

TORPEDO ALLEY



Vol. 13 No. 9

September 2017

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

Base Meeting:

BOD: September 7 1800
 Membership: September 14 1900

Location:

FRA Branch 269
 Low Country Home
 99 Wisteria Rd.
 Goose Creek, SC



| | | | | | |
|---------------------|-----------------|--------------|-------------------|---------------|--------------------------------------|
| Base Commander | Ralph Rohrsen | 843.670.2135 | Chief of the Boat | Joe Lunn | 843.747.5368 |
| Base Vice Commander | Mike Knaub | 843.795.6665 | Veterans Affairs | Ken Curtis | 843.797.1268 |
| Secretary | Mike Ciesielko | 843.324.0011 | Membership | Larry Knutson | 843.860.1155 |
| Treasurer | Gordon Williams | 843.553.3015 | Scholarship | George Scharf | 843.873.3318 |
| | | | Storekeeper | Ron Chambers | 843.821.2268 |
| | | | Historian | George Scharf | 843.873.3318 |
| | | | Public Affairs | Rick Wise | 843.875.5559 (H) 843.276.0899 (C) |
| | | | Chaplain | Nick Nichols | 843.452.3189 |
| | | | Holland Club | Bill Freligh | 843.553.1115 |
| | | | Newsletter | Rick Wise | 843.875.5559 (H) 843.276.0899 (C) |
| | | | Webmaster | Nick Nichols | 843.452.3189 |
| | | | Kaps for Kids | Bill Kennedy | 843.875.3109 |



Submarines Lose During the Month of September

| | | |
|-----------------------------|----------------------------------------------|---------------------------------|
| USS S-5 (SS 110) | Sep 1, 1920 – Practice Dive | No loss of life |
| USS GRAYLING (SS 209) | Sep 9, 1943 – 8 th War Patrol | Lost with all hands – 76 souls |
| USS S-51 (SS 162) | Sep 25, 1925 – Rammed off Block Island | Lost with 33 souls; 3 survivors |
| USS CISCO (SS 290) | Sep 28, 1943 – 1 st War Patrol | Lost with all hands – 76 souls |
| USS POMPANO (SS 181) | September, 1943 – 7 th War Patrol | Lost with all hands – 77 souls |
| Five Boats and 262 Men Lost | | |

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Upcoming Charleston Base Events

| | | | |
|-------------------------------------------------|------------------|------|-----------------------------|
| Charleston Base Board of Directors Meeting | Thursday, Oct 5 | 1800 | FRA Branch 269, Goose Creek |
| Charleston Base Meeting (Social Hr starts 1800) | Thursday, Oct 12 | 1900 | FRA Branch 269, Goose Creek |
| Victory House Visit (Lowcountry Boil) | Tuesday, Oct 17 | 1000 | VFW Ladson to carpool |
| Swamp Fox WWII Submarine Veterans Mtg | Thursday, Oct 19 | 1130 | FRA Branch 269, Goose Creek |

FROM THE BASE COMMANDER

As a result of the Hurricane Irma, there will not be a base meeting this month. There are several items I would like to pass on to the base:

1. We have a New District Commander: Wayne Phillips who is from the Denizens of the deep Base He has been invited to visit our Base.
2. Due to the in climate weather we WILL NOT be taking the float to the 15 Sep NUC Graduation, will try to do it in November.
3. Had a great time at the Chief Selectee breakfast, the new prospective chiefs had a great time, as well as those from the base.
4. Just a quick reminder, NUC graduation is 15 Sep, as the COB has posted we muster at the exchange parking lot at 0800. Try to attend.
5. October is Base/National dues month, try not to get on the DINK list.
6. A great membership promotion was achieved by ED STANK. He was able to get National to waive the first years dues for active duty submariners. This should help in building our base. In addition our base will waive their yearly dues for one year. Lets talk to them and grow the base.

From the Editor

There are two things I want to address. The first is the use of profanity and vulgarities when addressing the membership during Base Meetings. You are all men who can express yourselves **without** using that type of language. When you do use it there are some members of the base that will not listen to what you are saying because of the language! We also have some members who do not attend meeting because of that language. **PLEASE TRY TO LIMIT THE PROFANITY AND VULGARISMS.**

Item two. Last month I ran an ad for a lawn mower a base member wished to sell. The mower was sold shortly after the newsletter was published. If you have something you wish to sell please consider putting in the newsletter. There is NO cost for base members.

From USSVI National

Normal message traffic from USSVI will be published each month in the newsletter. If the message is of immediate interest to the membership it will be sent out by the Base Secretary. Messages are arranged in the order received

NEWS-01: CORRECTED COPY
JOINT STATEMENT REGARDING GROTON ISSUES
Submitted by: John E. Markiewicz on 8/30/2017

On Monday, August 21st the leadership of USSVI and the leadership of Groton Base met jointly with their respective attorneys. Various tax issues and issues involving the operation of the Clubhouse and Bar were discussed, along with possible resolutions.

Both groups have come to an understanding that no laws were knowingly violated by either group, that the Groton Base has been compliant, and while all issues have not yet been resolved, an agreement was reached to proceed jointly to resolve the remaining in a manner that will allow us to proceed together in the best interests of both USSVI and of Groton Base.

John Markiewicz, USSVI National Commander
and
Jeff Walsh, Groton Base Commander

From: JOHN MARKIEWICZ [<mailto:jemjax2@att.net>]
Sent: Wednesday, August 30, 2017 3:32 PM
To: JOHN MARKIEWICZ <jemjax2@att.net>
Subject: NAVAL SUBMARINE LEAGUE

The Naval Submarine League (NSL) went live with their new website this past week. Those who would like to take a look at it can find it at <https://www.navalsubleague.org/> , it was done by Black Baud.

Several of our Board Members are also members of the NSL including our NJVC, IPNC, all four Regional Directors and myself. Last year we were afforded the opportunity to appoint a member of the USSVI Board of Directors to the NSL National Advisory Committee to represent USSVI and I appointed NJVC Bill Andrea to that position. Those of you who may be interested in the technical side of submarining and the future development of the Submarine Force may also be interested in joining the NSL. It is not just for Officers. as some believe, and there are many enlisted members of the NSL. Feel free to pass this message on to your District Commanders and Base membership in your Regions.

The June issue of the Submarine Review contained several good articles from former enlisted submariners as well as an article submitted by our American Submariner Magazine Editor, Chuck Emmett, about USSVI. During the past year USSVI and the NSL have exchanged advertisements for membership which we have published in each other's publications.

JOHN MARKIEWICZ
UNITED STATES SUBMARINE VETERANS NATIONAL COMMANDER

SSVI OFFICIAL BUSINESS: SubVet News - #2017-050

Date: 9/10/2017

To: Distribution List

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NEWS-01: 2017 USSVI AWARDS ONS

Submitted by: Ray Wewers on 9/10/2017

2017 AWARDS ONS

NEGRI FREDERICK W. BORGMANN BREMERTON BASE

LINK TERRY L. BOLEN - CORVINA BASE
CHARLES W. BUTCHER - MARE ISLAND BASE
BRIAN A. DAUGHERTY - HAMPTON ROADS BAS
THOMAS S. McFADDEN - TARHEEL BASE
CHARLES R. PETITT - CAROLINA PIEDMONT BASE
GENE E. RUTTER TARHEEL BASE
BRIAN WATSON - BATON ROUGE BASE
GENE A. WEISBECKER - USS CHICAGO BASE
CHARLES (CHIP) WISARD – USS ASHEVILLE BASE

BOWFIN BASE
HAMPTON ROADS BASE
MARBLEHEAD BASE

DCOY WARVEL (TOM) WILLIAMS - BRAZOS VALLEY BASE

MERITORIOUS AWARD (INDIVIDUAL)

DOUGLAS A. BRYANT – MARBLEHEAD BASE
JAMES IRWIN - ALBANY – SARATOGA BASE
PAUL ORSTAD - GROTON BASE
MICHAEL R. VARONE – NORTHERN VIRGINIA
WILLIAM W. WHELAND – TARHEEL BASE

MERITORIOUS AWARD (BASE)

USS CHICAGO BASE

GOLDEN ANCHOR

CLASS ONE – HAMPTON ROADS BASE
CLASS TWO – NO ENTRY SUBMITTED
CLASS THREE – CENTRAL TEXAS BASE
CLASS FOUR – USS SNOOK BASE

SILVER ANCHOR

LARRY L. FERRELL - MAINE BASE
DOMINICK GRIMALDI - GROTON BASE
JACK JEFFRIES – CAROLINA PIEDMONT BASE
THOMAS R. SHANNON – MARBLEHEAD BASE
DAVID M. VROOMAN – BLUEBACK BASE

BASTURA DON and DALE JOHNSON

NEWSLETTER AWARDS

CLASS ONE - HAMPTON ROADS BASE ‘ CURRENTS ‘

CLASS TWO - GOLD COUNTRY BASE - ' CLEAR THE BAFFLES '
CLASS THREE - CAROLINA PIEDMONT BASE - " PIEDMONT PERISCOPE "
CLASS FOUR - CUTTLEFISH BASE - ' W. R. T.

OVERALL WINNER - HAMPTON ROADS BASE ' CURRENTS '

FOR IMMEDIATE RELEASE

Sept. 7, 2017

VA Unveils Claims Submission Option That Promises to Complete Claims within 30 Days

WASHINGTON — Today, as part of the Department of Veterans Affairs' (VA) continued efforts to improve timeliness of services for Veterans and their families, VA unveiled the Decision Ready Claims (DRC) initiative, a disability claims submission option with accredited Veterans Service Organizations (VSO) that promises to deliver faster claims decisions to Veterans and their families.

"The DRC initiative is a collaborative effort between VA and VSOs to help Veterans receive faster decisions on disability claims," said VA Secretary Dr. David J. Shulkin. "VA works closely with participating VSOs to make sure they are properly trained in this new process and given the tools they need to participate successfully in the program on behalf of the Veterans they serve."

Veterans who choose to submit their claim under DRC can expect to receive a decision within 30 days from the time VA receives the claim. VSOs will ensure all supporting evidence — such as medical exams, military service records, etc. — is included with the claim submission. This advance preparation by the VSOs allows claims to be assigned immediately to claims processors for a quick decision.

DRC was first implemented May 1, 2017, at the St. Paul (Minn.) Regional Office, and is now available at all VA regional offices. While DRC is currently limited to claims for increased compensation (commonly known as claims for increase), and requires Veterans to work with VSOs, VA's goal is to expand the types of claims accepted under the initiative and allow Veterans other ways to submit their claim under DRC.

DRC is another key step in aggressively modernizing VA's benefits delivery to Veterans in a fully digital operating environment. With electronic claims processing as a foundation, VA's innovation will improve service to Veterans, their families, and survivors.

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Subject: New District Commander

During the Convention, Wayne Phillips, Vice Commander of the Denizens of the Deep Base, has accepted the position of being your District Commander. I ask that you provide him your full support just as you did his predecessor.

I would like to thank all of you for the support you gave me in filling in during that time between Ed and Wayne.

Wayne may try to visit those bases that have not been visited during 2017. If so, he will contact you and set it up between you and him.

Steve Bell SERD

Subject: General Liability Insurance

All:

Last Thursday there was an Emergency BOD meeting held regarding our General Liability Insurance with Rust Insurance. The BOD voted to maintain this insurance (this is the one that was decided to cancel at our Mid-Term in Dallas). Thanks to the persistence of Al Durkee (WRD4), it was decided to revisit the issue. The week before we had a conference call with the CEO of Rust Insurance and he explained in great detail why we should maintain this insurance.

Let me explain that the coverage as he explained it is NOT what I had understand this policy did for us in the past. I was either misinformed or I just misunderstood (good chance there with my age). In any case, some of the examples he gave helped me out in my decision. This coverage covers most anything (from a liability standpoint) that USSVI is responsible for. Even though you may meet a VFW or such a place, we still could use some coverage. Yes, that facility is responsible for anything that may happen to someone while at their place, but should something happen that was caused by USSVI, such as your tolling bell fall on someone or (as put by the insurance agent) the Base Commander pour water on the floor causing someone to slip, then our GL policy comes into play. Another part that I had totally messed up was parade coverage. Any issue that would come up that is caused by the vehicle, the vehicle insurance is responsible. However, should you be at a stop and your submarine fall off and hurt someone, then the GL comes into play. Bottom line there is any vehicular incident is NOT covered by our GL and must be covered by the towing vehicle insurance. We would be covered during static displays. It will also cover our events (picnics, and possibly some of our conferences) as long as the attendance is below 125 (I believe that is the number). I questioned the use of alcohol at these events and was told as long as the alcohol is not be purchased (in others words, is given out at no cost) then our GL will cover the event. If you sell the booze, then you are NOT covered.

So if you are having an event (not necessarily a base meeting), then I highly recommend you file the form on the website. Please do this well in advance if you can. That way, if there is an issue with the GL coverage, you will know in advance as well. Also, those of you who tow floats, I would strongly suggest you check with your insurance company to make sure you have adequate coverage for your event. I know that you can purchase one time coverage if you feel necessary. If your base wants to pay for that, that is up to the base, or you can cover it yourself. I do not have any idea how much that would cost.

In the past, **National has asked each base to submit \$25 per year to assist in paying for this insurance.** If your base can afford such a contribution, I would suggest you consider making that contribution to National. Make sure your check shows what your payment is for (that goes for anything you send to National).

If you base has questions regarding this, please submit them to your Base Commander who in turn can submit them to your District Commander. I am sure the DC will call me regarding that question.

Steve Bell
SERD and Acting SERD3

USSVI Charleston Base Meeting Minutes

14 September 2017

The attendance for the September 2017 meeting was 67 members.

Opening Ceremonies: The meeting was called to order by Base Vice Commander Mike Knaub. A quorum was present and the meeting started at 1858. Following the Pledge of Allegiance, the Invocation and the Tolling of the Boats lost in September was given by Interim Base Chaplain Rick Sparger. The USSVI Creed was read by Base Vice Commander Mike Knaub. Mike welcomed the members and guests to the meeting.

Introductions: The following introduced themselves at the meeting: Bill Brazzle who was an O2 on the USS Trigger SS 564 and never Qualified.

Chief of the Boat: Joe Lunn mentioned that we will not be having NMPTC graduation ceremony in September. The COB reported the next WWII luncheon will be 19th October. The Christmas Party will be 2 December.

Secretary: Base Secretary Mike Ciesielko reported that the August meeting minutes had been published in the newsletter and on the base website. Mike asked the group for a motion to accept the minutes as written. Rick Wise made a motion to approve the meeting minutes as published. The motion was seconded by Rick Sparger

Treasurer: Base Treasurer Gordon Williams gave his report on the Charleston Base finances. The base financial report is now located as a password protected file on the base website under Documents and Resources. The password is the same as needed for the Sailing List

Chaplain:

September Report

Highlighted boat of the month:

S-51 was lost on September 25, 1925 when rammed and sunk off Block Island, N.Y., by the merchant steamer, City of Rome. Only three survivors of the 36 men on board the ill-fated submarine were recovered.

- **Don Peterson** had extensive surgery on his larynx on Tuesday 22 August. All of the biopsies came back negative. He had a severe bout of bronchitis requiring a trip to the emergency room. He is very disgusted with his condition. He will visit with his doctors on the 18th for further treatment.
- **Wendy Ciesielko** had a stroke the last week of August. She is doing very well.
- **Gordon Williams** had surgery 7 Sept. on his hand and arm to correct some issues with this carpal tunnel surgery.
- **Ray Bryant** went into MUSC for surgery on Wed., 6 September. He is in a lot of pain and can't eat. He is now home but still in considerable pain. If you have time to call, he would enjoy talking to you.
- A couple of our members had surgery or were in the hospital during the past month but asked that nothing be put out via email about them.

If you have a change of mailing address, phone number, email address please let the base leadership know about it. We need to make sure all of our records are updated so we can make contact with you if we need to.

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.

WEBMASTER NOTES:

- Website is constantly updated.

Make use of the EVENTS page on the Charleston Base website. All events that are put out to the membership via email will be listed and updated on the events page.

Membership: No report.

District Commander: The new District Commander is Wayne Phillips.

Kaps for Kids: Bill Kennedy was not present. Mike Emerson reported that Kaps for Kids will be in Florence on October 24th.

Veterans Affairs: No Report.

FRA: Larry Cox joined the Rec Committee. September 30th is a Comedy show and Dinner.

Submarine Veterans of World War II: No Report

Scholarship: Scholarships are due 16th of April 2018

NPS Awards: Ray Sparks was not present. No Graduation in September.

CRAMA: No Report

Public Affairs: Rick Wise is trying to get our base meeting announcements in the local papers.

Storekeeper: Ron Chambers had no report.

Special Events: Rick discussed the Possibility of Pulling the Float in the Andrews Veterans Parade

Base Commander: Ralph Rhorsen was not present.

Old Business: None

New Business: None

Good of the Order:

The After Battery: Buddha gave us information on the Annual Hog Roast April 21st and an Update on the Situation at the Groton Base.

Nuclear Historian: Ed Stank reported: NAVY TRUISMS

- A Sailor will walk 10 miles in a freezing rain to get a beer but complain about standing a 4 hour quarterdeck watch on a beautiful, balmy spring day.
- A Sailor will lie, cheat and scam to get off the ship early and then will have no idea where he wants to go.
- Sailors are territorial. They have their assigned spaces to clean and maintain. Woe betide the shipmate who tracks through a freshly swabbed deck.
- Sailors constantly complain about the food on the mess decks while concurrently going back for second or even third helpings.
- After a cruise, a Sailor will realize how much he misses being at sea. And after retiring from the Navy considers going on a cruise and visiting some of our past favorite ports. Of course we'll have to pony up better than \$5,000 for the privilege. Just to think, Uncle Sam actually use to pay us to visit those same ports years ago.
- You can spend three years on a ship and never visit every nook and cranny or even every major space aboard. Yet, you can name all your shipmates and every liberty port.
- Campari and soda taken in the warm Spanish sun is an excellent hangover remedy.
- PO2 / E-5 is almost the perfect military pay grade. Too senior to catch the crap details, too junior to be blamed if things go awry.
- Never be first, never be last, and never volunteer for anything.
- Almost every port has a "gut." An area teeming with cheap bars, easy women and partiers, which is usually the "Off-limits" area.
- Contrary to popular belief, Master Chief Petty Officers do not walk on water. They walk just above it.
- Sad but true, when visiting even the most exotic ports of call, some Sailors only see the inside of the nearest bars/ clubs.
- Also under the category of sad but true, that lithe, sultry Mediterranean or Asian beauty you spent those wonderful three days with and have dreamed about ever since, is almost certainly a grandmother now.
- A Sailor can, and will, sleep anywhere, anytime.
- Yes, it's true, it does flow downhill.
- In the traditional "crackerjack" uniform you were recognized as a member of United States Navy, no matter what port or part of the world you were in. Damn all who want to eliminate or change that uniform.
- The Marine dress blue uniform is, by far, the sharpest of all the armed forces.
- Most Sailors won't disrespect a shipmate's mother. On the other hand, it's not entirely wise to tell them they have a good looking sister either.

- Sailors and Marines will generally fight one another, and fight together against all comers.
 - If you can at all help it, never tell anyone that you are seasick.
 - Check the rear dungaree pockets of a Sailor. Right pocket a wallet. Left pocket a wheel book.
 - The guys who seemed to get away with doing the least, always seemed to be first in the pay line and the chow line.
 - General Quarters drills and the need to evacuate one's bowels often seem to coincide.
 - Speaking of which, when the need arises, the nearest head is always the one which is secured for cleaning.
 - Four people you never screw with: the doc, the DK, PC, and the ship's barber.
 - In the summer, all deck seamen wanted to be signalmen. In the winter they wanted to be radiomen.
 - Do snipes ever get the grease and oil off their hands?
 - Never play a drinking game which involves the loser paying for all the drinks.
 - There are only two good ships: the one you came from and the one you're going to.
 - Whites, coming from the cleaners, clean, pressed and starched, last that way about 30 microseconds after donning them. The Navy dress white uniform is a natural dirt magnet.
 - Sweat pumps operate in direct proportion to the seniority of the official visiting.
 - The shrill call of a bosun's pipe still puts a chill down my spine.
 - Three biggest lies in the Navy: We're happy to be here; this is not an inspection; we're here to help.
 - Everything goes in the log.
 - Rule 1: The Chief is always right. Rule 2: When in doubt refer to Rule 1.
 - A wet napkin under your tray keeps the tray from sliding on the mess deck table in rough seas, keeping at least one hand free to hold on to your beverage.
 - Never walk between the projector and the movie screen after movie call and the flick has started.
 - A guy who doesn't share a care package from home is no shipmate.
 - When transiting the ocean, the ship's chronometer is always advanced at 0200 which makes for a short night. When going in the opposite direction, the chronometer is retarded at 1400 which extends the work day.
 - When I sleep, I often dream I am back at sea.
 - If I had to do it all over again, I would. TWICE!
- GOOD SHIPMATES ARE FRIENDS FOR LIFE!

The Victory House will have a Lowcountry Boil on October 17th.

Gun Club: Mike Ciesielko had no report.

The Red FRA ticket was won by Ron Chambers.

The depth charge was won by Ron Chambers Ron Donated 100 Dollars to the Hurricane Victims Fund.

Rodney Mckenna mentioned that the VFW is having a Comedy Show 7th October and he has tickets.

Benediction: Interim Chaplain Rick Sparger gave the benediction.

Meeting Adjourned: Following the benediction, the Base Vice Commander adjourned the meeting at 1952.

K4K Visit to Shriner's Children's Hospital

On August 15, members of Charleston Base in conjunction with the Golden Corners Base made Kap (SS) 4 Kid(SS) presentations at the hospital in Greenville to 37 children. Member of Charleston Base who participated were Bill Kennedy, Rick Sparger, George Scharf, Bill Roberts, Ken Hutchison, Mike Knaubb, Joe Flinn and Mike Emerson. Members of Golden Corners base participating were Ed Evering and Dave Rocheville.

CAPT Colin W. Chinn, USN

Colin Chinn, eldest son of Charleston Base member Carl Chinn and his wife Connie, was promoted to Captain on 1 September 2017. CAPT Chinn graduated from The Citadel in 1996 with a B.A in Political Science and was commissioned through the NROTC program. He is also a 2012 distinguished graduate of the Naval War College with a M.A. in National Security and Strategic Studies.

Commissioned a Surface Warfare Officer (SWO), his initial assignment was as Communications Officer and Electrical Officer in USS GETTYSBURG (CG 64) where he deployed to the Eastern Pacific in support of counter-narcotics operations and the Persian Gulf in support of Operations DESERT FOX and SOUTHERN WATCH. In 1999, he reported to USS TAYLOR (FFG 50) as Ordnance Officer, deploying to the Persian Gulf to conduct Maritime Interdiction Operations and enforce oil sanctions against the Iraqi regime. His first duty ashore was as an instructor at the Surface Warfare Officers School in Newport, RI, where he was designated as a Master Training Specialist (MTS) and led the FFG 7 Weapons Control Officer (WCO) course. In 2002, he was selected for lateral transfer to the Cryptologic Warfare community.

His first assignment as a cryptologist was at Naval Security Group Activity (NSGA) Ft. Gordon, GA where he qualified as a Gordon Regional Security Operations Center (GRSOC) watch officer and served as the Division Chief of a joint target office. He also established the first Fleet Information Operations Center (FIOC) as the Operations Officer/N3. In 2006, he reported to U.S. Central Command in Tampa, FL as an Information Operations (IO) and Intelligence Planner and deployed to Iraq and Qatar in support of Operations IRAQI FREEDOM and ENDURING FREEDOM.

In 2009, CAPT Chinn returned to sea, serving as the Flag Cryptologist and Cryptologic Resource Coordinator (CRC) for Commander, Carrier Strike Group TWO embarked in USS GEORGE H.W. BUSH (CVN 77). He deployed to Haiti during Operation UNIFIED RESPONSE earthquake relief operations and the Persian Gulf in support of combat operations in Afghanistan and Iraq on BUSH's maiden deployment. In 2012, he reported to OPNAV N2/N6, serving as the Branch Chief for Cyber, Electronic Warfare and IO Strategy, Plans, Policy.

In 2014, he was assigned to Navy Information Operations Command (NIOC) Maryland / CTF 1060 as the Operations Officer, where he led unique distributed signals intelligence (SIGINT) and defensive cyber operations (DCO) for Fleet Commanders worldwide. He reported to his current assignment as the U.S. Fleet Cyber Command / U.S. TENTH Fleet Chief of Future Plans (N53) in June 2016.

CAPT Chinn is a Joint Qualified Officer and his decorations include the Defense Meritorious Service Medal, Meritorious Service Medal (three), Joint Service Commendation Medal, Navy and Marine Corps Commendation Medal (three), Joint Service Achievement Medal (two), and the Navy and Marine Corps Achievement Medal (two) and various campaign, unit and service awards. He wears the Information Warfare Dominance and Surface Warfare Officer qualification pins.

CAPT Chinn is married to the former Teri Reed of Summerville, South Carolina, and they are the proud parents of two children, Abigail (14) and Samuel (12).



[The Grey Ghost: Examining the Future of USS Clamagore](#)

[Megan Schuller, All Hands Magazine, August 30](#)

An American flag flies above the charcoal, Cold-War era submarine, USS Clamagore (SS-343). The sub idly sits, sun-faded in the Charleston, South Carolina harbor as saltwater eats at it, causing orange rust and corrosion.

Inside the narrow steel haven, Patriot's Point Naval & Maritime Museum volunteer and Navy veteran Sid Busch stands as the captain of this retired vessel. The Clamagore is, for Busch, more than a giant steel tube. Inside a time capsule of days past, memories drift on his mind like a cool breeze as waves lap on a humid afternoon against the submarine in the harbor. More than a longtime friend, she is among the only family Busch has left. He even goes in early to pick up trash before the tourists show up to view the Clamagore - named after the blue parrot fish, found on coral reefs in shallow water.

"Sometimes I'll be sitting on the battery and have flashbacks to 50 years ago," Busch said, reflecting on his service days. He is 70 years old with a chiseled jaw, a retired Navy senior chief and an experienced runner who has run more than 200 marathons.

Busch served on the Clamagore from 1969 to 1972 as a sonar technician. He's been volunteering at Patriots Point, near downtown Charleston, for the past 10 years, giving tours of the boat he first boarded when he was 19. These days, he often incorporates personal stories into his detailed and impassioned tours. But Busch's days aboard his beloved Clamagore could be numbered.

The 320-foot submarine, which has called Patriots Point home since 1979, could become an artificial reef off the Florida coast. To remain a floating museum, she needs an expensive restoration, one that could cost about \$6 million, according to Chris Hauff, a Patriots Point spokesman, and the lack of financial resources to fix the Clamagore may one day sink the vessel.

Two Navy ships at the maritime museum, USS Yorktown (CV 10) and USS Laffey (DD 724), also require repairs and maintenance that are deemed a higher priority. Museum officials are looking into the possibility of reefing - in other words, sinking - the Clamagore so that she becomes a permanent underwater museum, Hauff said.

"With our budget of a couple million, we can't do all three of the ships. The USS Yorktown needs \$40 million worth of work and for us - that's what people come to see," Hauff said. "It comes down to a business decision: Where do we put money when we have it?"

Although Clamagore is registered as a national historic landmark, even that can't save her. According to documents from a Palm Beach County Commissioners meeting in January 2016, the submarine can receive approval to become scuttled (deliberately sunk) as an artificial reef by the Naval Sea Systems Command through the Section 106 historical review process, which requires federal agencies to consider the effects of their actions on historic properties. It further dictates that documentation, such as war diaries, deck logs and operation reports, be taken off an historic vessel like the Clamagore. These records would then be transferred to the National Archives and Records Administration.

Recent reports suggest the Clamagore will wait in the harbor for at least a year while the Navy decides if it will approve the plans.

The Grey Ghost

The diesel-powered Clamagore was commissioned following World War II to patrol the Caribbean and North Atlantic during the Cold War. Nicknamed the "Grey Ghost" of the Florida coast during her service, she is now the last submarine with the Balao-class GUPPY III upgrade. This improved the submerged speed, maneuverability, battery capacity and overall performance of the Clamagore.

After decommissioning the submarine in 1975, the Navy donated her to the state of South Carolina, and Patriot's Point was given the responsibility for the Grey Ghost's maintenance and upkeep. Those costs are now unsustainable.

According to Hauff, Patriots Point contracted Artificial Reefs International, a Miami-based firm that creates reefs for economic development and environmental benefits by sinking ships, to find a reef suitable for the Clamagore. Palm Beach County, Florida, officials agreed to the project and put aside a million dollars toward reefing the Clamagore off the coast of Jupiter, Florida.

"People could enjoy the history of the ship, just from a different way," Hauff said.

Reefed submarines and ships serve as underwater tourist attractions, allowing experienced scuba divers and tourists to dive and explore with guides.

If the Clamagore is reefed, sponges, coral and barnacles will attach themselves and colonize the vessel over time, and an array of fish species will take over not long after it sinks. Joe Weatherby, senior project manager of Artificial Reefs International-USS Clamagore said reefed vessels provide marine life with protection from predators, breeding opportunities and food sources while also offering economic opportunities for scuba diving and fishing industries.

Bill Cogar, executive director of the Historic Naval Ships Association, a nonprofit that helps preserve and market historic ships across the world, supports a responsible and accountable way to reef the Clamagore. He contended that the submarine, having run her life's course, would remain a functional object, and noted that the equipment removed from the submarine could be distributed to other vessels of Clamagore's class.

Fate, Hope & Clarity

For Busch, the Clamagore is still worth saving, however: "These submarines had personalities. I guess it's because when you came on a submarine, you had to learn it backwards and forwards. ... Each submarine developed their own unique

personality. The synchronicity to how they rode on the surface - they started to be more like a living entity than just a metal tube."

He's not the only one who wants to see her restored rather than reefed. The main hope appears to lie within the USS Clamagore SS-343 Restoration and Maintenance Association, which has been working to relocate the submarine to a land berth. That way, it could still serve as a submarine museum and memorial for future generations, according to Rick Wise, secretary of CRAMA and retired Navy senior chief.

"We are not trying to do anything that has not been done before," Wise said. "It reduces the maintenance cost quite a bit."

He explained that CRAMA is trying to get a letter of intent from the South Carolina state legislature. Between that and a number of corporations interested in saving the Clamagore, he believes CRAMA could raise enough capital to store the submarine in a shipyard temporarily. Then the team would evaluate the damage, make the necessary preservation repairs and purchase land to permanently house the Clamagore.

"We're not giving up," Wise said optimistically. "We're submarine Sailors, we don't give up until we're on the bottom and we've blown all the air we can."

Still, the Clamagore's fate and the destiny of two lifelong friends remain uncertain. If and when she leaves Patriot's Point, Busch plans to stop volunteering at the maritime museum. He feels he would no longer be needed and that it would be too difficult to return once she is gone.

"I always tell people, she kept me safe, she got me home. It's my turn to save her, and, unfortunately, I couldn't do a good enough job at it," Busch said, his words rinsed with emotion. "It's going to be a dark day for me when she finally leaves. I plan to show up just to see her towed out."

For now, the Clamagore rests at a secluded far end of Patriots Point's concrete dock - perhaps spending her final months in South Carolina as museum ship before the Grey Ghost of the Florida coast permanently returns to the waters she once patrolled.

Undersea Mission is a Top Intelligence Priority For The Navy

Mark Pomerleau, C4ISRNET, September 7

With the return of so-called great power competition and a need for meeting priorities of the chief of naval operations — to include providing a ready and capable fleet to address the challenges facing the United States — the Navy's top intelligence official has indicated what intel might best support the CNO's to-do list.

"Our greatest need right now is in the undersea [mission] and the modernization of acoustic intelligence. That's No. 1," Vice Adm. Jan Tighe said during a panel discussion at the INSA National Security and Intelligence Summit in Washington on Wednesday. "Uniquely understanding and being able to surveil and do analysis in the undersea is something the Navy has to bring in spades."

Tighe also explained the need to be able to provide insights into adversaries' capabilities and weapons. These insights inform acquisition and help the force conduct modeling and simulation against threats.

In terms of intelligence readiness, Tighe described the Navy's as moderate, noting that measuring intelligence readiness is very difficult versus deliberate means of measuring the service's aircraft and ship readiness. "The intelligence side really isn't just lines of [processing, exploitation, dissemination] PED — that's not sufficient to the need; it's getting after the outcome," she said.

The intelligence readiness issue isn't so much about budgetary issues as it is about the conflicts in which the force has been engaged for the last 15-20 years, Tighe explained.

"The global war on terror, the counterinsurgencies, we've been in Iraq and Afghanistan, we've been with SOCOM [U.S. Special Operations Command] — especially our intelligence forces are being drawn into that. ... At the same time, getting them ready for a potential high-end fight with near-peer competitors is quite a challenge," she said. "Informing that acquisition system with the science and technical intelligence that we need, that's a focus area for us to rebuild."

Navy's Nuclear Fleet Shipyards In Bad Shape, Report Finds.

Geoff Ziezulewicz, Navy Times, September 12

Despite the Navy's plans to improve its public shipyards, the four facilities and their equipment remain in "poor condition," featuring drydocks that are more than 100 years old and other shortcomings that will take decades to fix, according to a government watchdog report released Tuesday.

The naval shipyards in Norfolk, Va., and Portsmouth, ME, and the shipyard and intermediate maintenance facilities at Puget Sound, Wash., and Pearl Harbor, Hawaii, are vital to maintaining the nuclear fleet, the Government Accountability Office report states.

But while they are critical to maintaining the Navy's nuclear-powered fleet — 10 carriers and 70 boats — "their overall condition remains poor," according to the report.

Backlogged maintenance and restoration projects for the facilities have grown by 41 percent over the past five years, the report states.

Fixing them will cost roughly \$4.86 billion and won't be completed for nearly 20 years, according to the GAO.

A Navy analysis found that shipyard capital equipment has an average age that now exceeds its expected useful life, the report states.

The shipyards are not fully meeting the Navy's needs, partially due to these poor conditions, according to the GAO.

Inadequate facilities and equipment have led to maintenance delays that contributed to more than 1,300 lost operational days for carriers and 12,500 lost operational days for submarines from fiscal year 2000 to 2016, the report states.

As a result of the ongoing problems, the Navy will be unable to conduct more than a third of its 218 planned maintenance periods over the next 23 fiscal years, according to the GAO.

The report found that the average age of the 18 drydocks used to perform maintenance is about 89 years, with the oldest completed in 1891 and the newest completed in 1962.

Several drydocks can't support existing boat classes, while others can only support vessels when assisted by equipment or tidal schedules, the GAO reports.

As existing carriers and boats are retired and new classes come into the fleet, use of the existing drydocks will become even more limited, the report states.

Drydock flooding "during certain delicate depot maintenance tasks" risks worker safety, ship damage and potential environmental impacts," according to the GAO.

Shipyard equipment features submarine shaft lathes built in the 1930s and plate rollers built in the 1950s, and requests for repair have jumped about 28 percent from 2008 to 2016.

"The actual need for repairs may be greater than the number of repair requests indicates, according to shipyard officials, because shop-level employees are reluctant to submit repair requests when there is little hope of obtaining funding for a repair," the report said.

Navy data shows that 48 buildings across the four shipyards have been condemned or are unusable for ship repair, including some that are on the waterfront and could be used to improve the repair process, the report states.

"Shipyard officials noted that the shipyards were not designed for their current mission and that the layout, size of facilities, pier space, utilities, and safety systems contribute to reducing the efficiency of the shipyards for repair work," according to the GAO.

While the Navy has developed capital investment plans for shipyards and equipment, the sea service's approach does not fully address the problems because plans are missing key elements, according to the report.

Missing parts of the plans include no full assessment of the shipyards' resource needs, regular management reviews of progress, analytically based goals and reporting on progress to Congress, according to the GAO.

"Unless it adopts a comprehensive, results-oriented approach to addressing its capital investment needs, the Navy risks continued deterioration of its shipyards, hindering its ability to efficiently and effectively support Navy readiness over the long term," the report states.

The GAO recommends the Navy develop a comprehensive investment plan, conduct regular management reviews and regularly report to Congress.

The Pentagon concurred with the recommendations and noted planned actions to address the issues.

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