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February 2019

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

Base Meeting:

BOD: February 7, 1800
 Membership: February 14, 1900

Location:

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



Base Commander	Ralph Rohrssen	843.670.2135	Chief of the Boat	Joe Lunn	843.747.5368
Base Vice Commander	Mike Ciesielko	843.324.0011	Veterans Affairs	Tom Lawson	843.327.3282
Secretary	Gordon Long	843.214.2353	Membership	Larry Knutson	843.860.1155
Treasurer	Gordon Williams	843.553.3015	Scholarship	Carl Chinn	843.437.5515
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			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 Lost During the Month of February

USS BARBEL (SS 316)	Feb. 4, 1945 – 4th War Patrol	Lost with all hands – 81 souls
USS SHARK 1 (SS 174)	Feb. 11, 1942 – 1st War Patrol	Lost with all hands – 59 souls
USS AMBERJACK (SS 219)	Feb. 16, 1943 – 3rd War Patrol	Lost with all hands – 72 souls
USS GRAYBACK (SS 208)	Feb. 27, 1944 – 10th War Patrol	Lost with all hands – 80 souls
USS TROUT (SS 202)	Feb. 29, 1944 – 11th War Patrol	Lost with all hands – 81 souls
Five Boats and 373 Men Lost		

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Upcoming Charleston Base Events

Base BOD Meeting	Thursday, March 7, 1800	FRA Branch 269 Goose Creek
Kaps4Kids	Tuesday, March 12, 1000	McLeod Hospital, Florence, SC
Base Meeting	Thursday, March. 14, 1900	FRA Branch 269 Goose Creek

Information on all these events are on the base website www.ussvicb.org/events/index.html

From the Editor

Because of unavoidable delays the Base Secretary will not be getting the minutes for the February Base meeting out until late this week and I am publishing this month's newsletter without the minutes.

The February minutes will be available online and included in the March newsletter.

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

NOTHING RECEIVED



FILE

The submarine Clamagore at Patriots Point.

Keep Clamagore in Charleston

Why are South Carolina taxpayers paying \$2.5 million to provide a tourist attraction for Florida?

I recently learned that the S.C. House Finance Committee has obligated \$2.5 million to facilitate the move of the submarine Clamagore (SS-343) to Florida to become a diving reef for tourists.

For the past several years the Florida Legislature has attempted to raise the funds to move the Clamagore. These efforts have failed, and now South Carolina taxpayers are being asked to provide the funds.

Mac Burdette, Patriots Point's executive director, will tell you one of the reasons they want to dispose of the submarine is because they fear it could sink at the pier and cause an ecological disaster in a hurricane. This is simply not true.

A submarine, unlike a surface ship, has a thick pressure hull allowing it to dive to 500 feet. The Clamagore's hull has no corrosion or damage. There is no water leaking into the boat. When you look at the boat today, the damage you see is rust and corrosion on the superstructure.

Another reason given by Mr. Burdette for disposing of this piece of history is that it is too expensive to maintain.

There are hundreds of former submarine sailors in the Charleston area who would be eager and willing to help repair and maintain the boat at no cost to the state. We know that the cost to repair the superstructure and drydock the boat is much less than the figure given by Patriots Point.

When the Navy loaned the boat to South Carolina, the state signed an agreement say-

ing it would maintain the Clamagore in good shape. This has not been done.

Why does Patriots Point really want to dispose of the Clamagore? We believe the answer lies on a large drawing in Mr. Burdette's office. It shows high rises, condominiums and homes on vacant Patriots Point land. This was his idea of how to make the museum profitable.

A museum is never built for profit. Museums are for people, especially children, to see, hear about and touch history. Thousands of visitors have been able to visit the Yorktown, Laffey and Clamagore, and experience the conditions that World War II sailors and submariners experienced. This is why we are spending money to restore another piece of naval history, the H.L. Hunley.

Today, Clamagore is the last of the GUPPY III subs in existence. She is also a National Historic Landmark.

When several former submariners learned of the plans to dispose of the Clamagore, they banded together and formed the Clamagore Restoration and Maintenance Association, a 501(c)(3), to raise the funds to save her. They love the history of this boat and want to save her for future generations to enjoy.

We feel South Carolina should keep the Clamagore here as a tourist attraction instead of paying \$2.5 million in South Carolina taxpayer money to provide Florida a tourist attraction.

THOMAS LUFKIN
Chairman
Clamagore Restoration
and Maintenance Association
Williamsburg Road

Charleston Base Presents Submariners' Legacy Award to Nuclear Power School Class 1806

On February 15 members of Charleston Base attended the graduation of US Naval Nuclear Power School Class 1806 at Naval Weapons Station of Joint Base Charleston. The Submariners' Legacy Awards were presented to ENS Michael J. Ross and EMN3 Titra K. McCunney by Rick Wise. You may notice that ENS Ross already wears a Patrol Pin. Also attending from Charleston Base were Ed Stank, Butch Bryar and Harry Nettles.



A typical graduation crowd



CDR Paul Rouleau, Dir. NPS, ENS Michael Ross, EMN3 Titra McCunney

Charleston Base Participates in the H. L. Hunley – USS Housatonic Memorial Service

On Sunday February 17 members of USSVI-Charleston Base and USSVI-Denizens of the Deep Base participate in a memorial service for the 13 sailors lost in the first successful submarine attack on USS Housatonic by H. L. Hunley. The service took place at the Sunrise Presbyterian Church, Sullivan's Island, SC near Breach Inlet from which the Hunley sailed for the attack 155 years ago.

Harry Nettles talked about what the attack meant to submarine history and the relationship that members of the bases had to the 8 men who died with the H. L. Hunley and the 5 men that died from USS Housatonic. Members of the bases presented white roses to the Lady Mourners, dressed in period costumes and led the procession down to the beach where a wreath with 15 white roses to indicate each of the men lost and that they are joined in death. The individual roses were thrown into the ocean as well as the wreath.



Front Row (left to right): John Flynn, Larry Knutson, Ray Sparks, Rick Wise, Theron Irving
2nd Row: Gary Williams, Ken Huchison, Ronnie Kerstetter, Harry Nettles, Rodney McKenna,
Charlie Hudson, Bill Freligh and Gordon Williams; Rear Row Wayne Phillips and Ed Stank
Photographer: Glenn Little also present but not shown John Yazanko from Denizens of the Deep



Entering the service



Seated in the choir loft



Presenting the rose to a Lady Mourner (John Yazanko is at the left)



Procession to the beach



Wreath in the ocean

Pictures by Glenn Little

Admiral W. F. “Red” Raborn

February 26, 1962 - Admiral W.F. "Red" Raborn steps down as Director of Special Projects. Under his direction, the Submarine Ballistic Missile Program became a reality and would become the strongest leg of the Nuclear Deterrence Triad. Raborn was a rear admiral when he was appointed, on 8 November 1955, as Director of Special Projects at the Bureau of Weapons. His task was to develop a submarine-launched ballistic missile. Raborn was appointed because of his reputation for getting along with people during stressful situations. He was told the new system had to achieve interim capability by early 1963 and full capability by early 1965.

To meet his goals Admiral Raborn developed a new management system, now adopted commercially, to keep track the more than 6,900 contractors and Government agencies engaged on the Fleet Ballistic Missile System. The “Program Evaluation Review Technique” (PERT) allowed project performance to be tracked with a chart. A glance showed work status and problems or “bottlenecks” allowing resources to be shifted to bring that portion “up to speed.” Raborn’s team pioneered human engineering. Realizing that Polaris had to be operated and maintained at sea meant a new emphasis on design simplicity and regular training. This approach was also adopted by major commercial industries. The USS George Washington (SSBN-598), the first ballistic missile submarine, was commissioned 30 December 1959, fired its first test missile 20 July 1960, and departed on the Navy's first deterrent patrol on 15 November 1960, five years ahead of schedule! For this significant accomplishment Admiral Raborn (ironically not a submariner, but a naval aviator) was awarded the Distinguished Service Medal. “...This deterrent signaled an historical contribution to the military strength of the United States and attested to Rear Admiral Raborn’s extraordinary executive methods by bringing the Fleet Ballistic Missile System into being in the short period of three and one half years...”



Article submitted by Carl Chinn

Admiral Osborn Scholarship Raffle

The Scholarship Committee will begin a new raffle starting at the January meeting. This raffle is for a remarkable DVD series titled **“Shipmates’ DVD Series”** put out by the Fleet Reserve Association and was made in conjunction with The History Channel and the A&E Television network. It includes the Navy, Marine Corps and Coast Guard. This impressive set contains 76 DVDs and covers a myriad of topics. See the list below for individual DVD titles.

The raffle will start at the January meeting with the drawing to be held at the end of the March meeting. Ticket cost is \$1 each or 6 for \$5 and is open to the public. Tickets can be purchased at the meetings and will be available for sale at the bar in the Fleet Reserve. Help support our Admiral James B. Osborn Scholarship with your purchase of tickets for an incredible set of DVDs!

Battle History of the Navy	Coast Guard	Valor in War and Peace
Born Into War	Defending America	Tigers of the Sea parts 1,2,3
Second to None	Coast Guard	Hallowed Grounds
Fire and Water	The U.S. Coast Guard	Missile Submarines
Steel Walls of Freedom	On the Wings of Eagle	S-5: Doomed Sub
The Great Ships	Marines	Last Stand of the Tin Can Sail- ors
Cruisers	A Fellowship of Valor	Desert Storm
Coast Guard	Pacific Inferno	USS Intrepid Story
Battleships	Born In Blood	Naval Aviation
Frigates	Tragedy to Triumph	Spruance
Ships of the Line	From Tragedy to Triumph	Admiral Chester Nimitz
Aircraft Carriers	Making Marines	Admiral William “Bull” Halsey
Amphibious Assault	Alamo of the Pacific: Wake Island	150 years in Annapolis: Naval Academy
Submarines	Storm on the Horizon	Most Daring Mission of the Civil War
Destroyers	Guadalcanal	The Lost Evidence
PT Boats	Marine Corps Aviation	Iwo Jima
Gun Boats of Viet Nam	Old Breed Marine	Okinawa
Hero Ships	The Marine’s Marine – Chesty Puller	Tarawa
USS Arizona 1 & 2	Special Operations	Leyte
LST-325	Air Rescue	
USS New York	Blood Angels (Corpsmen)	
USS Enterprise	Air Group 16	
USS Hornet	Bloody Aleutians	
USS Constitution	Navy Seals	
USS Yorktown	Snipers	
World War II	One Shot, One Kill	
Wrath	World’s Deadliest Snipers	
Triumph	Sea Bees	
Battlefronts	Deep Sea Divers	
Infamy	Forward Air Controllers	
Korean War	Marine Raiders	
Retreat From Hell		
The Bitter Standoff		
Triumph to Tragedy		
Fire and Ice		



The Navy Just Ordered the "Orca," an Extra-Large Unmanned Submarine by Boeing

Kyle Mizokami, Popular Mechanics, Feb 14

The U.S. Navy has awarded a contract to Boeing for four Extra-Large Unmanned Underwater Vehicles (XLUUVs). In other words: giant drone subs.

The unmanned submarines, called Orcas, will be able to undertake missions from scouting to sinking ships at very long ranges. Drone ships like the Orca will revolutionize war at sea, providing inexpensive, semi-disposable weapon systems that can fill the gaps in the front line—or simply go where it's too dangerous for manned ships to go.

The contract, announced today, stipulates Boeing will get \$43 million for "fabrication, test, and delivery of four Orca Extra Large Unmanned Undersea Vehicles (XLUUVs) and associated support elements." That's just over ten million bucks per boat.

What does the Navy get? A lot.

The Orca is based on the Echo Voyager technology demonstration sub. That boat is an unmanned diesel electric submarine launched and recovered from a pier. It has a range of 6,500 nautical miles and can run completely alone for months at a time. It measures 51 by 8.5 by 8.5 feet and has a weight "in the air" of 50 tons.

The sub features an inertial navigation system, depth sensors, and can surface to get a fix on its position via GPS. It uses satellite communications to "phone home" and report information or receive new orders. Echo Voyager can dive to a maximum depth of 11,000 feet and has a top speed of eight knots.

One crucial piece of Echo Voyager is the modular payload system that allows it to take on different payloads to support different missions. The unmanned sub has an internal cargo volume of 2,000 cubic feet with a maximum length of 34 feet and a capacity of eight tons. It can also support external payloads hanging off the hull.

How much Orca will improve upon the tech already inside Echo Voyager is unknown. U.S. Naval Institute News says the Orca will be capable of, "mine countermeasures, anti-submarine warfare, anti-surface warfare, electronic warfare and strike missions." Orca could carry sonar payloads, sniffing out enemy submarines and then sending location data to friendly helicopters and surface ships.

Orca could even pack a Mk. 46 lightweight torpedo to take a shot at an enemy sub itself. It could also carry heavier Mk. 48 heavyweight torpedoes to attack surface ships, or even conceivably anti-ship missiles. Orca could drop off cargos on the seabed, detect, or even lay mines. The modular hardware payload system and open architecture software ensures Orca could be rapidly configured based on need.

This sort of versatility in a single, low-cost package is fairly unheard of in military spending. The nearest rough equivalent is the Navy's Littoral Combat Ship, which costs \$584 million each and has a crew of 40. While LCS is faster, has the benefit of an onboard crew, and carries a larger payload, Orca is autonomous—and cheaper by orders of magnitude. For missions such as anti-submarine warfare, dozens of cheaper Orcas could saturate an area better than a single surface ship or perhaps even a manned submarine. A single shore-based crew could control several Orcas, allowing the autonomous subs to operate independently for days or even weeks at a time before issuing fresh orders.

Another benefit of unmanned submersibles: They're more or less disposable and can operate in dangerous waters without risking human lives. Orca could pretend to be a full-size submarine, waiting for enemy submarines to take a shot while a real Virginia-class nuclear-powered attack submarine sits back, waiting to ambush. Orca could take on dangerous missions such as laying mines in heavy defended waters, leaving behind a deadly surprise for enemies that think minelaying in their waters is simply too dangerous for a manned submarine.

Orca may or may not be a system that becomes a full-fledged member of the fleet, although the Navy's purchase of four of the drones indicates it does plan on using them for real-world missions. The Navy is probably purchasing enough to continue testing while having a few on hand for actual use.

Inexpensive systems like Orca could go a long way towards one of the most understated promises of unmanned air, land, and sea drones: reversing the out of control costs of today's weapon systems. While the cost of manned ships may not be coming down any time soon, inexpensive unmanned ships could bring overall costs down while adding capability to the fleet.

If you want to watch the future of naval warfare unfold, keep an eye on the Orca.

COMMENTARY: The Navy is pondering its future, and the only answer is this: Build, build, build

Harold Hutchinson, The Washington Examiner, Feb 12

Reports that the Navy is re-evaluating its 355-ship goal in the wake of the new national security strategy are a good sign. That said, those who are thinking the number should be lower are all wet. Ideally, the Navy will revise that number significantly upward.

The U.S. Navy, at present, is arguably the most powerful navy in the world. Its 11 nuclear-powered aircraft carriers can operate four squadrons of multirole fighters and assorted support aircraft. Its major surface combatants, the Ticonderoga-class guided-missile cruisers and the Arleigh Burke-class guided-missile destroyers, are arguably among the best in the world, and there's a lot of them. Nuclear-powered attack submarines, like the Virginia, Los Angeles, and Seawolf classes

pretty much rule under the sea.

There's just one big problem. As impressive as these ships and submarines are, there is one capability they don't have, and won't have, barring some breakthrough from the realms of science fiction: the ability to be two places at once. The Navy has 288 ships in service of all types. Thirty years ago, according to the Naval Historical Center, the Navy had 592 vessels, more than twice the current number, with a force of 15 aircraft carriers, plus one more for training. In 1999, 10 years later, that number dwindled to 336 and 12 carriers, largely due to the "peace dividend." By 2009, the Navy was down to 285 ships. Under former President Barack Obama, the force stagnated at that level, and at times dropped to as few as 10 carriers.

Some of the ships decommissioned during the "peace dividend," aging guided-missile destroyers of the Charles F. Adams and Farragut classes, as well as the Leahy and Belknap classes of guided-missile cruisers, were due for replacement. That was a total of 51 ships, and the planned 62 Arleigh Burke-class ships would have replaced them with a decent margin of error.

The problem was, the Navy retired another 40 ships - the Spruance-class destroyers, the Kidd-class guided-missile destroyers, nine nuclear-powered guided-missile cruisers, and five Ticonderoga-class cruisers - and also wanted the Burkes to replace them. Then 21 of the Oliver Hazard Perry-class guided-missile frigates were retired, along with the 46 Knox-class frigates. Those 67 vessels were not immediately replaced. That meant the Burkes had to replace 167 ships as opposed to 51. Production of the Burke-class has re-started, but with 62 Burkes currently in service, the difficulties are apparent. Resuming production of the Zumwalt-class destroyers to the 32 ships originally planned would help. The submarine force has also seen its numbers decline. The "peace dividend" saw the warranted retirement of the aging Permit and Sturgeon classes of nuclear attack submarines, but the Seawolf-class, intended to replace the older subs, was halted at three vessels. Worse, the early Los Angeles-class attack submarines were retired instead of being refueled. The force is now roughly half of what it was in 1989. Again, the Virginia-class submarines are incredibly advanced, but they do not have the ability to be in two places at once.

The decline has been bipartisan. While former President Bill Clinton and Obama did a lot of slashing, former President George W. Bush did precious little to reverse the decline. In some ways, it was understandable, given that we were fighting the global War on Terror. While his administration did develop the littoral combat ship, both classes were badly underarmed. He also missed the opportunity to license production of Spain's Alvaro de Bazan-class guided missile frigates to start replacing the Perry-class vessels.

There is hope, though: The Navy's FFG(X) program does offer one chance to start addressing the shortfall. The Bazan design is one of five competing for the contract, so are variants of both classes of littoral combat ship. In addition, a version of the Coast Guard's National Security Cutter is also in the mix. Buying all four of these designs would help alleviate the shortfall of hulls in the water.

The Navy has suffered decades of cuts, leading to a dwindling force structure. That can be reversed, but ships take a long time to build. The Navy can get out of the present hole, but the work must start now.

New Base Challenge Coins!

The Scholarship Committee will have brand new Charleston Base challenge coins for sale starting at the January meeting. Not only are the coins great looking, they are functional too!

Help support our Admiral James B. Osborn Scholarship Fund with the purchase of a coin or several. Make great gifts and of course challenge coin give-aways!



Navy Mulling New Contracting Mechanisms for Maintenance Programs

Yasmin Tadjeh, National Defense Magazine, February 19

The Navy is considering implementing new contracting mechanisms that it could offer to shipyards to improve maintenance schedules as it works toward a 355-ship fleet, the commander of Naval Sea Systems Command said Feb. 19. Reaching a 355-ship fleet will require not only the manufacturing of new vessels, but maintaining legacy systems, said Vice Adm. Thomas Moore.

"If we were to build at the maximum rate we think we could build today, it would take us until about 2052 to get to 355 ships just by building new ships alone," he said during a breakfast with reporters in Washington, D.C. But "if you want to get there sooner, you've got to figure out how to keep the ships that you have today a little bit longer."

The Navy is embarking on a concerted effort to extend the service lives of a variety of vessels, he noted. However, that effort is complicated by persistent maintenance issues, he said.

"We can build 355 great ships, but if I can't get them through the maintenance [cycle] then they don't do the combatant commander any good," he said.

The performance of the Navy's public shipyards is on the upswing, Moore noted.

"We have over the last three or four years built the capacity that we need - we're finally up to 36,100 people in the shipyards," he said. "You're starting to see some trends there that are improving."

But much work still needs to beef up the private shipyards that perform maintenance work, he said.

"[We] don't have the capacity we need right now," Moore said. "A lot of that frankly is driven by the strategy that we use to obtain maintenance from them - it's one contract at a time, one ship at a time."

"If you're in industry out there and you don't know until 90 days before I award the contract whether you're going to get the maintenance [funding] or not, you're not incentivized to hire," he added.

Years ago, the Navy would award maintenance contracts in five-year chunks, he said. But that shifted because the service was not satisfied with industry from a cost or schedule performance perspective, Moore said.

"We went to this fixed-price, award them one at a time [construct]," he explained. "While we've gotten some improvements on the cost side of the house, we clearly aren't getting the schedule performance [that is desired]. Right now, that's really hurting us. ... As you grow the number of ships in the fleet - and now you add all these service life extensions in there - that only complicates and makes the private sector maintenance more challenging."

To improve maintenance schedules, the Navy is considering changing its contracting approach, he said.

"We are working with industry to come up with a collaborative acquisition strategy that gives them enough stability and predictability that they can build a backlog and hire the people they need and make investments in their facilities, while at the same time giving us the cost and schedule predictability that we need on our side of the house," he said.

Moore noted that maintenance is the No. 1 challenge he faces at NAVSEA.

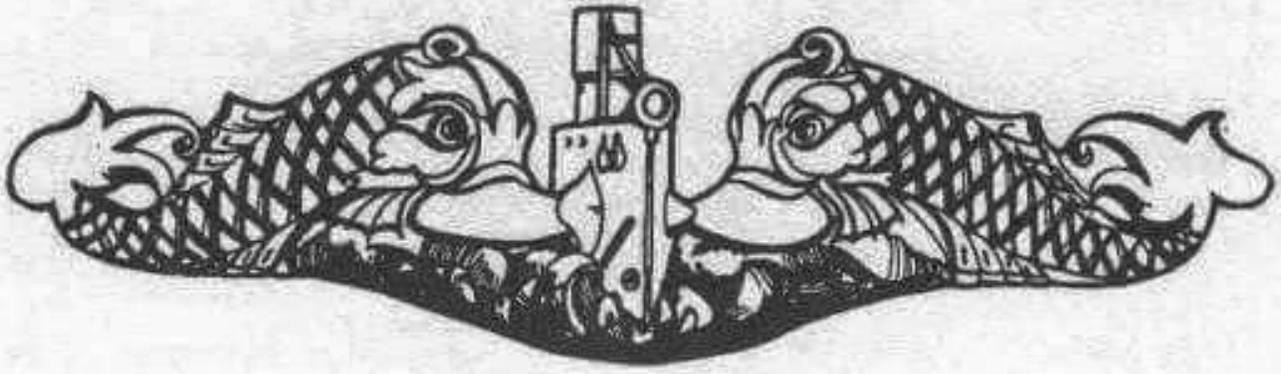
Meanwhile, as the Navy pursues a 355-ship fleet, Moore said the service does not plan to revive any inactive vessels.

Last summer, the Navy closely examined whether such an approach could help it reach its force structure goal but the idea was ultimately scrapped.

"The cost, and more importantly the capability. was just of limited value to us," he said. "It's not just about the numbers piece, it's also about having ships that can do what you need it to do."

While the Navy has stated it needs 355 ships to meet national security requirements, the service is expected to finish a new force structure assessment this year that could alter that target number. There is also speculation that the Navy could start counting unmanned vessels toward its total ship count.

That would be a policy decision that would be up to the office of the chief of naval operations and Congress to work out, Moore said. "Frankly, I don't really even have an opinion on it."



The Submariner

Only a submariner realizes to what great extent an entire ship depends on him as an individual. To a landsman this is not understandable, and sometimes it is even difficult for us to comprehend, but it is so!

A submarine at sea is a different world in herself, and in consideration of the protracted and distant operations of submarines, the Navy must place responsibility and trust in the hands of those who take such ships to sea.

In each submarine there are men who, in the hour of emergency or peril at sea, can turn to each other. These men are ultimately responsible to themselves and each to the other for all aspects of operation of their submarine. They are the crew. They are the ship.

This is perhaps the most difficult and demanding assignment in the Navy. There is not an instant during his tour as a submariner that he can escape the grasp of responsibility. His privileges in view of his obligations are almost ludicrously small, nevertheless, it is the spur which has given the Navy its greatest mariners - the men of the Submarine Service.

It is a duty which most richly deserves the proud and time honored title of ... Submariner.

Brothers Forever - by Mike Bickel

When we were young and feeling our oats
We joined the navy and went on those boats
That sank on purpose sliding into the sea.
Nobody knew where we were going to be
Except for a few who charted the way
To a far off coastline or a secret bay.
The rest of us did what we're trained to do
and trusted each other - but prayed a lot too.
In a sewer pipe coffin we just did our jobs
pulling sticks, cycling vents or adjusting some knobs.
When all hell broke loose we knew what was best
because we had dolphins affixed to our chest.
But although we knew every valve on the boat
that made it submerge or caused it to float
it wasn't dolphins or qualcards or years worth of studies
that would save us... but rather our crewmates... our buddies.
Many stood by us then, but they stand here no more.
On Eternal Patrol they have left their last shore.
Husbands and fathers and grandfathers too
who sailed with us, challenged us under the blue.
Forever a mate, forever our friend
we're bonded as shipmates beyond our lives end.
We pray for them now as we prayed with them then:
May you rest in peace always, my brothers - AMEN.

Submitted by Rick Sparger

HOW I BECAME THE BASE COMPTROLLER

By Rick Wise

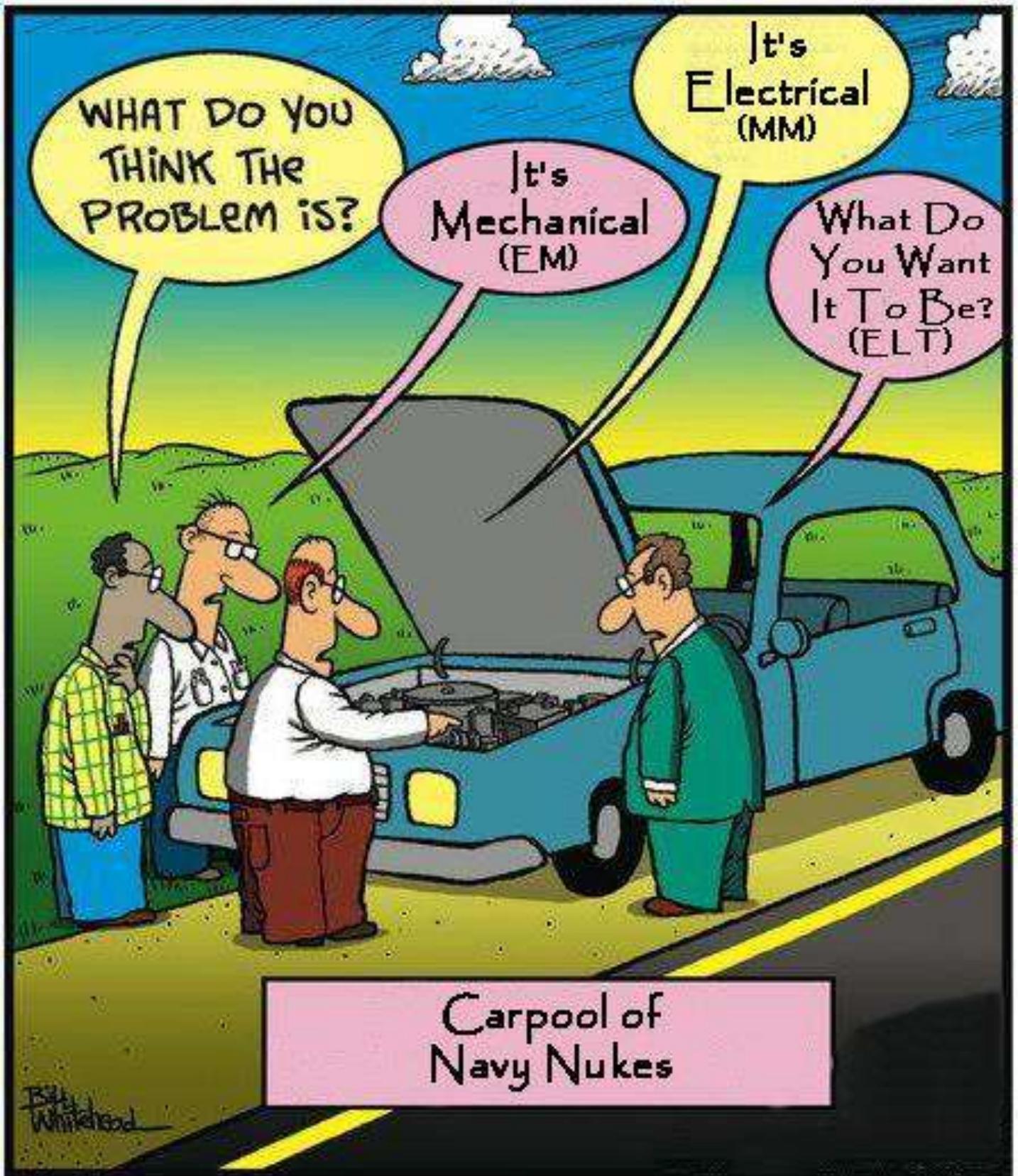
We had been discussing developing a Base Budget for some time before I was elected Base Commander. After taking office I talked to the various Board members who handled expenditures for the different base functions. Starting in September of 2015 I received their expected expenses and I put together a 2016 Base Budget that was improved and approved by the Board of Directors. It was submitted to and approved by the Base Membership at the November 2015 base meeting.

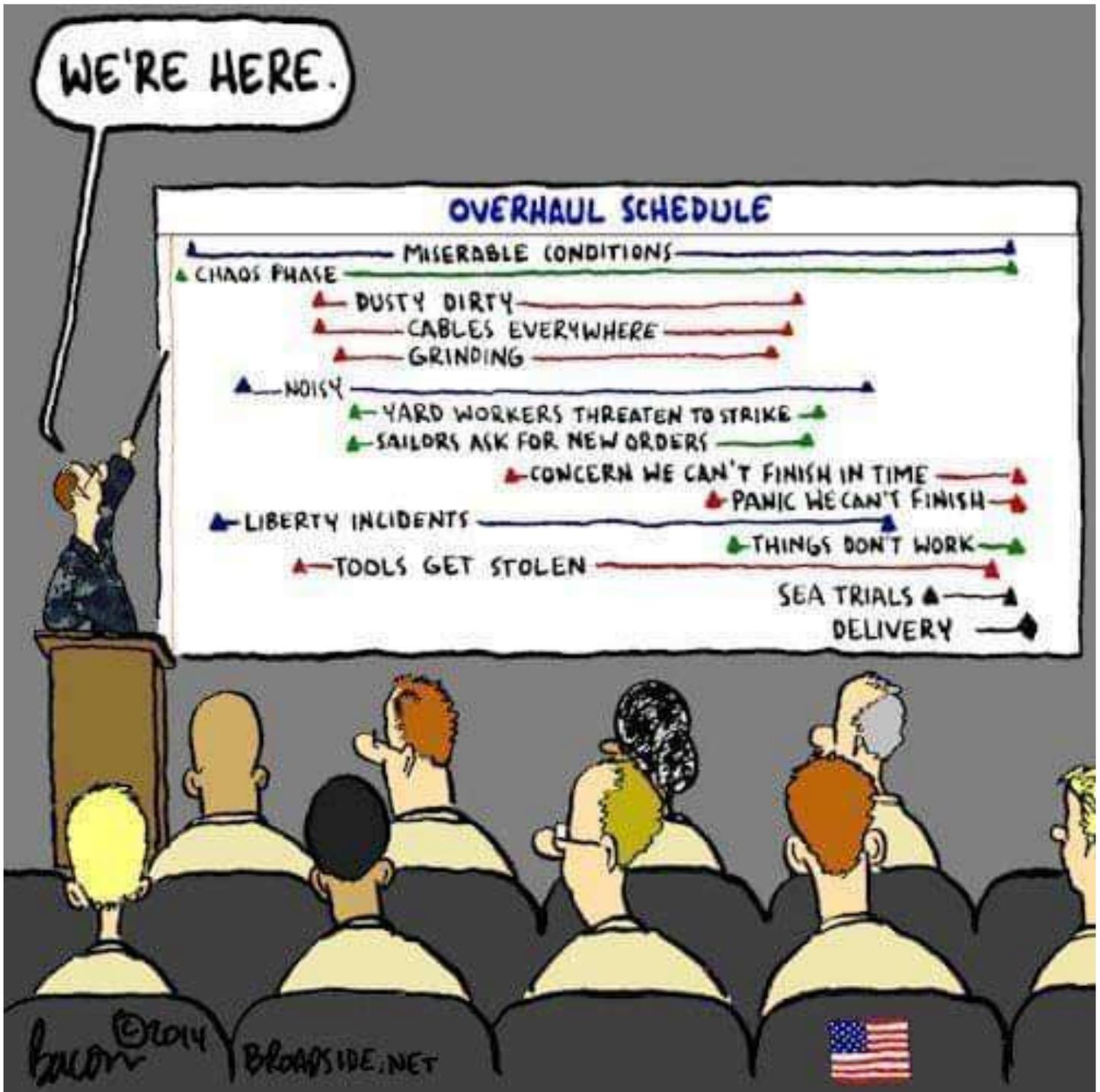
At best it was a wild a__ guess as to what we would spend over the next year but it was a starting point.

My first shock came when I told the Base Treasurer, Mike Welch, that he would need to keep track of where the funds spent went in the budget and he told me that was NOT a Base Treasurer's duty and it could be a conflict of interest. Upon investigation I determined we need a Base Comptroller to handle the budget. Since one of the Comptroller's duties was to develop the budget and since I had already done that and knew where each expected expense fit in the budget categories I felt I was most qualified and, as Base Commander, appointed myself Base Comptroller. After Ralph Rohrssen relieved me as Base Commander he re-appointed me to the position. If anyone would like to relieve me I will be more than happy to relinquish the position.

HUMOR

Thank you Carl Chinn





FOR SALE

Charleston Base members who have items they wish to sell may send me the information for inclusion in the newsletter. Items will run for three issues or until I'm notified by the person submitting the ad that it is no longer needed.

Certified GSA Container Inspector
Past President of SC Locksmith Association
2004 Locksmith of the Year



Crackerjack Locksmith



Robert Temple
Journeyman Safe Cracker
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H8SPVMT@GMAIL.COM

Robert Temple - Crackerjack Locksmith

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Transfer Fee: \$20 USSVI Member \$15

SC CWP Holders: \$5 discount

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FAX: (843) 569-1438

MC SQUARED Cables, LLC is an Economically Disadvantaged Woman/Veteran/Minority and Disabled Veteran-owned small business. We provide our customers with reliable cables that are physically and electrically appropriate for their applications, and conformant to the most demanding industrial requirements and military specifications. See [Flyer](http://www.ussvicb.org/business-discounts/MCSQUARED Business Description.pdf) at <http://www.ussvicb.org/business-discounts/MCSQUARED Business Description.pdf> for more information



Swamp Fox Utilities, LLC

Tim Curtis

Senior Estimator

Clearing * Grading * Water/Sewer *

Asphalt Paving

2080 Mendel Rivers Rd

PO Box 14

St. Stephen SC 29479

Phone: 843-567-3170

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