

TORPEDO ALLEY



Vol. 7, No. 4

April 2011

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 Government”



Base Meeting:

April 14, 2011 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	Gary Williams	843-873-9161
Veterans Affairs	Jim Morrison	843-832-9716
Chaplain	John Nichols	843-452-3189
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	Don Mook	843-245-2005
Webmaster	Nick Nichols	843-452-3189
Historian	George Scharf	843 873-3318

Base Officers

Phone Number

Commander	Paul Viering	843-797-2623
Vice Commander	Carl Chinn	843-875-3098
Secretary	Ed Stank	843- 569-6012
Treasurer	Terry Trump	843-873-9563

Minutes of the March 2011 meeting

Attendance for the January 10, 2011 meeting was 108

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

Introductions: New people introduced. Welcome aboard.

Secretary: Secretary 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.

Vice Commander: Carl reported he has Career Counselor Badges available for old Command Career Counselors

Storekeeper: No report

Chaplain: Nick Nichols presented the chaplain report and requested that the membership update their Page 2, get your pictures taken at the conclusion of the meeting and take a look at the Website as updates are very frequent.

- Ken Fuhr is still recovering from his fall and broken ribs.

- Bill Jennings has been at Jan. and Feb. meetings but still has some very bad days. Bill was at the Oyster Roast and had a great time.
- Rusty Pickett had a hip replacement on Feb 15th. The surgery went well and he was released on Feb 18th. He is recovering at home.
- Tamarra Butler, daughter of Rick Stump, is now in the reconstructive surgery stage after her fight with breast cancer last year. The family continues to ask for our prayers for her.
- VADM James Burnett Wilson, Retired who was CO of the Andrew Jackson (SSBN-619) departed on Eternal Patrol on January 24th. He was not a Charleston Base member. A card was sent to the family.
- Mike Slattery's father, John, passed away in Ohio on February 16th. A card was sent to the family.
- John Paul Pardo had hernia surgery on February 25th and is recovering.
- Silversides Base Commander Harry W. Hart, MMCM (SS), Retired, departed on Eternal Patrol on February 22nd as a result of an automobile accident. A card was sent to the family.
- Charlie "Sam" Base departed on Eternal Patrol on February 26th. Although he was local, he was not a member of the Charleston Base. A card was sent to the family.
- Gary Semler was admitted to the hospital on Sunday, February 27th. He was having difficulty breathing and was put on O2. Gary had a CT scan of the lungs Saturday and the result showed no improvement and possibly a little worse. He had a rough time while in the hospital but he is now at home and feeling much better. Ann wanted to thank us for our thoughts and let us know Gary will be in touch and resume his activities soon. Gary was in attendance for tonight's meeting.
- Jerry Coutu departed on Eternal Patrol on February 28th. His service was held on March 3rd. Over 20 SUBVETS participated in the service
- Pauline Stank, Ed's wife has received a call from Duke to approve her lung transplant. Ed and Pauline are moving to Durham, NC on March 14th for as long as it takes to complete the transplant and rehab. This could take up to six months.

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.

Public Affairs: An article on the H.L. Hunley was posted in the base Retired Affairs paper.

Scholarship: 15 March is the last date to submit applications. Only one application has been submitted so far.

Veteran's Affairs: No report

Little David: Little David Working party will be held in April. Date to be determined.

Holland Club: April meeting will be a non-business meeting and will be conducted to induct approximately 30 members into the Holland Club. ADM Albert J. Baciocco, Jr is scheduled to be the guest speaker.

After Battery Rep: Buddha requested that members interested in the After Battery see him after the meeting. We have about 30 people who come out each Wednesday night for dinner and some cards. Dick Pasmak donated a bell to the After Battery which Al Stoll had engraved with "After Battery". The work was done in Maine. More plaques have been donated to the "After Battery" and space is becoming a premium. We need to get a place in case of the unlikely passing of Buddha.

SUBVETS WWII: The USS Amberjack (SS-219) memorial service will be held at Patriots Point on Saturday March 19th starting at 1100. CAPT Ward, CO of Naval Weapons Station will be in attendance. The honor guard is being provided by the Naval Weapons Station and "Buglers across America" is providing the bugler. Come out a support this important event.

Historian: Need pictures of your career for base history.

Recreation Committee: Charley Hudson is the chairman of the new Recreation Committee. He reported that the annual picnic will be held on May 21, 2011 at the After Battery. Hot dogs, Hamburgers and Chicken will be provided. Bring only one covered dish per vehicle. We will need Potato Salad, Coleslaw, Macaroni Salad and deserts.

District Commander: Ocala Florida is hosting the USSVI South East Regional convention from 28 April to 1 May 2011.

Base Commander: American Submariner had three articles on the Charleston Base, although they were not presented correctly.

The Distinguished Submariner award was presented to Steve Nelms, Past Base Commander who was instrumental in establishing our current membership and excellent spirit. Good job on the "After Battery" also.

Nuclear Historian: A story of Frequent Flyer Miles and the Boomer Sailors as told by Rick Carlson. A Missile Technician was seated next to an "A" Ganger on a flight from Scotland back to the states.

After the plane was airborne, drink orders were taken. The "A" Ganger asked for a whiskey, which was promptly brought and placed before him. The flight attendant then asked the MT if he would like a drink. He replied in disgust, "I'd rather be savagely raped by a dozen whores than let liquor touch my lips." The "A" Ganger then handed his drink back to the attendant and said, "Me too, I didn't know we had a choice."

Fleet Reserve: Honor Flight is scheduled for April, 2011. This is probably the last one for Charleston. FRA Picnic is at Short Stay on April 8—9. May 15th is a NASCAR Trip to Darlington July 2 and/or 3 is an Atlanta Braves – Baltimore Orioles baseball game trip Next FRA golf tournament is June 11, 2011.

Chief of the Boat: The Oyster Roast was success April 9, 2011 is the Grits Festival in St. George, SC Jerry Coutu family appreciated our presence and participation at his funeral.

Old Business: Rodney reported that on April 11, 2011 at Patriots Point, Cold War Memorial there will be a tolling of the bells ceremony. He asked we all support this event and wear our vests and hats. This will be in conjunction with the Sam Rayburn Reunion and a buffet will be held at the Point Grill Restaurant in Mt. Pleasant. The USS Mendel Rivers reunion will be held in Charleston from 12-15 May.

New Business: CPO Birthday will be held on April 1 at the Hilton Garden Inn at the Charleston Airport starting at 1800. Cost is \$25/person and RSVP by 15 March to CPO Xavier Robinson (843) 312-7280 or CPO John Whisler (770) 348-9183. Uniform is Service Dress Blues or Appropriate Attire for civilians or retirees.

Good Of The Order: See Fred Woodley to get your picture taken of our Web Site.

Gary Williams talked about the Kaps for Kids program is back up and running. MUSC does not like a lot of visitors during flu season. The program has been expanded to all children suffering from life threaten illness and not cancer alone. A Camp Happy Days will be held in Summerville (DTBD) for these children.

James Graham talked about the performance of basic CPR and how it was instrumental in saving the life of a man who was legally dead for a significant period of time. The web master will post these procedures on the USSVICB web site.

A motion was brought forward and passed to pay up to \$50.00 for the honor guard and bugler for the April 11, 2011 "Tolling of the Bells" for the Submarine Birthday.

The Executive Board recommended establishing a building fund to purchase and or build facilities in the future for the United States Submarine Veterans Incorporated, Charleston Base. A member recommended establishing a committee but it was the group believed it was too early in the project to establish such a group. Motion was made, seconded and approved.

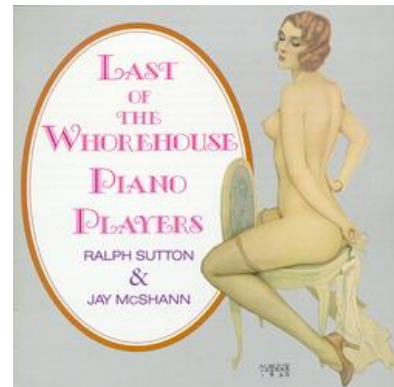
A Low Country Boil will be held at the Elks Lodge in support of the Honor Flight on March 26 from 3-8 pm

Mike Emerson suggested that the Submarine Veterans members suggest that the new base pharmacy establish an ESCRIPTS program where doctors could send in prescriptions via email.

Chief Newsome reported that the Air Force wanted to change the 'Submarine Ball' to a "Spring Ball".

XXX? won the Depth Charge drawing and donated \$60 to the Building Fund.

Meeting Adjourned: The Base Commander adjourned the meeting.



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

February 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

*There is a port of no return, where ships
May ride at anchor for a little space
And then, some starless night, the cable slips,
Leaving an eddy at the mooring place . . .
Gulls, veer no longer. Sailor, rest your oar.
No tangled wreckage will be washed ashore.*



April Birthdays!

Carlson, E	Carlson, R	Cochrane	Comp
Detwiler	Erickson	Giannetto	Gibson
Hill	Hurd	Kimbrell	Little
McDonald	Nettles	Olsen	Oser
Pepper	Pierce	Randall	Shoosmith
Slattery	Smith, M	Sparger	Vlam
Walsh	Watson	Weir	Wood, D



April 9 – World Grits Festival parade, St. George. Starts 1100, line-up at 1000

April 11 – Submarine Day Ceremony, 1100 at the Cold War Memorial

April 17 – WWII meeting/lunch at Ryan's 1200

April 28- May 1 – Southeast Region Convention in Ocala, FL

Frank Buckles, Last US WWI Vet, Dies at 110



February 28, 2011

Associated Press

MORGANTOWN, W. Va. -- He was repeatedly rejected by military recruiters and got into uniform at 16 after lying about his age. But Frank Buckles would later become the last surviving U.S. veteran of World War I. Buckles, who also survived being a civilian POW in the Philippines in World War II, died of natural causes Sunday at his home in Charles Town, biographer and family spokesman David DeJonge said in a statement. He was 110.

Buckles had been advocating for a national memorial honoring veterans of the Great War in the nation's capital.

When asked in February 2008 how it felt to be the last of his kind, he said simply, "I realized that somebody had to be, and it was me." And he told The Associated Press he would have done it all over again, "without a doubt." On Nov. 11, 2008, the 90th anniversary of the end of the war, Buckles attended a ceremony at the grave of World War I Gen. John Pershing in Arlington National Cemetery.

He was back in Washington a year later to endorse a proposal to rededicate the existing World War I memorial on the National Mall as the official National World War I Memorial. He told a Senate panel it was "an excellent idea." The memorial was originally built to honor the District of Columbia's war dead.

Born in Missouri in 1901 and raised in Oklahoma, Buckles visited a string of military recruiters after the United States entered the "war to end all wars" in April 1917. He was repeatedly rejected before convincing an Army captain he was 18. He was actually 16 1/2. "A boy of [that age], he's not afraid of anything. He wants to get in there," Buckles said.

Details for services and arrangements will be announced later this week. The family asks that donations be made to the National World War One Legacy Project. The project is managed by the nonprofit Survivor Quest and will educate students about Buckles and WWI through a documentary and traveling educational exhibition.

More than 4.7 million people joined the U.S. military from 1917-18. As of spring 2007, only three were still alive, according to a tally by the Department of Veterans Affairs: Buckles, J. Russell Coffey of Ohio and Harry Richard Landis of Florida.

The dwindling roster prompted a flurry of public interest, and Buckles went to Washington in May 2007 to serve as grand marshal of the national Memorial Day parade.

Coffey died Dec. 20, 2007, at age 109, while Landis died Feb. 4, 2008, at 108. Unlike Buckles, those two men were still in basic training in the United States when the war ended and did not make it overseas.

The last known Canadian veteran of the war, John Babcock of Spokane, Wash., died in February 2010. There are no French or German veterans of the war left alive.

Buckles served in England and France, working mainly as a driver and a warehouse clerk. The fact he did not see combat didn't diminish his service, he said: "Didn't I make every effort?"

An eager student of culture and language, he used his off-duty hours to learn German, visit cathedrals, museums and tombs, and bicycle in the French countryside.

After Armistice Day, Buckles helped return prisoners of war to Germany. He returned to the United States in January 1920.

Buckles returned to Oklahoma for a while, then moved to Canada, where he worked a series of jobs before heading for New York City. There, he again took advantage of free museums, worked out at the YMCA, and landed jobs in banking and advertising.

But it was the shipping industry that suited him best, and he worked around the world for the White Star Line Steamship Co. and W.R. Grace & Co.

In 1941, while on business in the Philippines, Buckles was captured by the Japanese. He spent more than three years in prison camps.

"I was never actually looking for adventure," Buckles once said. "It just came to me."

He married in 1946 and moved to his farm in West Virginia's Eastern Panhandle in 1954, where he and wife Audrey raised their daughter, Susannah Flanagan.

Audrey Buckles died in 1999.

In spring 2007, Buckles told the AP of the trouble he went through to get into the military.

"I went to the state fair up in Wichita, Kansas, and while there, went to the recruiting station for the Marine Corps," he said. "The nice Marine sergeant said I was too young when I gave my age as 18, said I had to be 21."

Buckles returned a week later.

"I went back to the recruiting sergeant, and this time I was 21," he said with a grin. "I passed the inspection ... but he told me I just wasn't heavy enough."

Then he tried the Navy, whose recruiter told Buckles he was flat-footed.

Buckles wouldn't quit. In Oklahoma City, an Army captain demanded a birth certificate.

"I told him birth certificates were not made in Missouri when I was born, that the record was in a family Bible. I said, 'You don't want me to bring the family Bible down, do you?'" Buckles said with a laugh. "He said, 'OK, we'll take you.'"

He enlisted Aug. 14, 1917, serial number 15577.

A Message From The Secretary Of Veterans Affairs

The passing of Frank Woodruff Buckles deeply saddens all of us at the Department of Veterans Affairs. The loss of Mr. Buckles is a great sorrow not only for his family, but for all Americans, as well. As the last known American Veteran of World War I, his passing ends our Nation's last personal connection to the 4,734,990 World War I Veterans who served our country with valor and distinction. In his later years, Mr. Buckles took it upon himself to be the champion of all Veterans from his generation and worked to ensure their service is never forgotten. His dedication never wavered; he took his fight to establish a national memorial for his

comrades to the White House, Congress and all those who would listen.

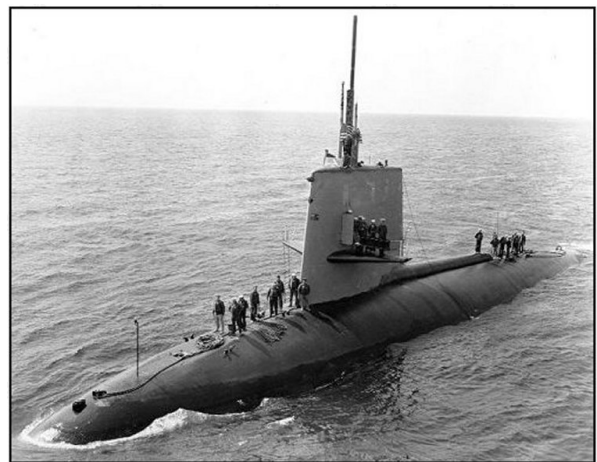
On behalf of the Department of Veterans Affairs, I extend deepest condolences to his daughter, Susannah Buckles Flanagan, who cared for Mr. Buckles over the years, and to all his family members and friends. We pray for their strength and well-being during this difficult time. We join with Americans everywhere in honoring his service to our Nation, as a teenage Soldier in World War I, as a civilian prisoner during World War II, and as a vibrant advocate for the memory of his fellow doughboys.

Eric K. Shinseki

Grit Festival Parade



Charleston Base will participate in the annual World Grits Festival Parade on April 9, 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 about 0930.



USS Scorpion outside Claywall Harbor, Naples, Italy, 10 April 1968

Families of the USS Scorpion

Secrecy of disappearance compounded families' pain
By Ed Offley Seattle Post-Intelligencer Military Reporter

Even now they vividly remember that stormy day their lives were forever torn apart.

High winds and sheets of rain lashed the Hampton Roads area that Monday morning on May 27, 1968. Several dozen wives and families of the USS Scorpion crew gathered at Pier 22 at the Norfolk, Va., Naval Station, awaited the sight of the submarine returning from a three-month deployment to the Mediterranean. Barbara Foli Lake was one of the Scorpion wives who braved the weather on that Memorial Day to watch for

the submarine bearing her husband, Vernon Foli, a 3rd class electrician. She recalls the whitecaps on the harbor, and the rain that soaked her clothing and left her shivering under a dark slate sky.

"It was a very cold, very dreary morning," said Lake, who remarried several years after the Scorpion sinking and now lives in Eugene, Ore. "The wind was sucking the umbrellas away."

Lake, then a 23-year-old Navy wife, said she was eager to see the Scorpion return because her daughter, Holli, was approaching her first birthday and had not seen her father for three months.

"It was a terrible, stormy day," recalled Theresa Bishop, wife of Torpedoman Chief Walter Bishop, the Scorpion's senior enlisted man. Years after the event, she still had vivid images of the day, such as the large tree that had fallen at the corner near her Norfolk home, where she lives today. "It had been blown over by the storm and to this day I can still picture it," she said.

The week before, several families had received letters from Scorpion crewmen saying they were scheduled to return on May 24 or 25. But on May 24, Navy officials, using a recorded telephone message, informed the families the submarine would not arrive until May 27. What the families did not know as they gathered at the pier was that the Navy had launched a secret search for the sub the day before, on May 23, a search involving a dozen ships and submarines aided by land-based patrol planes. The families were not warned that something might be wrong.

About three dozen family members were on the pier as the scheduled arrival time of 1 p.m. approached. Looming in the foreground was the massive silhouette of the USS Orion, the 530-foot ship that provided maintenance and logistical support to the subs. The only flash of color came from a bright red flotation boom alongside the Orion where the Scorpion would tie up, and a small number of balloons and hand-painted signs from the families to welcome their sailors home.

But the signs would wilt in the rain and the space alongside the ship would remain empty. The Scorpion would never make port.

None of the families waiting on the pier knew their loved ones had died five days earlier on May 22, when the Scorpion exploded and sank to the bottom of the Atlantic, killing all 99 crew members aboard.

But as the families waited, senior Navy leaders already suspected the Scorpion had been lost with all on board. More than a decade later, three admirals on duty in 1968 confirmed they had mounted a secret search for the submarine.

One admiral said they didn't want to unduly alarm the families without hard facts. Another official 20 years after the sinking privately acknowledged the failure to tell the families was a mistake.

A Navy spokesman this week had no immediate comment on allegations the Navy had searched in secret for the submarine without notifying the Scorpion's administrative command or family members of the Scorpion crew.

The arrival hour of 1 p.m. came and went with no sign of the submarine.

"It was cold for that time of year," recalled Bill Elrod, a sonarman 1st class on the Scorpion who had flown home on emergency leave the week before and now waited at pierside with the family members. "I saw a bunch of the wives standing around in the rain, everybody anxious about when it was coming in."

Julie Smith Ballew (who also remarried several years later) could not be at the submarine piers to greet her 22-year-old husband, Machinist's Mate 2nd Class Robert Smith. She sat with her sister, Dee Ann Wright, in a lounge at the Portsmouth Naval Hospital 10 miles away, cradling her infant daughter, Sarah, born two days earlier. They expected Robert to come straight from the base to pick them up.

"If they had been on schedule (arriving May 24 as originally planned), Robert could have been here to see his daughter being born," Ballew recalled in a recent interview from her home in Wayland, Iowa, last week. "I was disappointed in that, but excited that he would be there to pick us up."

None of the family members suspected anything was wrong. The Scorpion was simply late, they believed. But on the Orion, its commanding officer, Capt. James Bellah, was concerned. Serving as acting squadron commander that day, Bellah had expected to receive a routine message from the Scorpion as it surfaced off the Virginia coastline. But nothing had come in.

Bellah called Atlantic Submarine Force headquarters at the fleet compound a mile away to see if anyone had heard from the Scorpion. "We got no indication there was a problem with that submarine at all," Bellah recalled.

He sent an aide down to the pier to invite family members to come out of the rain, and a handful did. The rest went home to wait. Lake said she stood in the storm for several hours until, "soaked and disappointed," she decided to go home.

Elrod returned to the Orion, keeping himself busy at the squadron office.

Ballew and her sister gave up waiting at the hospital at 3 p.m. and drove home, passing by the submarine piers on the way. She called Jann Christiansen, the wife of Machinist's Mate 2nd Class Mark Christiansen, who told her the word was the submarine would now arrive at 8 p.m. Smith settled in to feed her newborn.

By 5 p.m., Elrod left the Orion to return to his apartment where he told his wife there was no word from the Scorpion. At that point, he said, most people felt the severe weather had hampered radio communications,

and the submarine would either radio in or show up anytime.

"There was not a clue (anything was wrong," Elrod said. "The thing that played in everybody's minds (was) the storm was making them late."

But concern over the submarine was now crackling up and down the Navy chain of command. At 3:15 p.m., the official message had gone out from the Atlantic Submarine Force declaring a "missing submarine" alert that would make banner headlines the following morning. Up and down the East Coast, Navy ships and aircraft squadrons were scrambling to launch a second, highly publicized search.

The families heard of the search when a Norfolk TV station broke with a bulletin shortly after 6 p.m.

"I will never forget that news broadcast," Ballew said. "I had just sat down to feed Sarah and turned on the news. The first words out of the commentator's mouth were, 'Submarine Scorpion missing.'"

"I was in shock," Ballew recalled. "I couldn't believe it! The Navy had been telling us all day that it would be in anytime."

Theresa Bishop was washing dishes at home when her 9-year-old son, John, came in from the living room and said, "There's something on TV about the Scorpion missing."

"I went totally numb," she recalled. "Nobody said anything. We just sat around waiting for the telephone to ring" with some Navy official offering an explanation. Ninety minutes later a Navy official called to confirm what the TV reports had disclosed, she said. Friends and neighbors began arriving at the Bishop home for the first of many long nights of watching and waiting.

Bishop said her last memory of that Memorial Day evening was the distant sound of sirens and alarms emitted from dozens of Norfolk warships as they began moving out on the open search for the Scorpion.

Even then, some family members described their mood as concerned and anxious but still hopeful, a mood fostered by the ambiguous information they were getting from the Atlantic Submarine Force.

"They were continuing the hope that they (the Scorpion crew) were delayed by the bad weather," Ballew remembers being told. "I went to bed that night praying the morning would bring news that they were back safely."

The news of the search spread rapidly throughout the nation.

In Bellmore, N.Y., Adrian Christiansen, Mark's mother, answered the phone. It was her daughter-in-law Jann Christiansen, informing her that the Scorpion was long overdue.

Vernon and Sybil Stone, parents of Machinist's Mate 2nd Class David Stone, were eating dinner in their Ames, Iowa, home, when his brother called from New Jersey with the news of the Scorpion alert. They called

an emergency Navy number where someone confirmed the sub was missing.

Elrod said he knew in his gut the Scorpion had sunk from the moment news of the Scorpion search broke.

"They (the Navy) never announced anything like that if the boat was merely out of touch," he said. "I knew the boat was gone."

For the next nine days, Bishop recalled, she and the Scorpion families remained "stuck in limbo." Hopes faded as search teams scoured the Atlantic without detecting a clue.

Finally, on June 5, the Navy formally declared the Scorpion and its crew lost at sea and presumed dead. By then, most of the families had braced for the bad news, several relatives said.

"We were just numb by then," said Dorothy Little, whose younger brother, Richard Summers, was a 3rd class yeoman on the Scorpion. "It was not a complete shock when they announced it," she recalled in an interview from her Statesville, N.C. home.

A memorial service the next day for the crew in Norfolk attracted hundreds of family members and fellow submariners, who heard the Navy's senior chaplain try to console them.

"For the ninety and nine whom we mourn today, there has been no deliverance from the deep," Rear Adm. James Kelly said. "The separation of deployment has lengthened into the separation of death."

On Oct. 31, five months after the sinking, the Navy announced the wreckage of the sub had been found.

Except for several small pieces of metal debris recovered, the Scorpion was left where it rested, its crew entombed inside the steel hull that had been their home at sea.

Most family members interviewed say they are generally satisfied with the way Navy officials kept them informed as a Court of Inquiry held its hearings and concluded that the Scorpion sank because of an unknown mechanical malfunction.

But today, 30 years after the tragedy, many family members -- even those who agreed with the secrets inherent in the submarine force and its Cold War operations -- say the time is ripe to get the full story of what happened to the Scorpion. Others prefer to let the matter rest.

Barbara Foli Lake said she never believed the official Navy account that the sinking was because of an unknown mechanical malfunction.

John Bishop, 9 years old in 1968, later joined the Navy and has served a career in the submarine force like his father, Chief Walter Bishop.

"I've given nearly 20 years of my life to the submarine service, blood and bone marrow," he said. "I want to know what happened to my father. I want closure."

The USS E-2 (SS-25) was an E-Class Submarine

Now we definitely know where the phrase **“Steel Boats and Iron Men”** came from! Check this link:

<http://www.filmpreservation.org/preserved-films/screening-room/u-s-navy-documentary-1915>

Originally named Sturgeon, the boat was launched on June 15, 1911 by the Fore River Shipyard, in Quincy, Massachusetts. She was sponsored by Ms. Margaret Nelson Little.

She was renamed the E-2 on November 17, 1911, and commissioned on February 14, 1912. Ensign C. N. Hinkamp was the Commanding Officer.

She served in the Atlantic Submarine Flotilla, sailing out of Newport, Rhode Island, for developmental exercises and training. From January 5 to April 21, 1914, she made a cruise to Guantanamo Bay, Cuba and the Gulf of Mexico. She returned to the Naval Station at Newport, Rhode Island on July 27, 1914, for training operations for the remainder of the summer and from February-May 1915 off Florida.

She entered the New York Navy Yard on June 19, 1915 for overhaul.

On January 15, 1916 E-2 was victim of a violent explosion and fire when hydrogen gas ignited during conditions of severe battery testing. The battery tests were being made under the direction of the Edison Storage Battery Company. Four men were killed and seven injured. On March 13, 1916, the E-2 was placed out of commission for use as a laboratory, for exhaustive tests of the Edison storage battery.

Recommissioned on March 25, 1918, E-2 served in training and experimental work at New London until May 16, 1918. Two days later she arrived at Norfolk to operate against enemy submarines off Cape Hatteras. From 21 May-27 August, she made four war patrols, sighting a large enemy submarine for which she made extended submerged search on her last patrol. E-2 was commended by the Chief of Naval Operations (CNO) for two of these anti-submarine patrols, which were exceptionally long for a submarine of her size.

Returning to New London on August 31, 1918, the E-2 made two more patrols before the end of the war. She then returned to training student officers and qualifying men for duty in submarines. E2 sailed from New London to Norfolk on April 19, 1920, arriving two days later. There she was placed in commission in ordinary on July 18, 1921.

On September 17, 1921 she sailed for the Philadelphia Navy Yard where she was decommissioned on October 20th and was sold on April 19, 1922.

“These dolphins, once you pin them on your chest, leave deep marks, right over your heart, long after the uniforms have been put away.”

USS Thresher SSN 593

On the morning of April 10, the Thresher proceeded to conduct sea trials about 200 miles off the coast of Cape Cod. At 9:13 a.m., the USS Skylark received a signal indicating that the submarine was experiencing "minor difficulties." Shortly afterward, the Skylark received a series of garbled, undecipherable message fragments from the Thresher. At 9:18 a.m., the Skylark's sonar picked up the sounds of the submarine breaking apart. All hands were lost--129 lives.



The loss of USS THRESHER was the catalyst that resulted in the founding of U.S. SUBMARINE VETERANS INC.

Shipmates, RIP

Please pause for 129 seconds after reading this email to keep the memory of our Shipmates alive.

Arsenault, Tilmon J., ENCA (SS)-P2, USN.

Babcock, Ronald C., LTJG, USN.

Bain, Ronald E., EN2 (SS)-P2, USN.

Bell, John E., MMI-P2, USN.

Bobbitt, Edgar S., EM2 (SS)-P2, USN.

Boster, Gerald C., EM3 (SS)-P1, USN.

Bracey, George (n), 5D3 (SS), USN.

Brann, Richard P., EN2 (SS)-P2, USN.

Carkoski, Richard 3., EN2 (SS), USN.

Carmody, Patrick W., 5K2, USN.

Cayey, Steven G., TM2 (SS), USN.

Christiansen, Edward (n), SN (SS), USN.

Claussen, Larry W., EM2 (SS)-P2, USN.

Clements, Thomas E., ETR3 (SS), USN.

Collier, Merrill F., LT, USN.

Cummings, Francis M., SOS2 (SS), USN.

Dabruzzi, Samuel J., ETN2 (SS), USN.

Davison, Clyde E., III, ETR3-P1, USN.
Day, Donald C., EN3 (SS), USN.
Denny, Roy O., Jr., EM1 (SS)-P2, USN.
Di Nola, Michael 3., LCDR, USN.
DiBella, Peter J., SN, USN.
Dundas, Don R., ETN2 (SS), USN.
Dyer, Troy E., ET1 (SS)-P1, USN.
Forni, Ellwood H., SOCA (SS)-P1, USN.
Foti, Raymond P., ET1 (SS), USN.
Freeman, Larry W., FTM2 (SS), USN.
Fusco, Gregory J., EM2 (SS)-P2, USN.
Gallant, Andrew J., Jr., HMC (SS), USN.
Garcia, Napoleon T., SD1 (SS), USN.
Garner, John E., YNSN (SS), USN.
Garner, Pat M., LCDR, USN.
Gaynor, Robert W., EN2 (SS), USN.
Gosnell, Robert H., SA (SS), USNR.
Grafton, John G., LTJG, USN.
Graham, William E., SOC (SS)-P1, USN.
Gunter, Aaron J., QM1 (SS), USN.
Hall, Richard C., ETR2 (SS)-P2, USN.
Harvey, John W., LCDR, USN. (Commanding Officer of Thresher)
Hayes, Norman T., EM1-P1, USN.
Heiser, Laird G., MM1-P2, USN.
Helsius, Marvin T., MM2, USN.
Henry, James J., Jr., LTJG, USN.
Hewitt, Leonard H., EMCA (SS), USN.
Hoague Joseph H., TM2 (SS), USN.
Hodge, James P., EM2, USN.
Hudson. John F., EN2 (SS), USN.
Inglis, John P., FN, USNR.
Johnson Edward A., ENCA (SS), USN.
Johnson, Richard L., RMSA, USN.
Johnson, Robert E., TMC (SS)-P1, USN.
Johnson, Thomas B., ET1 (SS)-P2, USN.
Johnson. Brawner G., FTG1 (SS)-P2, USN.
Jones, Richard W., EM2 (SS), USN.
Kaluza, Edmund J., Jr., SOS2 (SS)-P1, USN.
Kantz, Thomas C., ETR2 (SS), USN.
Kearney, Robert D., MM3, USN.
Keiler, Ronald D., IC2 (SS)-P2, USN.
Kiesecker, George J., MM2 (SS)-P2, USN.

Klier, Billy M., EN1 (SS) P2, USN.
Kroner, George R., CS3, USN.
Lanouette, Norman G., QM1 (SS), USN.
Lavoie, Wayne W., YN1 (SS), USN.
Lyman, John S., Jr., LCDR, USN.
Mabry, Templeman N., Jr., EN2 (SS)-P2, USN.
Malinski, Frank J., LTJG, USN.
Mann, Richard H., Jr., IC2 (SS), USN.
Marullo, Julius F., Jr., QM1 (SS), USN.
McClelland, Douglas R., EM2 (SS), USN.
McCord, Donald J., MM1 (SS)-P2 USN.
McDonough, Karl P., TM3 (SS), USN.
Middleton, Sidney L., MM1 (SS)-P2, USN.
Muise, Ronald A., CS2, USN.
Musselwliite, James A., ETN2 (SS)-P2, USN.
Nault, Donald E., CS1 (SS), USN.
Noonis, Walter J., RMC (SS), USN.
Norris, John D., ET1 (SS)-P2, USN.
Oetting. Chesley C., EM2-P2, USN.
Parsons, Guy C., Jr., LTJG, USN.
Pennington, Roscoe C., EMCA (SS)-P2, USN.
Peters, James G., EMCS-P2. USN.
Phillippi. James F., SOS2 (SS), USN.
Philput. Dan A., EN2 (SS)-P2, USN.
Podwell, Richard (n), MM2-P2, USN.
Regan, John S., MM1 (SS)-P2, USN.
Ritchie, James P., RM2, USN.
Robison, Pervis (n), Jr., SN, USN.
Rountree, Glenn A., QM2 (SS), USN.
Rushetski, Anthony A., ETN2, USN.
Schiewe, James M., EM1 (SS)-P2, USN.
Shafer, Benjamin N., EMCM (SS)-P2, USN.
Shafer, John D., EMCS (SS)-P2, USN.
Shimko, Joseph T., MM1-P2, USN.
Shotwell, Burnett M., ETRSN, USN.
Sinnett. Alan D., FTG2 (SS), USN.
Smarz, John (n), Jr., LT, USN.
Smith, William H., Jr., BT1-P2, USN.
Snider, James L., MM1, USN.
Solomon, Ronald H., EM1-P2, USN.
Steinel, Robert E., SO1 (SS)-P1, USN.
Van Pelt, Rodger E., IC1 (SS)-P2, USN.
Walski, Joseph A., RMI (55)-P1, USN.

Wasel, David A., RMSN, USN.
Wiggins, Charles L., FTG1-P2, USN.
Wiley, John J., LTJG, USN.
Wise, Donald E., MMCA (SS)-P2, USN.
Wolfe, Ronald E., QMSN (SS), USN.
Zweifel, Jay H., EM2-P1, USN

*"It's hard sometimes, but as long as we remember them
around the campfire, they will live forever."*

HAND SALUTE!

USS Thresher shipmates, rest your oar; we have the watch. You will never be forgotten!

R E A D Y T W O!

"To perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties. That their deeds, dedication and supreme sacrifice serve as a constant source of motivation towards greater accomplishments. Pledge loyalty and patriotism to the United States of America and it's Constitution"

World War II Submarine Appendectomy

Thursday, September 2, 2010 12:01 AM

On 11 September 1942, Pharmacist's Mate First Class (PhM1/c) Wheeler B. Lipes agonized over the most difficult decision of his life. He had just diagnosed his shipmate, Seaman First Class Darrel D. Rector, with acute appendicitis. With their submarine Seadragon (SS-194) cruising in enemy waters, there was no way to get Rector to port in time. World War II submarines always carried a well trained corpsman, but their small, 55-man complement did not rate a doctor. Lipes could attempt an appendectomy, but the operation might kill his shipmate. After joining the Navy in 1936, Lipes had received his medical training in the Navy hospital course in San Diego and had served at the Naval Hospital in Philadelphia and at the Naval Hospital in Canacao near Manila before entering the submarine service in 1941. Classified as an electro cardiographer, he had assisted Navy doctors during many operations, including several appendectomies.

On 8 September 1942, the Seadragon was several days and thousands of miles out from Fremantle, Australia, on her fourth war patrol, cruising off the Indonesian coast, when Rector first came to Lipes complaining of nausea and abdominal pain. Lipes told him to get to his bunk and rest. At first the corpsman thought something might be wrong with Rector's gall bladder, but Rector soon began to display the classic symptoms of appendicitis: fever, rigid abdominal muscles, abdominal tenderness, and acute, localized pain. Lipes kept Rector in his bunk, packed his abdomen with ice, and restricted him to a liquid diet.

Nevertheless, Rector's condition worsened. On the morning of 11 September, Lipes reported the situation to the commanding officer, Lieutenant Commander William E. Ferrall. Lipes said that unless Rector received an emergency appendectomy almost immediately, the 19-year-old seaman would die. The skipper asked the pharmacist's mate what he intended to do. "Nothing," said Lipes. Ferrall lectured him that everyone had to do the best they could and asked the 23-year-old pharmacist's mate whether he thought he could do the surgery. "Yes sir, I can do it," said Lipes, but "everything is against us. Our chances are slim." The skipper explained the situation to Rector. Would the seaman allow the pharmacist's mate to operate? "Whatever the doc feels has to be done is okay with me," said Rector. Ferrall ordered Lipes to perform the surgery.

The skipper took the boat into relatively safe water and submerged to 120 feet to provide a stable platform. Every member of the crew, from the box-plane man to the galley cook, participated in the operation. Lipes boned up on the appendix from a medical book. The ship's medical kit provided a few basics, including sulfa tablets, twelve hemostats, a packet of scalpel blades, catgut for sutures, and a limited quantity of ether. The rest of the instruments had to be improvised. A hemostat became a scalpel handle. Five tablespoons with the handles bent back served as retractors. Commercially-sterilized "Handi-pads" substituted for gauze sponges. A tea strainer covered with gauze served as a mask for administering the ether. Boiling water and torpedo alcohol provided sterilization. The operation would be performed on the wardroom table, barely long enough for the patient to stretch out on without his head or feet hanging over.

Lipes didn't know how long the operation would last and whether there was enough ether. He had no way to do a blood count or urinalysis or to monitor the patient's blood pressure, nor was there any intravenous fluid. Nevertheless, with everyone at his assigned station, the operation began. Lipes began administering the anesthesia at 1046. Thereafter Lieutenant Franz Hoskins, the Communications Officer, served as anesthetist. With the skipper making and recording detailed observations at four to seven minute intervals, Lipes made the incision at 1107. At first he had difficulty finding Rector's appendix. But then he slipped his fingers down behind the caecum, and there it was. The distal tip was black and gangrenous.

Lipes detached the appendix, tied it off, removed it, and preserved it in a jar of torpedo alcohol. He cauterized the stump with carbolic acid. He took sulfa, ground from tablets into powder and baked in the ship's oven to kill off spores, and sprinkled it into the peritoneal cavity. Lipes finished suturing at 1322. Rector regained consciousness less than half an hour later.

The seaman's three-inch incision healed nicely and he was back on duty in a few days. The Seadragon returned to port six weeks after the operation. The medical officer of the submarine squadron pronounced Rector okay. After examining the appendix, the medical officer concluded that Lipes and his shipmates had indeed saved Rector's life. When the story broke in the press, Lipes became a national hero.

At bottom, it was training and leadership that saved the seaman's life. The training Lipes had received had given him the know-how and confidence to perform at a level well above the normal expectations of his rating. The skipper's decision to order Lipes to perform the surgery reflected his own confidence in the pharmacist's mate's training. And it was Lieutenant Commander Ferrall's leadership that inspired Lipes to go above and beyond the call of duty and enabled him to organize the crew for an operation totally outside the realm of their experience.

My heart's At Sea Forever

Long ago I was a Sailor.
I sailed the Ocean blue.
I knew the bars in Singapore...
The coastline of Peru.

I knew well the sting of salt spray,
The taste of Spanish wine,
The beauty of the Orient...
Yes, all these things were mine.

But I wear a different hat now,
Jeans & T-shirts too.
My sailing days were long ago...
With that life I am through.

But somewhere deep inside of me...
The sailor lives there still.
He longs to go to sea again,
But knows he never will.

My love, my life, is here at home,
And I will leave here never.
Though mind and body stay ashore...
My heart's at sea forever.



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. Buy several for great gifts! To get your coin(s) see Julian Villegas or Carl Chinn. Make sure you have one for "when you get challenged"!



The Navy: Then and Now

Then - If you smoked, you had an ashtray on your desk.

Now - If you smoke, you get sent outside and treated like a leper, if you're lucky.

Then - Mail took weeks to come to the ship.

Now - Every time you get near land, there's a mob topside to see if their cell phones work.

Then - If you left the ship it was in Blues or Whites, even in home port.

Now - The only time you wear Blues or Whites is for ceremonies.

Then - You wore bell-bottoms everywhere on the ship.

Now - bell-bottoms are gone and 14 year-old girls wear them everywhere.

Then - You wore a Dixie cup all day, with every uniform.

Now - It's not required and you have a choice of different hats.

Then - If you said "damn," people knew you were annoyed and avoided you.

Now - If you say "damn" you'd better be talking about a hydro electric plant.

Then -The Ships Office yeoman had a typewriter on his desk for doing daily reports.

Now - Everyone has a computer with Internet access and they wonder why no work is getting done.

Then - We painted pictures of pretty girls on airplanes to remind us of home.

Now - We put the real thing in the cockpit.

Then - Your girlfriend was at home, praying you would return alive.

Now - She is on the same ship, praying your condom worked.

Then - If you got drunk off duty, your buddies would take you back to the ship so you could sleep it off.

Now - If you get drunk off duty, they slap you in rehab and ruin your career.

Then - Canteens were made out of steel and you could heat coffee or hot Chocolate in them.

Now - Canteens are made of plastic, you can't heat them because they'll melt, and anything inside always tastes like plastic.

Then - Our top officers were professional sailors first. They commanded respect.

Now - Our top officers are politicians first. They beg not to be given a Wedgie.

Then - They collected enemy intelligence and analyzed it.

Now - They collect our pee and analyze it.

Then - If you didn't act right, they'd put you on extra duty until you straightened up.

Now - If you don't act right, they start a paper trail that follows you forever.

Then - Medals were awarded to heroes who saved lives at the risk of their own.

Now - Medals are awarded to people who show up for work most of the time.

Then - You slept in a barracks, like a soldier.

Now - You sleep in a dormitory, like a college kid.

Then - You ate in a Mess Hall or Galley. It was free and you could have all the food you wanted.

Now - You eat in a Dining Facility. Every slice of bread or pat of butter costs, and you can only have one.

Then - If you wanted to relax, you went to the Rec Center, played pool, smoked and drank beer.

Now - You go to the Community Center and can still play pool, maybe.

Then - If you wanted a quarter beer and conversation, you could go to the Chief's or Officers' Club.

Now - The beer will cost you three dollars and someone is watching to see how much you drink.

Then - The Exchange had bargains for sailors who didn't make much money.

Now - You can get better merchandise and cheaper at Wal-Mart.

Then - If an Admiral wanted to make a presentation, he scribbled down some notes and a Yeoman spent an hour preparing a bunch of charts.

Now - The Admiral has his entire staff spending days preparing a Power Point Presentation.

Then - We called the enemy things like "Commie Bastards" and "Reds" because we didn't like them.

Now - We call the enemy things like "Opposing Forces" and "Aggressors or Insurgents" so we won't offend them.

Then - We declared victory when the enemy was dead and all his things were broken.

Now - We declare victory when the enemy says he is sorry and won't do it again.

Then - A commander would put his butt on the line to protect his people.

Now - A commander will put his people on the line to protect his butt.

Thank God, I was in the "*Old Navy*" and proud of it!

Tricare User Fees Update 62

If military retirees think the Pentagon plan to raise TRICARE fees does not include them, they better think again. In a statement 17 MAR, a DoD spokeswoman revealed the true target of the Department's TRICARE attack—TRICARE for Life. In response to National Association for Uniformed Services (NAUS) testimony asking Congress to —hold the line against fee increases, DoD spokeswoman Cynthia O. Smith pulled back the curtain on the Department's plan to assert that TRICARE for Life was one of the biggest factors contributing to growing costs for military health care. DoD was responding to NAUS testimony that accused the Department of manipulating military health care data in order to blame military retirees for the rising costs of the military health program. In the DoD statement following NAUS testimony, the spokeswoman said the problem is introduction of the TRICARE for Life benefit for elderly retirees. She also asserted that a second large factor for increasing expenses is the fact that —working age military retirees actually use the benefit they earned as a result of a 20-year career in the uniformed service. Yes, as appalling as it sounds, you read that right. According to spokeswoman Smith, rising costs result from the earned benefit being used. It is not, according to Ms. Smith, that —working age military retirees pay too little a share in enrollment fees. Rather, she says, it's

the fact that those who've earned the benefit actually use it. One is left to wonder why the more simple—those who've earned the benefit are using it. NAUS also notes that neither of the factors DoD cites—TRICARE for Life or —Working Age Use of the Earned Benefit—are part of the current Pentagon package of TRICARE fee increases. Clearly, DoD has more in mind. The plan for TRICARE increases may indeed seem —modest at first look, but it is clear the plan is —a nose under the tent, designed to divide the voice of retirees and start the roll-out for substantial increases in TRICARE fees and copays beyond just TRICARE Prime. Another element DoD fails to mention is its estimate that for every 10 percent increase in out-of-pocket costs, the number of beneficiaries using TRICARE Prime is reduced by one percent. With a 13 percent increase in the first year, if DoD's estimate is accurate, we're likely to see more than 7,700 military retirees drop out of the TRICARE Prime plan with thousands more to follow in the coming years due to the compounding increases in the program if its plan goes into effect. The DoD spokeswoman made no mention of the Wars in Iraq and Afghanistan as contributing to dramatic increases in the cost of military health care as NAUS charged. NAUS is joined in opposition to the Pentagon plan by the American Legion, the Veterans of Foreign Wars, the AMVETS, the Air Force Sergeants Association and the Jewish War Veterans.

No More Base Decals on Naval Installations

A memorandum from the CNO dated 18 March states there is no longer a requirement for vehicles entering Department of the Navy installations to be registered via the DD Form 2220 vehicle decal. All privately owned vehicles (POVs) must continue to be licensed, registered, inspected, and insured in accordance with state and local laws. Rental vehicles are considered POVs for purposes of base entry and access control. The vehicle rental contract will suffice as proper licensing, registration and insurance for base access.

Tricare User Fees Update 63

Rep. Walter Jones (R-NC), and Rep. Dan Boren (D-OK) introduced legislation to strip DoD of its present authority to increase TRICARE fees and copays. H.R.1092 would, among other things express the sense of Congress that primary incentive for enduring the extraordinary sacrifices inherent in a military career is a system of promised retirement benefits, including healthcare coverage that a grateful Nation provides for those who choose to dedicate 20-30 years or more of their life to serve the Nation. It also acknowledges that while the Department of Defense has made some efforts to constrain TRICARE program costs, a large part of the Department's effort has been aimed at shifting a larger

share of cost burdens to retired service members. Most important, this bipartisan bill prohibits increases in TRICARE premiums, fees and copays including charges for DOD inpatient care. Similar legislation has served as the platform for defeating assaults on earned healthcare benefits in the past. Under current law, DoD retains the authority to raise certain fees such as TRICARE Prime premiums and pharmacy copays. NAUS applauds Reps Jones and Boren for trying to make sure that promises made to military retirees are kept. Readers are encouraged to use the NAUS CapWiz system and send your elected officials an email to ask for their support for this bill. An easy way to do this is to go to <http://capwiz.com/naus/issues/alert/?alertid=36338501> and send them the editable preformatted message shown.

Sippican To Improve Shallow-Water Performance Of MK 48 Submarine-Launched Torpedo

WASHINGTON-The U.S. Navy is asking Lockheed Martin Sippican in Marion, Mass., to build and deliver Common Broadband Advanced Sonar System (CBASS) functional item replacement (FIR) kits for the MK 48 Advanced Capability (ADCAP) MOD 7 heavyweight torpedo under terms of a \$50.7 million contract. The CBASS replacement kit consists of a guidance and control box, broadband analog sonar receiver, preamplifier, cable assemblies, and guidance and control materials. The kit will provide the MK 48 ADCAP torpedo with a wideband sonar and advanced broadband signal processing algorithms to enable the torpedo to attack targets effectively in noisy shallow waters and harbors.

The MK 48 ADCAP torpedo is the primary anti-submarine and anti-ship weapon for Los Angeles- and Virginia-class fast attack submarines, and built by the Raytheon Co. Integrated Defense Systems segment in Keyport, Wash.

The MK 48 ADCAP heavyweight torpedo is the submarine's key weapon for attacking surface ships and other submarines. The MK 48 is 19 feet long, weighs more than 3,500 pounds, and has advanced homing, wire guidance capabilities and a 660-pound high-explosive warhead. It is designed to kill fast, deep-diving nuclear submarines and high-performance surface ships.

Charleston Base Elections at the May Meeting

We will have elections for Base Commander and Treasurer at the regular May meeting.

If you would like to run or have a member you would like to nominate, please let Stan Standrich know. Make sure if you nominate someone they are willing to serve if elected.

If for some strange reason you need information on “stiff hemorrhoids”, see George Scharf.