry about "Crazy Ivan" maneuvers. The U.S. Navy has already equipped its submarines with small unmanned drones that can act as scouts, communication nodes or even weapons platforms. So we look forward to the future where robots fight robots, and the humans just stand around picking up the pieces.

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that Tucson-based Raytheon Missile Systems is marketing to international customers.

Raytheon's Fish Hawk wing kit - which the company is showing off this week at the Singapore Airshow - is designed to fit on Raytheon's MK-54 lightweight torpedo, which is dropped from anti-submarine warfare aircraft.

The kit guides the torpedo to a target area with a GPS satellite and inertial navigation system and targeting information from an aircraft controller.

Once the system descends to a specific location at lower altitude and speed, the wing kit releases the torpedo, and a small parachute deploys to slow down the torpedo for water entry, according to Raytheon.

After it enters the water, onboard inertial systems and sonar guide the torpedo to the submarine target.

Fish Hawk is being developed by Raytheon for the U.S. Navy's High Altitude Anti-Submarine Warfare Weapons Concept, a program aimed at developing better systems to counter submarines from the skies.

The Fish Hawk was built from the ground up for the Navy's next-generation patrol and anti-sub plane, Boeing's P-8 Poseidon, Mark Borup, Raytheon's Fish Hawk business development manager, said in prepared remarks.

"Unlike other legacy torpedo wing kits that have been redesigned to fit in the P-8, Fish Hawk is purpose-built for the Poseidon, using combat-proven technology," Borup said, citing a successful flight test of the guidance system in 2008.

The Fish Hawk would give the U.S. allies in the Asia-Pacific region the capability to deploy torpedoes safely from extended ranges, added Borup, who was in Singapore Wednesday.

Lockheed Martin Corp. is developing its own high-altitude torpedo guidance kit, known as the LongShot, to meet the Navy's requirements.

The Navy expects to award a development contract for the torpedo guidance kit specifically for the P-8 Poseidon sometime this year, says a Navy request for information from potential contractors issued in July. Emirates buy Mavericks

In other news from the Singapore show, Raytheon said Wednesday that it had won a \$170 million U.S. Air Force contract to produce AGM-65D and AGM-65G2 infrared-guided Maverick air-to-surface missiles for the United Arab Emirates, under the Foreign Military Sales program.

The all-weather infrared-guided Maverick is ideal to counter "high-speed maneuvering sea targets such as swarming boats," Harry Schulte, vice president of Missile Systems' air warfare systems product line, said in a news release.

Raytheon said it will provide ongoing support for more than 500 new Mavericks. Maverick production supports more than 250 jobs in Tucson; Goleta, Calif.; and

Farmington, N.M., Raytheon said.

