



Vol. 6, No. 7

July 2010

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



*USSVI Creed*

*"To perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their country. That their dedication, deeds, and supreme sacrifice be a constant source of motivation toward greater accomplishments. Pledge loyalty and patriotism to the United States of America and its Constitution"*



Base web site: [www.ussvcb.org](http://www.ussvcb.org)  
 National web site: [www.ussvi.org](http://www.ussvi.org)

**Special Officers Phone Number**

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

**Base Meeting:**

July 8, 2010  
 Social hour 1800, General Meeting 1900

**Location:**

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

**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



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## Minutes of the June 2010 meeting

Attendance for the June meeting was 104

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

**Awards:** The Admiral Osborne Scholarship winners were presented with their awards. The winners were: Maisie Wilson, Elisabeth Kilroy, Autumn Oakley, and Ashleigh Van Metre. Charleston Base received a thank you letter from Autumn Oakley as follows:

*“Submarine Veterans,  
Thank you so very much for your consideration and selection for the Admiral James B. Osborne Memorial Scholarship. I appreciate the scholarship and am honored to be chosen by your committee. I would also like to thank each of you for your service to your Country. That alone cannot be given words to express my gratitude. Thank you so much again.  
Fair Winds and Following Seas.*

*Autumn Oakley”*

**Base News:** Jerry Stout resigned as District Commander and Paul Viering was sworn in as the new District 2 Commander by Regional Director, George Boyle.

**Introductions:** New people were introduced; Don Kopczyaski, Don Donofrio, Donald Mook, Jack Frost, and Dick Kanning. Welcome aboard.

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

**Treasurer:** Terry Trump gave the treasurer’s.

**Storekeeper:** No report

**Chaplain:** Cards were sent as follows to:

**Marshall ‘Pappy’ Henderson** and family – death of Pappy’s wife, Cecilia,

**Marty Sessler** recovering from kidney stone surgery. Roger Rader at home and recovering from cancer surgery.

**Frank Young** is still in LifeCare rm 16.

**Al Addington** at home and would like to have visitors.

**Bill Jennings** is at home (114 Driver Ave,

**Vice Commander Report:** No report

**Sub Vets WWII:** Stacy Power gave the date for next meeting at Ryan’s’ in Summerville, 12 noon, 17 June. **Fleet Reserve:** No report

**Historian:** Bill Roberts donated a large hard drive for us to put our history on.

**Scholarship:** No report

**Public Affairs:** No report

**Webmaster:** I need your picture so we know what you look like, I will put it on the website.

**Veteran’s Affairs:** No report

**District Commander:** No report

**Holland Club:** No report

**Membership:** Marty Sessler has applications.

**Little David:** No report

**Newsletter:** No report

**After Battery:** No report

**Chief of the Boat:** Berkley county tractor show Nov 20 & 21<sup>st</sup>.

Larry Mason’s retirement, 11 June 1300, Cold War Memorial.

Moncks. Corner parade Saturday July 3rd.

We had 150 people at our picnic Saturday May 29<sup>th</sup> at The After Battery. We had plenty of food and beer. The extra beer was donated to After Battery.

**Base Commander:** National elections are coming up, please vote. The American Submariner has paper ballots if you don’t vote on line.

**Nuclear Historian:** Gave a presentation with training aids about that special Nuc surgery and how it differs from TM’s.

**Old Business:** None

**New Business:** Joe O’Saben donated \$100 to scholarship fund because the daughter of a base member bought a house through him. Thank you. John C. Calhoun reunion 18 thru 21 July here in Charleston. See Tom Yingling.

There will be a July 4<sup>th</sup> celebration at Old Fort Baptist church, come and wear your vest.

Political note, Jim Stein is running for Dorchester County Council District 2 and he is a Submarine veteran.

Summerville in Corey Woods) and would like to have visitors, just call first (851-1866).

**Mary Londergan**, wife of Don Londergan. In SMC 25 May for surgery on 26 May.

**Steve Curry** recovering from a very bad fall and back/rib problems. Easing back into work.

**Avery Lord** broke his hip and was in the hospital and rehab for several weeks. We were not informed of this until after he was home.

**Family of RM2(SS) Loren Nyland** who served on several diesel boats departed on Eternal Patrol on 1 May in Spokane WA.

**Family of TM1(SS) Arthur G. Smith**, WWII SUBVET departed on Eternal Patrol 30 May in Alexandria VA. Art served on USS SKATE SS305 where he was awarded the Silver Star for gallantry under enemy fire while saving two downed pilots.

**Margie Deal**, wife of Walt Deal, had surgery on the 9<sup>th</sup>. She is at SMC, rm 320, doing well and should be there until Sunday or Monday.

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.

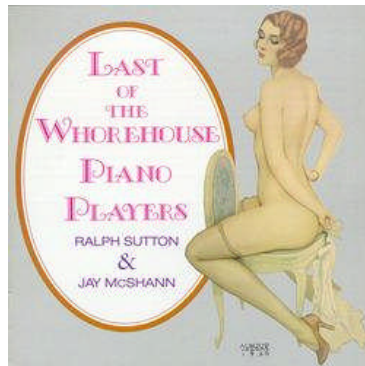
If you know of shipmates or spouses from other bases who are having a difficult time, had surgery, etc. and would like for USSVI Charleston Base to send them a card please send their name and address to the Chaplain via email or phone call.

The Aiken base is holding the GA/SC Mini conference and get together.

Last week was the Rolling Thunder meeting in DC with an estimated 200,000 bikes and on one of the lead bikes was the USSVI flag.

**Good Of The Order:** The depth charge drawing was held with \$320 to the winner, Mike Emerson. Mike is starting a fund to buy a seat on the next Honor Flight and he started it with \$150 from his winnings. Good job!

The Base Commander adjourned meeting at 2000.



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



Bognar	Dasch	Deal	Douglass
Farr	Freshour	Gunnis	Hazard
Higgins	Jenkins	Jones, R	Keller
Kennedy	Leal	Menefee	Morrin
Owens	Petersen	Scott, W.C.	Simpo
Smith,	Snyder,	Stoll	Whatley
Pinckney	Ron		

**July Submarines Lost:**

USS S 28	SS 133	July 4, 1944
USS	SS 273	July 26, 1944

Run silent, run deep  
 For freedom we fought to keep  
 How we spent so many days  
 Beneath the shimmering waves  
 A terrible foe we fought  
 And gave our lives; and freedom  
 bought  
 Now our souls forever lie  
 Restlessly beneath the waves  
 So silent now, so deep  
 For it is not enough for you to weep  
 For we shall not have died in vain  
 Lest you forget for what we gave  
 We gave our lives, freedom to save  
 For if you forget our deeds  
 Then we shall never sleep  
 Though we lie so silent, so deep  
*Al Alessandra, 2005*

**July Happenings!**

- July 3 – Moncks Corner parade. Line up at 0930
- July 4 – Independence Day
- June 8 – General Meeting; social hour 1800, meeting starts 1900



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### Membership and Dues Information:

2011 dues will be payable by 1 October 2010. Contact your shipmates to get them to pay their dues.

Pay at the meeting or send dues (payable to USSVI) to:

Carl Chinn  
217 Brailsford Rd  
Summerville, SC 29485-5405

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### Reminiscences of a Diesel Submariner

#### The Sailors Uniform

Pride is a funny thing. It is a concept that can't be packaged and issued. It takes root in a crew that has gained confidence in itself and a deep respect for the leadership of its senior petty officers and its wardroom. Once a crew has it, it germinates in every heart that comes aboard.

REQUIN had it. It was part of the boat and it manifested itself in a cocky attitude and 'hell for leather' outlook by her crew.

It was most evident in dress canvas formations topside. You formed up in two lines aft of the conning tower fairwater. Raghats in starched whites; Dolphins, neckerchiefs and jumper flaps rippling in the breeze. Gentle popping of the ensign, jack and squadron pennant.

The Chiefs and leading petty officers were decked out in medals and sleeves with hash marks from hell to breakfast and some wore old World War II combat patrol pins. There was a creak and groan of strained mooring lines, and the rattle of officers' swords.

Two lines of bluejackets knowing it was going to be a long time between smokes and hoping a seagull didn't crap on their white hat or their \$2.50 laundry and press job. Norfolk had a seagull population whose express purpose in life was to dump aerial calling cards on submarine sailors standing inspection topside in dress white.

You could see the nuke boats astern in their nest. They had their own nest at the end of Pier 22 because that was where they had all of the pixie dust connections for the moonbeam navy. To us, they were just big ugly bastards that were rapidly putting us out of business and relegating the boats we loved to the scrap yards. And there was not a damn thing we could do about it. Not one damn thing. The nuclear navy made us all fleas on a dying dog. Our Chiefs were relics of the past -- fossils of a

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### Shift Colors

If you have been missing your copy of *Shift Colors* that's because it has gone digital. Please read the info below and then click on the link to sign-up to receive your copy via email.

#### *Sign up for E-Mail Delivery*

Recently, we attempted to get a civilian contract that would handle the printing and mailing of *Shift Colors*. There were no bidders on any of our proposals, so we are currently still publishing online only.

If you haven't already done so, you can sign up for e-mail delivery of *Shift Colors*. Just send an e-mail to [MILL\\_ShiftColors@navy.mil](mailto:MILL_ShiftColors@navy.mil) and include the following information: your full name, your e-mail address (please do write it out; it's much easier to copy it into our database), your rank or preferred salutation (Mr., Mrs., Dr., etc.), your military affiliation (whether or not you're retired, active duty, a veteran, a surviving spouse, or just someone who's interested in receiving the newsletter).

<http://www.persnet.navy.mil/ReferenceLibrary/Publications/ShiftColors/E-mail+distro.htm>

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### Interesting Film

Check out the video at the following link:

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

It has some great early submarine shots.

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### Sub Sightings Baffle Witnesses

Loch Ness has its Nessie. Chesapeake Bay has Chessie. Even Lake Champlain has a critter called Champy.

So what mysteries lurk beneath the briny off South Florida?

Something a little more mundane than your

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bygone age. The floor of the Pacific was littered with rusting hulks that once had been the Jap Imperial Navy, but now were oxidizing junk many fathoms deep, entombing decaying Nip sailors, put there by the gray-haired, hard-nose bastards standing forward of these two lines of bluejackets in dress canvas. We looked like sailors were supposed to look Raghats, low-neck jumpers, neckerchiefs, and bellbottoms blowing against your ankles in the breeze. It was an impractical rig by any reasonable standard, but that uniform gave us our distinct identity. Men wearing that uniform filled wooden boxes in military cemeteries throughout the world. I don't know who thought up that stupid short sleeve white shirt outfit --that uniform that looks like something worn by a nuthouse orderly. I wish the idiotic sonuvabitch would contact me and explain what our navy gained by adopting that goofy-looking Good Humor truck salesman's uniform. To hell with progress that trashes tradition! Sailors deserve continuity. A continuous chain. Without something to connect generation to generation, something to pass on the pride of unique identity, a force loses something. I can't remember any adverse effects of wearing undress whites. They made me feel like I was a sailor. When I was wearing one, nobody ever took me for a bedpan collector at the local hospital. If I was CNO for a day, I would issue a directive that would require every bluejacket who owned one of those short sleeve white dog catcher shirts to turn the damn thing in for use as engine wipes. I would say, "Horsefly, better men than you and I can ever hope to be handed us down that uniform, and it represents our bond with them. The idiots that took it away from you broke faith and robbed you of a symbol that set you apart. It distinguished you and was universally recognized as representing the heritage of the finest navy the world has ever seen." But I will never be CNO for a day and progress will continue to erode pride and tradition in the name of progress and modernization. Small men who are short-sighted, if not totally blind, will discard the historically meaningful and opt for the momentary fad -- the current style with no tradition woven into the fabrics -- with no link to the ancestral legacy which American sailors should receive. The poor shortchanged bastards of today are no longer linked by signal lights, semaphore, celestial navigation, or marlinspike seamanship. Multi-frequency communication, global positioning and

standard mythical sea monster, but no less fearsome: Full-scale submarines, baffling beachgoers and boaters with now-you-see-it, now-you-don't appearances.

They're big, gleaming black, and glide silently offshore among freighters headed to Port Everglades and cruise ships steaming to exotic ports. Although warlike, this sub-festation is friendly: most likely our guys — Navy vessels cruising to classified destinations or participating in tests from a local facility.

"It's not uncommon. We've gotten reports, maybe a handful of times," Coast Guard Petty Officer Barry Bena said of the sub sightings. "It's definitely a possibility that it could be a Navy sub transiting the area."

The big warfish have fascinated those who have noticed them from land or sea.

Most recently was fisherman Ryan Danoff, who came across a periscope about four miles off Hollywood beach earlier this month. He chased the undersea spyglass with his 31-footer before it slipped beneath the waves in a gush of bubbles. Danoff, a 30-year-old Fort Lauderdale resident, called the Coast Guard during and after the episode. "I would like to have found out what was going on out there," he said. "They never got back to me. Still got me wondering."

Another Fort Lauderdale man, freelance writer David Schwartz, was taking sunrise photos on May 10 when he captured the unmistakable image of a sub so close off Fort Lauderdale beach that white caps from waves breaking along the shore could be seen in the frame.

"It was fairly obvious what it was," said Schwartz, 52, who has lived in the military town of Pensacola and is familiar with submarines. "It didn't seem as if it was trying to hide itself."

Schwartz said the vessel — its conning tower, lights and tail fin clearly visible — slowly and soundlessly followed ships entering the port, then turned and tracked out to sea. "As soon as it started becoming light out it went down," he said.

A year ago Saturday, again around sunrise, Robert Rodonich of Hollywood was on Dania Beach when a sub came into view about a half mile offshore. "I was shocked how it just came up out of nowhere," he said.

Rodonich, 42, dashed home and got a camera. He snapped a photo with 4-year-old daughter Lillian in the foreground, clad in red, white and blue, and

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factory-fabricated nylon line have replaced the seaman's arts and skills. We rode 'em in the horse and buggy days when being a sailor required saltwater savvy and technology was not our master. I'm glad it was that way. It made us special. Pride has a way of making a man feel special, of standing apart from the herd. So we stood there in the sun, shoulder to shoulder with our shipmates, below the big white 481 painted on our sail. We stood there knowing we were United States Navy. We were qualified in submarines and we belonged to a naval force that owned the oceans of the world. Those oceans had been purchased for us by the men who wore exactly what we were wearing, had stood precisely where we were standing, and had been pooped upon by the great-great-grandfathers of the seagulls currently crapping on our white hats.

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### **Dolphin Scholarship Foundation Selects 2010 Scholars**

Dolphin Scholarship Foundation (DSF) announces the selection of 25 outstanding high school and college students as the 2010 Dolphin Scholars. Each Dolphin Scholar receives \$3,400 per year which is potentially renewable for up to four years of undergraduate study at an accredited 4 year college or university, for a possible total individual award of \$13,600. For the 2010-2011 academic year, DSF will fund a total of 127 scholarships for an annual program total of \$431,800.

The 2010 Dolphin Scholars were selected from over almost 400 initial applications. Final selection was based on three equal criteria: academic proficiency, financial need, and commitment and excellence in school and community activities. Members of the military and civilian community comprised the Selection Board, including Mr. John L. Haines, Jr., the First Dolphin Scholar; Dr. Dean Dunn, Dolphin Scholar 1973-1976; Dr. Jane Duffey, Headmaster, Norfolk Christian School, the daughter of DSF Founder Martha Grenfell; CDR Mike Connor, USN; CMDCM(SS) Eric Gilkerson, USN; Mr. Tom Morehouse, Executive Director, Virginia CAN; and Mrs. Mimi Donnelly, Chairman of the DSF Board. Of the twenty-five 2010 Dolphin Scholars, 18 were high school seniors and 7 are current college students, 8 male and 17 female. Eleven of the submarine sponsors are from the enlisted community and 14 are submarine officers. Seven Scholars

offering a smile and a thumbs-up. For five days Rodonich and other observers at the Dania Pier witnessed the sub cruise back and forth in a north-south pattern. At night it was alit. "There were times it just disappeared, then came up about a half hour or 45 minutes later," he said. "I think it was a training exercise or something like that."

Rodonich could be right. The sub was south of Port Everglades inlet, the location of the South Florida Ocean Measurement Facility, which has operated a Navy range for more than 40 years.

According to its website, the facility monitors electromagnetic and acoustic signals from surface ships and submarines in a "near-shore environment" and "encompasses the Navy's only shallow and deep magnetic research and development ranges, including submerged operations."

Despite a spate of phone messages and e-mail exchanges, Navy public information officers would not elaborate on the facility's operations. Kevin Sykes, with the Naval Surface Warfare Center in West Bethesda, Md., would only say this: "There are certain things about subs we don't get into as far as time and place and when they're doing stuff."

Although he hadn't heard of the low-key test facility, the Coast Guard's Bena said it may well be the source of the offshore sub sightings.

"It only makes sense," he said. "It's right in the vicinity."

Said Schwartz, "I love a good mystery."

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### **New Musical Composition Commemorates USS Tang (SS 306) Last Battle during WWII**

On April 9, 2010, at a premier concert by the multiple-award winning Parry Hall, Maryland, Middle School "8" Panther Band, a new musical composition entitled "Escape from the Deep" was presented in public for the first time. Guest conductor for the event was Brian Balmages, composer of the music and resident of nearby Baltimore. Mr. Balmages has a world-wide reputation for producing works for band, orchestra and brass. He has many other musical achievements to his credit.

The composition was inspired by the book authored by Alex Kershaw entitled *Escape from the Deep*, (published April 28th 2008 by Da Capo Press) which tells the true story of loss of USS Tang

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ranked in the top 1% of their graduation classes.

*Of particular note for this year's winners: One of Charleston Base's Admiral James B. Osborne Scholarship winners was also a winner of the Dolphin Scholarship; Ashleigh Van Metre, daughter of CDR Christopher R. Van Metre, USN (Ret.), from Bishop England High School, Daniel Island, SC*

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## **Wartime Submarine Commander And Adventurer Turns 100**

The only living submarine commander from World War II turned 100 years on Wednesday and enjoyed festivities that are expected to continue for days.

Up to 100 people attended Commander Bill King's birthday party on Wednesday night held in his family home, Oranmore Castle, where he lives with his daughter Leonie and son-in-law, Alec Finn.

Yesterday morning Leonie was hosting the post-party breakfast for extended family before starting preparations for another event later this evening to include the community.

The Commander lasted a good few hours at his party according to Leonie who said "it appeared to have perked him up".

The extended family, many of them from England, the Commander's native country, gathered in the castle for a feast dominated by a roasted sheep, which was done on an open spit in the castle courtyard.

"And there was lots of dancing and singing and music," she added, which is not surprising as Alec is a member of the traditional band, De Danann.

Bill King first settled in Galway in 1946 when he and his wife, Anita Leslie bought Oranmore Castle for £200. The couple immediately set about renovating the Norman keep to make it into a family home by the sea. Today, it is open to the public from Wednesday to Sunday between 2pm and 6pm until the end of August.

In 1967, Commander King set out to sail the world in a purpose-built boat he constructed himself. The two-masted Galway Blazer II failed to circumnavigate the world twice, but at 58, Bill King became the oldest participant in the Sunday Times Golden Globe Race in 1968. He eventually achieved his goal of sailing singlehandedly around the world three years later.

He has been the only surviving World War II submarine commander for many years and recently had interaction with the son of a Japanese Chief

(SS306) in the Formosa Strait in October 1944. Mr. Balmages was impressed by the entire story of Tang's war record, its loss due to unusual circumstances and the events that occurred during and after its sinking. He felt he could depict the events of Tang's final battle in music, which in the opinion of this reporter, he did with consummate skill.

Earlier brief descriptions of the final battle and its aftermath are included in books by Theodore Roscoe (United States Submarine Operations in World War II) and E.B. Potter (Sea Power; a Naval History) both published by The Naval Institute of Annapolis, Maryland. A summary of facts and some quotations follow from these references.

Tang's captain was Commander Richard H. O'Kane, who had already led the ship to a distinguished record during four previous war patrols. Before this last battle during Tang's 5th and last war patrol the sub had attacked and sank 5 cargo ships and damaged 4 others. The sub had expended 13 of its original load of 24 torpedoes at that point. In its final engagement Tang attacked a Japanese convoy (the second convoy in twenty-four hours) consisting of escort destroyers, tankers with aircraft on their decks and troop transports with planes and other supplies on deck. The troops and war materials were en route to reinforce Japanese defenders under heavy pressure from U.S. Army, Navy and Marine forces on and around the island of Leyte in the Philippines.

At night on the surface at full speed, drawing a hail of tracer bullets and exploding shells, Tang's attack began. In the first salvo Tang fired six torpedoes, two each at a tanker and two transports. All struck their targets. In the ensuing chaos Tang became "boxed in" by burning ships and attacking escorts, crews of which could now see the sub intermittently in the glare of fires. Tang maneuvered for [torpedo] shots at other targets. Roscoe writes, "O'Kane fired three fast shots to clear the way. The first struck the [nearest] tanker, which promptly spewed a geyser of flame. The second struck [a] troop transport and stopped her dead in the water. The third struck [a] destroyer and stopped this foe with a thunderclap that shook Tang from stem to stern."

Roscoe describes in his book that O'Kane then maneuvered Tang to a safer position while the crew loaded the sub's last two torpedoes. Darting

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Engineer of a submarine which was sunk by Commander King. There were birthday messages sent from the Japanese family and, indeed, one of them was due to travel to the celebrations but had to pull out at the last minute.

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### **The Iowa Class Submarines**

Lance Bacon at Military Time's Scoop Deck blog writes:

"For the first time ever, all four guided missile subs are deployed to an AOR. We're not talking about being underway at the same time, and sea trials don't count. We're talking about being on the tip of the spear. For you strategists out there, that equals a combined 616 Tomahawk cruise missiles on station, and the ability to deploy up to 264 special ops forces. The historic mark was hit June 10, according to this Navy release. In the article, Rear Adm. Frank Caldwell, commander of Submarine Group 9 said "... back in the mid 90's this was just a power point presentation."

Having the firepower of a battleship, the reach of an aircraft carrier, plus the unmatched stealth expected of submarines, the Ohio SSGNs are a significant, perhaps even a game changing addition to the fleet. It could be they are the answer to the Navy's fears over Chinese anti-access weapons which currently threatens the US surface warships unless some technological breakthrough saves them from destruction. Here in a ready-made, already deployed package is the revolution without many billions of dollars spent on laser destroyers armed with sci fi weapons. The revolution is already here.

On several occasions New Wars has made compared the SSGNs to the Iowa battleship conversions of the 1980s, including this story titled "The Fleet's New Capital Ship":

"Much like the Iowa battleships of the Reagan Era, these Navy missile subs conversions are a bargain with a bang... Unlike the entire surface fleet, these premier underwater battleships are impervious to the primary threat in modern sea conflict: the cruise missile.

The Iowa's were supreme symbols of both the old Navy and the new. With its big guns, the class of 4x45,000 ton capital ships were the apogee of the line of battle tactics that dominated warfare for centuries. With long-range cruise missiles bolted on their deck in their Space Age makeover, and even unmanned aerial vehicles, the old dreadnoughts

through an opening between escorts, Tang fired the remaining MK 18 (electric) torpedoes at the one of the transports previously hit but not yet sunk. The first ran hot, straight and normal, hitting the target. The second, shortly after launch, began "porpoising" in and out of the surface of the water. Each surfacing could be seen by personnel on the bridge and it became clear that the torpedo was turning back towards the sub in a circular run. In spite of attempts by Tang to maneuver out of harm's way, the torpedo struck in the after torpedo room with a huge explosion, about 20 seconds after launch.

Nine (9) submariners on the bridge were blown into the water. An officer who escaped through the conning tower hatch to the bridge joined them after the ship began to flounder. Tang sank in 180 feet of water, at first with only its stern on the bottom and the rest of the sub at a steep angle so that the bow was much shallower before settling to the bottom. Sailors in the stern made their way forward, sealing aft compartment hatches to stem the in-rush of seawater. In the midst of continued depth charge attacks, thirteen men, forced by choking smoke from battery fires, were able to use the escape hatch forward and individual surfacing devices called Monson Lungs to exit the sub. These were the only successful escapes from any of the 52 U.S. subs lost in battle during WWII. Eight of the 13 escapees reached the surface alive. Only nine of those on or reaching the surface survived until the next morning. Then they were picked up by Japanese vessels to begin new chapters of horror. The nine endured savage beatings with clubs and kicking by "burned and mutilated" Japanese survivors of the sub's attacks, before being transferred to a succession of prisoner-of-war camps.

Although its fighting days were cut short, Tang's war record during World War II was truly impressive. According to statistics in Roscoe's book, Tang sank the second largest number of ships (24 – only USS Tautog, with 26, sank more) and the fourth largest amount of tonnage sunk of all U.S. subs. Tang also rescued the second highest number of American airmen (22) of all subs in the entire war. Sister sub Tigrone rescued 31. Commander O'Kane was awarded the Medal of Honor after the war for his service and the sub was awarded two Presidential Unit Citations, a record achieved by only three Navy warships (two of them

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became the arbiters of a new Navy in which precision trumped firepower and armor.

Unlike our fleet of very large and expensive aircraft carriers, which since World War 2 have only operated in permissive environments against benign adversaries, the SSGNs are well prepared for future conflicts with stand-off missiles and supreme stealth. For this cause it may be safe to reduce our dependence on very expensive and vulnerable naval airpower, saving only enough for the occasional land battle which carriers are specifically geared to support. The SSGNs are geared for sea control, and as such are survivable, affordable, and available.

All signs continue to point to the need for a return to conventional submarine production (SSK) in the United States, specifically to restore and maintain the number of boats in our over-worked, stretched thin fleet, also for other reasons. Within the same article above, Lance Bacon notices that the need for the deployment of all for SSGNs at the same time is not necessarily good:

“These subs, along with 16 to 18 attack subs and a few boomers, are needed every day to meet 100 percent of critical requirements. But these represent only one of four categories of combatant commander requests. In total, subs meet 50 to 60 percent of critical, high priority, priority and routine requests. Why? Subs are few and missions are many...

If this keeps up, sub crews could expect a lot more “deployment records” in the near future. And some Virginia class crews may see deployment rotations that are more consistent with the SSGNs. Those submarines deploy for 12 to 15 months, with crews swapping every three months.”

The problem is, the money is tight though as we see the need for submarines remain. Grace V. Jean at National Defense Magazine doesn't see things getting better, as detailed “In the Navy's Forecast, a Shrinking Attack Submarine Fleet“:

The Navy two years ago planned to procure 54 attack submarines through 2040 in order to maintain its desired fleet size of 48 ships. In its latest 30-year shipbuilding plan, however, just 44 boats are included.

Given that the average life of an attack submarine is 30 years, cutting 10 ships equates to a 20 percent reduction in the attack submarine force, said Rear Adm. Richard Breckenridge, deputy director of the Navy's submarine warfare division.

As a result, the Navy faces a 23-year period when the number of attack submarines in the fleet falls below

submarines) in WWII.

Mr. Balmages was commissioned by Perry Middle School to compose the music, which he entitled “Escape from the Deep.” The commission was funded by a donation from a foundation created by the family of Bryan Thomas Palmer, a student at the school when he died in his sleep in 2004 of unknown cause at the age of 12-1/2. In the concert program the Palmer family stated that the piece “was composed as a remembrance that there is still hope in the midst of tragedy. Bryan's love for music and his passion for life are demonstrated in this work which is infused with energy and excitement, yet tempered with moments of silence and solitude.” The foundation, described in more detail at its website [www.bryanpalmerfund.org](http://www.bryanpalmerfund.org), is dedicated to raising funds for scholarships and making donations to local music and sports programs in the Baltimore area.

This is the second musical piece commissioned in this way by The Perry Hall Middle School “8” Panther Band, which is under the direction of teachers Kelly Clavell and Neil Fishler. In 2007, Mr. Balmages created the piece entitled “Moscow, 1941.” According to the composer, that piece has since been played by thousands of bands worldwide. “Escape from the Deep” will be published during the summer of 2010 by FJH Music Company Inc., of Fort Lauderdale, Florida, which Mr. Balmages serves as Director of Instrumental Publications.

Sources used for this article included United States Submarine Operations in World War II, by Theodore Roscoe, published by the U.S. Naval Institute in 1949; Sea Power, a Naval History, 2nd Edition, edited by E.B. Potter, published by Naval Institute Press 1981; the Perry Hall Middle School Premier Concert Program and a brief discussion with the composer after the concert. There are also many sources in the Internet regarding the USS Tang and its war record.

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### **Submarines Could Use Nanotechnology to Scan the Depths and Elude Detection**

UT Dallas researchers have found that carbon nanotube sheets excel as underwater sound generators and noise-canceling speakers, two highly desirable traits for submarine sonar and stealth capabilities.

Researchers had previously shown that sheets of

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the desired 48 ships.

I personally see even this number as over-optimistic, with numbers in the lower 30s, perhaps even in the 20s if costs are not reined in. All hopes rest on the very large and powerful Virginia class, but as these boats reach the \$3 billion each mark with planned updates, it is difficult imagining 2 boats a year as the budget shrinks.

In contrast an SSK could be built in quantity, perhaps as low as \$300 million each, or one-tenth the price of an SSN. I would insist the Navy keep the tonnage at around 1000 tons, in order to stave off costly add-ons that adds little to the mission against mostly low tech powers, but does raise the price, enforce delays and reduce numbers. Keeping tonnage low, as we often argue with surface vessels, would enforce discipline on a tech-happy naval community, that thinks capability will duplicate availability.

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### **Navy Bans Tobacco Use on Its Submarine Fleet**

WASHINGTON — The smoking lamp is going out all across the Navy's submarine fleet, where the mission to "run silent, run deep" now will be carried out by sailors ordered to run undersea operations without cigarettes, cigars or pipes.

This is the latest front in the long war against tobacco declared by the Pentagon and the Department of Veterans Affairs. Their programs to help military personnel kick the smoking habit are intended to protect the health of the current force — and to save the government hundreds of millions of dollars a year in health care costs for those who have served, and smoked, in uniform.

The Navy is cognizant that military service is stressful, especially in long and lonely deployments under the sea. Everybody is aware that smoking is a legal, if harmful, stress reliever.

So the Navy banned smoking aboard submarines not with the stated purpose of curing the smokers, but of protecting nonsmoking submarine crew members from the threat of heart and lung disease from secondhand smoke.

"Recent testing has proven that, despite our atmosphere purification technology, there are unacceptable levels of secondhand smoke in the atmosphere of a submerged submarine," said Vice Adm. John J. Donnelly, commander of submarine forces. "The only way to eliminate risk to our nonsmoking sailors is to stop smoking aboard our submarines."

carbon nanotubes can produce a wall of sound in air, without moving back and forth like traditional speakers. The latest study from the UT Dallas Alan G. MacDiarmid NanoTech Institute reveals that nanoscience speakers perform as well underwater as they do on land, and that one day they could replace traditional submarine sonar arrays.

The study was published in the American Chemical Society's journal Nano Letters.

Sonar works by generating sound from an underwater speaker and collecting the sound waves that are reflected back to the sub. Sonar operators can determine an object's size, location and speed with sonar data. But, the delicate sonar arrays are expensive, they add to a boat's weight, and they do nothing to reduce a submarine's propeller sounds and other noises as it navigates the seas.

Unlike alcohol or other liquids, water has an interesting effect on carbon nanotubes. The tiny tubes repel water slightly and form a layer of air along their perimeter. Once energized, the thin, light sheets of nanotubes heat and cool incredibly quickly, producing a pressure wave in the air around the nanotube that our ears and other devices perceive as sound.

Led by Dr. Ali Aliev, a research scientist at the NanoTech Institute, the team discovered that nanotubes excel at producing low frequency sound waves, which are ideal for probing the depths of the ocean with sonar. The team also confirmed previous studies noting the ability of nanoscience speakers to cancel noise when tuned to the correct frequency — say, the rumble of a submarine.

"Nanotube sheets can easily be deployed on curved surfaces, like the hull of a sub," Aliev said.

"They're very light, about 20 microns thick, and they're 99 percent porous. Layers of nanotube sheets can be built up, each with a different function, for sonar projector applications or for control of the boundary layer losses for marine vehicles. Meaning, periodically heating the skin of a sub—or even an airplane—warms the thin pocket of air around the vehicle and reduces friction and turbulence. Or, these underwater sound generators could cancel out the sonar signal being sent out by another sub, leaving the friendly sub undetected."

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### **Improved Sonar And Stealth With The Same Nanotube?**

If a submarine covered in carbon nanotubes drives

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The Navy did not order its submariners to quit cold turkey. For the 5,000 sailors who admitted to being smokers among the submarine fleet's 13,000 crew members — that is just shy of 40 percent — the ban goes into effect at the end of the year.

In the meantime, a senior petty officer aboard each hunter-killer submarine and each nuclear ballistic missile boat will serve as a “smoking cessation coordinator,” helping sailors wean themselves off the habit through discipline — and a ready supply of nicotine gum, nicotine patches and other replacement therapies.

There are no plans to impose a “smokeless Navy.” Aboard surface warships, smoking is allowed in specially designated — and open — areas. Across the Navy, those who wish to quit smoking can attend classroom programs. And in many Navy and Marine Corps locations, those wishing to quit can receive help from physicians, dentists and pharmacists during a health care visit.

About one-third of all military personnel say they are smokers. While smoking is banned in basic training, more than a third of the current smokers across the armed services say they started after they went on active duty.

The military and cigarettes have a long history, in both combat practice and combat lore. When America went to war in the past, tobacco went with them and cigarettes were part of military rations. But they are no longer contained in the Meals Ready to Eat field food packages, as the Defense Department does not want to officially encourage smoking. Now that legacy is seen only in the water-resistant matches placed in combat rations and officially defended as a survival tool. (But has anybody in Iraq had to build a campfire lately?)

While supporting efforts to help the troops cut back on smoking, senior Pentagon officials rebuffed proposals to ban tobacco use in the combat zone, having assessed that personnel in Iraq and Afghanistan had enough pressure to deal with already.

Even as the Pentagon tries to quash cigarette smoking, the lore remains.

The superstition about bringing down bad luck if you are “third on a match” has roots stretching to World War I, when soldiers came to believe that you could light two cigarettes off one match without being spotted, but that lighting up the third cigarette gave enemy snipers ample time to ready, aim and fire.

Even more archaic is the maritime term “smoking

in the ocean, can you still hear it?

If there is one thing navies the world over want, it's more efficient sonar and the ability to hide their own submarines from it. Of course, the downside of such a technology is the heightened probability of more mid-ocean collisions.

Last summer, University of Illinois at Urbana researchers spoke of a new metamaterial that could be used to, in essence, guide incoming sonar waves around the hull of a submarine. The material also holds promise for super-high-definition ultrasound machinery for hospitals.

University of Texas at Dallas researchers have developed a more task-oriented device that may promise not only improved audio cloaking technology, but improved sonar systems in the same fell swoop. The device, composed of some electronics and a thin sheet of multi-walled carbon nanotubes, can be used to generate ultra-low frequency sounds without using large amounts of energy or taking up much additional space or weight.

Nanotubes are perfect for this sort of underwater use -- they are both remarkably resilient and hydrophobic. Due to their inherent dislike towards each other, carbon nanotubes create a small pocket of air around themselves when submerged in water. It's this pocket that does the heavy lifting for UT Dallas's system.

After being energized, the sheets of carbon nanotubes create their sound waves by being heated and cooled. This in turn generates pressure waves in the air pocket, which directly transfer to the water around it. These generated sound waves could be use both for the submarine's own sonar system, as well as noise-canceling incoming sonar pings from other subs.

Not only can the sheets be used for sonar and cloaking, but by layering them, additional sheets can be used to reduce boundary layer loss, friction and turbulence. And not just for submarines -- aircraft could benefit from the technology as well. Each layer of the device's nanotubes is about 20 microns thick and has virtually no weight, being 99% porous. Easily imaginable are the space and weight savings to marine craft currently equipped with modern sonar. The sheets can be applied to virtually any shape of hull, easily conforming to curves and angles. The only drawback is the lack of (reported) computer system to manage the complex task of audio wave direction, noise cancellation and

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lamp.”

According to a Navy history Web site, this phrase dates to the 16th century, when a lamp was stoked near the ship’s galley to draw tobacco users away from where gunpowder was stored.

The term has survived as a nautical figure of speech. “The smoking lamp is lit” designates those times and places for smoking; but when a skipper says, “The smoking lamp is out,” it means crush out your cigarettes now.

A ban on smoking is not the only change in life and culture charted for the submarine force.

The Pentagon is lifting a decades-old ban on women serving aboard submarines, which will be phased in as the undersea vessels are retrofitted over coming years for coed life and work by 2012. Women went to sea aboard surface warships in 1993

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### Admiral Osborne Scholarship Fund

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

ALL proceeds go into the scholarship fund.

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

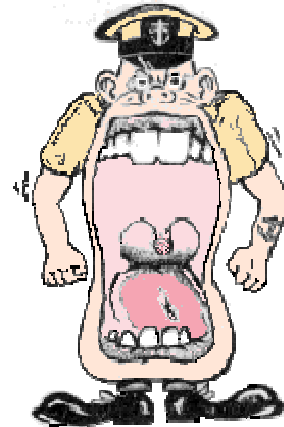
To get your coin(s) see Julian Villegas or Carl Chinn. Make sure you have one for “when you get challenged”!

Buy several for great gifts!



temperature management for friction control in different water temperatures.

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“Norfolk Naval Station 1300 in the parking lot of the Chiefs club.

All station personnel required to fall in for visiting Admiral to inspect upon his arrival.”

Master Chief tells Seaman Timmy that he is to go to the main gate and call him at the club when the Admiral comes through the gate, ETA 1345.

At 1400 the Admiral arrives at main gate and SN Timmy rushes over to the vehicle.

Asks, “Are you the admiral that is here for the inspection?”

Reply was, “Yes I am, why?”

Seaman Timmy says, “Just thought I would warn you that the Master Chief expected you at 1345 and you're late. Stand by for an ass chewing.”

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