



THE DECK LOG
USSVI CENTRAL TEXAS BASE
JUNE 2022
 VOLUME XI - ISSUE 6



USSVI Creed

Section 1: 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 may be a constant source of motivation toward greater accomplishments, and to pledge loyalty and patriotism to the United States of America and its Constitution.

Camaraderie

Section 2: In addition to perpetuating the memory of departed shipmates, USSVI shall provide a way for all Submariners to gather for our mutual benefit and enjoyment. Our common heritage as Submariners shall be strengthened by camaraderie. The USSVI supports a strong U.S. Submarine Force.

Perpetual Remembrance

Section 3: The organization engages in various projects and deeds that bring about the perpetual remembrance of those shipmates who have given the supreme sacrifice. USSVI also endeavors to educate all third parties it comes in contact with about the services United States submariners performed and how the sacrifices of lost shipmates made possible the freedom and lifestyle American enjoy today



USS Buffalo SSN-715—Thar She Blows

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EDITOR'S DESK



The Deck Log is a monthly publication of the Central Texas Base, United States Submarine Veterans, Inc. It is delivered via email in Microsoft Publisher PDF format to the Base Membership. A copy is printed and mailed via USPS to those shipmates not having email.

Deck Log Editor

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FACEBOOK PAGE: <https://www.facebook.com/ussvicentraltexas/>

INSTAGRAM: [ussvi.centraltexasbase](https://www.instagram.com/ussvi.centraltexasbase)

BASE MEETINGS - Base meetings are held on the third Wednesday of the month at M/SGT Ben D Snowden VFW Post 8587, 1000 N College St, Georgetown, TX 78626. We hold a quarterly social in lieu of a Base Meeting in March, June, September and December.




U.S. Submarine Service

JOIN USSVI

Have you ever worn the proud symbol pictured above? Are you related to, or know someone who is wearing, or has worn, Submarine Dolphins?

Visit our Web Site at:
<https://ussvicentraltexasbase.org/>



The original design for the U.S. Submarine Force insignia approved in 1924 by Theodore Roosevelt, Jr., Acting Secretary of the Navy, is still in use today.



2012, 2013, 2016,
2018, 2019, 2020,
2021

2010, 2014,
2017, 2020

2020 Base

2021
Rick Mitchell
Bill Scott

NATIONAL INFORMATION SOURCES

A listing of Internet information addresses of the various organizations as places to obtain information on national items of interest. Shipmates, you are invited to add to the list (just let me know via email of any you use), so over time it would become more comprehensive.



<https://www.ussvi.org/home.asp>



<http://www.ussvi.org/base/CentralTexas.asp>



<http://www.csp.navy.mil/>



<http://www.navytimes.com/>



<http://www.navy.mil/swf/index.asp>



<http://www.military.com/>



<http://www.med.navy.mil/pages/default.aspx>



<http://www.fra.org/>



<http://defensetech.org/>



<http://www.subvetstore.com/index.php>



<https://www.sublant.usff.navy.mil/>



<http://www.vfw.org/>



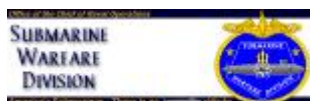
www.navyleagueaustin.org



www.navyleague.org



<http://www.usni.org/>



<http://www.navy.mil/navydata/cno/n87/n77.html>



www.military.com/military-report/



www.moaa.org



www.shiftcolors.navy.mil



<http://www.va.gov/>



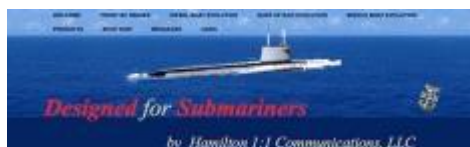
<http://www.submarinesailor.com>



<http://www.public.navy.mil/BUPERS-NPC/Pages/default.aspx>



<http://isasusa.org/>



WWW.DESIGNED4SUBMARINERS.COM



<http://www.dfas.mil/>



<http://www.usmilitaryforum.com/forums/>



<http://www.ausn.org/>



<https://www.facebook.com/ussvicentraltexas/>

SILENT RUNNING

"I can assure you that they went down fighting and that their brothers who survived them took a grim toll of our savage enemy to avenge their deaths." Vice Admiral Charles A. Lockwood, USN



USS Herring (SS 233)

Lost on June 1, 1944 with the loss of 83 men near Matsuwa Island. Herring was on her 8th war patrol, conducting a surface attack. Spotted by a shore battery and made 2 direct hits on her conning tower causing her loss. Before being sunk, she had sank a freighter and a passenger-cargoman. Herring was the only US submarine sunk by a land battery.



USS R-12 (SS 89)

Lost on June 12, 1943 with the loss of 42 men near Key West, FL during a practice torpedo approach. The cause was probably due to flooding through a torpedo tube. The CO and 2 other men on the bridge survived, as did 18 crew members on liberty at the time of the accident.



USS Golet (SS 361)

Lost on June 14, 1944 with the loss of 82 men. On her 2nd war patrol, Golet was apparently lost in battle with antisubmarine forces north of Honshu.



USS Bonefish (SS 223)

Lost on June 19, 1945 with the loss of 85 men when sunk near Suzu Misaki. Winner of 3 Navy Unit Citations, Bonefish was on her 8th war patrol. After sinking a passenger-cargoman, Bonefish was subjected to a savage depth charge attack.



USS S-27 (SS 132)

Lost on June 19, 1942 when it grounded off Amchitka Island. She was on the surface in poor visibility, charging batteries and drifted into the shoals. When she could not be freed and started listing, the captain got the entire crew to shore (400 yards away) in relays using a 3-man rubber raft. The entire crew was subsequently rescued.



USS O-9 (SS 70)

Lost on Jun 20, 1941 with the loss of 34 men when it foundered off Isle of Shoals, 15 miles from Portsmouth, NH. O-9 submerged at 0738 to conduct deep submergence tests, the sub did not surface thereafter but was crushed by the pressure of the water 402 feet below.



USS Runner (SS 275)

Lost between June 26 and July 4th with the loss of 78 men. Runner was on her 3rd war patrol probably due to a mine. Prior to her loss, she reported sinking a freighter and a passenger-cargoman off the Kuriles. The boat's last known ship sunk was on June 26th, so she probably hit the mine on or after that date but before July 4th, when she was scheduled back at Midway.

We Remember For those who gave their lives
in the defense of our country **We Remember**





USSVI CENTRAL TEXAS BASE NEWS

BASE COMMANDER'S REPORT



Hello Shipmates,

Hello Shipmates,

Memorial Day Weekend is upon us again this year. This is the month and weekend 10 years ago that my journey with USSVI and the Central Texas Base began. I knew about USSVI before I left the Navy but for personal reasons decided to stay away for a while. BTW, my reasons were stupid, and I feel robbed me of some valuable time with you all. Anyway, Carla and I used to attend the Memorial Day Ceremony at Sun City and it was a good ceremony, but it was getting overcrowded, and the politicians were taking over. So, we looked for another option. When I was scanning the newspapers, I saw a notice about a Tolling Ceremony happening in Memorial Park (I was unaware of the park at that time) so we came down for our first ceremony and I was greeted by Don Atkins and the rest was history. I have been fortunate to be part of every Tolling since. We have had many great speakers and some memorable ceremonies there thanks to many of you all's hard work. Lately we have had to overcome various obstacles such as Covid and construction. Every year though we have managed to hold some sort of ceremony. Unfortunately, this year due to numerous circumstances conducting a Memorial Day Ceremony just wasn't really doable for us. It is bothering more than I thought it would, but I will just use this a motivation to ensure we don't miss anymore.

Fortunately for us we did have an opportunity to attend a Tolling Ceremony close by in Fredericksburg this month on Armed Forces Day. I want to recognize and thank our P.C. Stryker Base neighbors for the ceremony they coordinated at the National Museum of the Pacific War. It was attended by shipmates and families from the Brazos Valley Base, Central Texas Base and P.C. Stryker Base. We also had about 60 members of the Silent Service Motorcycle Club in attendance. The ceremony was very well done and had a great guest speaker, Vice Admiral John Bird who gave a very interesting talk. We had the pleasure of listening to Ms. Donna Jackson sing for us, if you remember she was the singer at our Convention Tolling in Austin. And everything else you would expect at a Tolling including Echo Taps performed by a couple of buglers. Of course, there was the usual meet and greet and eating and hanging out and catching up with friends and opportunities for all to visit the shops, museums and wineries in the area. If you did not make the trip, you missed a good one.

Locally this year we have many ceremonies to choose from. By the time you all are reading this it will be June and the weekend past. I hope you took the opportunity to take your family somewhere and attend one of many ceremonies to Remember and Honor all those who paid the ultimate price while in service to our country. Something we as Americans have been doing since shortly after the Civil War when it started as Decoration Day where the graves of the war dead were decorated.

I'm really looking forward to this month's social we will be having at Berry Springs Park in Georgetown. We will have the privilege of inducting 5 of our members into the Holland Club that day. I sure hope as many of you and your friends and family make it out that can. The park is a wonderful venue. The Main course will be provided by the base, and we have a specially decorated cake that I'm sure you don't want to miss being made by one of our members. Feel free to bring sides as you desire. Bring your lawn chairs and come hang out and enjoy the day. There is a catch and release pond for fishing and plenty of hiking trails. We will be taking donations for our annual base fund raiser to offset some of the cost and help with base operating expenses. Donation amounts will be anonymous but everyone who donates will receive a chance for a prize, TBD. Put it on your calendar now and make plans to attend.

Thanks for everything you all do! Rick Mitchell 512-639-0035

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USSVI CENTRAL TEXAS BASE MEETING MINUTES – 18 MAY 2022

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Location: VFW Post 8587 and Zoom.

Meeting opened at 19:02 by Rick Mitchell, Central Texas Base Commander.

E-Board was present.

Sailing List: 20 Total, Local 19 + 1 Guest

Binnacle List: Mike Gauthier, Charles Matula and Walt Whittingslow.

Carl Repp: Led the base in our opening Prayer.

Pledge of Allegiance: Gene Hall

Tolling of the Boats – May: Rick Mitchell, Gene Hall Tolling the Bell

History of the USS Parche (SS-384): By Eric Heter, Base Historian.

Officer and Committee Reports

Treasurer's Report (Virgil Claycamp)

· \$35,583.65	1 Apr 2022 Balance
· \$25,616.23	General
· \$ 3,826.66	Memorial
· \$ 704.26	Uncleared checks
· \$28,738.63	Balance as of 1 May 2022

Kaps 4 Kids (Shawn O'Shea) Talked to Round Rock Children's Home and we still have no access. If you have any suggestions for possible locations we can go to, please contact Shawn.

Parade (Tom Sprague): The Next Event will be in Belton for the 4th of July Parade on Monday 4 July. We will be partnering with the Brazos Valley and Heart of Texas Bases. The Round Rock Long Branch Saloon will also have seating for Round Rock's event in the event you cannot make it to the Belton Parade.

Memorial (Gene Hall): City of Round Rock is working with the Insurance Company and any issues with them may be resolved in the next couple of months. Round Rock will then start, again, the process of the Park Renovation. Torpedo is still in the CONEX box. Yonders Point Plaza will have a Memorial Day event on 30 May 2022 in Round Rock.

Membership (Chuck Malone): 82 Current Members, 48 National Life, 40 Base Life, 42 Holland Club, 69 War Vets and 1 Associate Member. See Chuck if you don't have your Submarine Veteran Longevity Pin. Also see either Rick or Chuck if you are having problems updating your Profile at the National Website.

Birthdays 2022: 5/1 Dale Messing, 5/13 Mike Goulding, 5/17 Frank Abernathy, 5/18 Frank Espinosa, 5/28 Mike Gauthier and 5/30 Harry Ullman.

Unfinished, Ongoing and Old Business

June Social: The June Social will be held at Berry Springs Park in Georgetown on 18 June at 1200. The Base will provide burgers, hotdogs and members are asked to bring a side; salads, veggies, chips, etc. A member will be bringing a special cake. This will also be one of our fundraisers. Additionally, the Holland Club Chair will be inducting the following members into the Holland Club; Ed Carr, David Miller, Don McGriff, Gene Hall and Harry Boyer.

Recent POC's:

2022-18 National Awards Submission reminder

2022-19 VSO News

2022-20 National Web Site Update

2022 National Convention: Will be held at Buffalo, NY from 24-27 August 2022. Hyatt Regency rooms are currently \$119/night. Currently the following CTB Shipmates are attending, Rick M., Chuck M., Craig R., Weldon K., Joe K., Bill S. and Tom W. Please consider Joining us there.

May 21st Tolling Ceremony

This will be hosted by **P.C. Stryker Base** and will be held at the **National Museum of the Pacific War** in Fredericksburg, TX. The **Silent Service Motorcycle Club (SSMC)** will have their **Annual Rally** that weekend as well. This is on a **Saturday and Starts at 09:30 (arrive by 09:00)**, so Rise and Shine Early to get there, or stay the night before at a local hotel.

Base Float (Rick Mitchell): Jake Ferrigan will be heading the team to start on creating a new float and trailer. Please contact Jake if you would like to join this effort.

Need design ideas, what resources you may have available to contribute to this new float and so on. A drop tank has been donated for the new Submarine hull. Rick has salvaged some of the parts, screw, sail, etc. from the destroyed sub that may be reusable in the new float.

Bill Scott attended the first anniversary meeting of the Heart of Texas Base meeting at the VFW in Hewitt, TX on Saturday May 14, 2022.

New Business.

Memorial Day: Recommend attending the Round Rock Ceremony at the Yonders Point Plaza in Old Settlers Park. Georgetown also as a good ceremony at Sun City.

Annual Base Raffle: Same as before? Cabela’s and 1000 tickets total? Carl Repp presented a motion to hold a raffle and Frank Espinosa seconded the motion and it was approved by the members after discussion. We will determine what the prizes will be; Cabela’s or other Cash Gift Cards? in June. Tickets should be available around July and the drawing on or near Veterans Day in Nov 2022.

Social Media: If you use Social Media, please Like, Follow and be active on our sites.

United States Submarine Veterans. Facebook

USSVI Central Texas Base. Facebook

US Submarine Veterans. @ussbvets

Central Texas Base – United State Submarine Veterans, Inc. <http://ussvicentraltexasbase.org>

Frank Espinosa has a follow-up comment about the Blood Drive we held with “We Are Blood”.

if you ever give blood at a We Are Blood location PLEASE ask them to credit the donation to the Georgetown VSOs (VFW, USSVI).

Ed Carr recently completed an Honor Flight and Highly Recommends that you look into participating in one. Chuck Trahan is a good contact in the CTB if you are interested.

Good of the Order

50/50 Raffle – \$35 Cash was won by Frank Abernathy, \$34 to base. The 2nd drawing prize was two glass Beer Steins with Engraved Dolphins on them and were won by Bill Scott.

Next Meeting – 20 July 2022 19:00 at VFW Post 8587 and Zoom.

Sailing List - Base Members: Local at the VFW Post 8587 (19) Don Atkins, Harry Boyer, Virgil Claycamp, Ed Carr, Frank Espinosa, Jake Ferrigan, Gene Hall, Eric Heter, Joe Keller, Jeff Lindner, Chuck Malone, Rick Mitchell, Shawn O-Shea, Garet Onderdonk III, Garet Onderdonk IV, Carl Repp, Bill Scott, Roy Silva, Frank Abernathy. **1 Guest:** Guest-Ed Finan,

Meeting Adjourned by Rick Mitchell, 2030 hours

Minutes submitted by Frank Abernathy, Secretary, 20 May 2022

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BASE TREASURER’S REPORT

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15 May 2022


Financial Report for Period Ending 4/30/2022

Beginning Balance - 4/1/2022	\$35,583.65
RBFCU Checking (General Fund)	\$25,616.23
RBFCU Savings (Memorial Fund)	\$3,826.66
Uncleared checks	-\$704.26
Ending Balance	\$28,738.63

Submitted: Virgil Claycamp, Treasurer



JUNE 2021



Jack Thormahlen - 7th
 Harold Jackson - 3rd
 Jack Collins - 11th
 Sam Amato - 20th
 Eric Heter - 20th
 John Roberts - 21st
 Jeff Lindner - 23rd

CENTRAL TEXAS BASE MEMBERSHIP

Report presented to Base Commander w/copy to the Yeoman.

Members listed in Central Texas Database	82
Regular Annual Members	23
Associate Members	1
National Life Members	48
Base Life Members	40
Holland Club Members	42
Dual Members	4
Prospective Members:	0
War Veterans	69
Members pending:	0

Submitted: Chuck Malone, Membership



STOREKEEPER CORNER



The Central Texas Base (CTB) Supply Store is open for business. The Supply Store can obtain most of the items you need for memorabilia, your vest, gifts for others, etc. You can order them from the Storekeeper at a meeting or online at vclaycamp@yahoo.com. CTB can often get items at a lower than normal price, so you save money. The SK can search the net to find out-of-the-ordinary items, for all branches of the service. When requesting a ship's patch, tell the SK which coast you served on board, as the patches are often different for each coast.

The Base E-board is working on a way to inform you of the SK items in stock and prices and a way for to you purchase them either at the in-person meetings, or via an online email system to the SK for in-stock items.



BINNACLE LIST



We ask Lord, in your Son's Name, that you be with our Brother's and Sister's who are sick and ask that you hold them in your arms and heal them so that they might again join us around our table. In your Son's name, We pray, Amen.

Continued prayers for Bob Steinmann recovering from fractured hip.

Continued prayers for Charles Matula who has suffered several strokes and is paralyzed.

Continued prayers for Walt Whittingslow for back issues.

Prayers for Mike Gauthier.

Please keep us informed of any person who should be listed. These are the people that we know about, so please e-mail any E-Board member if you know of any member or his family that might be in crisis. Also please keep the Base Chaplain, Shipmate Bob Steinmann informed as well.



CALENDAR OF EVENTS



Unless otherwise promulgated, the Base Monthly meetings will be held in-person and/or a combination of in-person and Zoom meetings.

18 June 2022, Base Quarterly Social, Berry Springs Park and Preserve, Georgetown, TX 78626, 1200 hours, potluck. Fundraiser and Holland Club ceremony.

4 July 2022, 4th of July parade, Belton, TX with Brazos Valley Base. Also the Round Rock Long Branch Saloon will also have seating for Round Rock's event in the event you cannot make it to the Belton Parade. Details TBD.

20 July 2022, Monthly meeting Central Texas Base, VFW Post #8587, 1000 N College St., Georgetown, TX 78626, 1900 meeting. In-person and Zoom.

17 August 2022, Monthly meeting Central Texas Base, VFW Post #8587, 1000 N College St., Georgetown, TX 78626, 1900 meeting. In-person and Zoom.

24 - 27 August 2022, USSVI National Convention, Hyatt Regency Hotel, 2 Fountain Plaza, Buffalo, NY.

17 September 2022, Base Quarterly Social, Details TBD.



KAP(SS) 4 KID(SS)



I have been staying in touch with the Children’s hospitals. Due to the Coronavirus they have canceled all volunteer visits until further notice. I am checking with them monthly to reschedule as soon as it is safe to do so for the children and our volunteers. Any questions please do not hesitate to call me at 702-682-9170. Stay safe and be well. Thanks for all your support.

Shipmate Shawn O’Shea, Chair, Kap(SS)4Kid(SS)



CHAPLAIN’S CORNER



I believe...

A German Shepherd, a Doberman, and a cat died.

In heaven, all three faced God, who wanted to know what they believed in.

The German Shepherd said, "I believe in discipline, training, and loyalty to my master."

"Good!" said God. "Sit at my right side."

"Doberman, what do you believe in?" asked God.

The doberman answered, "I believe in the love, care, and protection of my master."

"Aha," said God. "You may sit to my left."

Then God looked at the cat and asked, "And what do you believe in?"

The cat replied, "I believe you are sitting in my seat."





Central Texas Base Shipmates Decorate Graves in Georgetown

Memorial Day, formerly Decoration Day, in the United States honors those who have died in our nation’s wars. It was originated during the Civil War when citizens placed flowers “decorated” the graves of those who had been killed in battle. The day became an official holiday and renamed Memorial Day and this tradition has been happening every year since. Many people take part in placing the American Flag on veteran’s graves in cemeteries throughout the country. On Saturday May 28th the Central Texas Base had 4 shipmates join along with the VFW Post 8587, American Legion Post 174 and Boy Scout Troop 151 in this tradition at the International Odd Fellows Cemetery located behind Southwester University on Georgetown, TX. Those shipmates were: Frank Espinosa , Calvin Story, Carl Repp and Jake Ferrigan.



Jake Ferrigan (on the right)



Calvin Story



Carl Repp

Photos courtesy of Frank Espinosa (Not Pictured)



The previous Undersea Warfare News weekly news bulletin email articles have been discontinued.

I have been saving articles of interest posted on Google News website and at for publishing in The Deck Log. Some of the following articles were downloaded from "The Broadcast, Official Newsletter of Commander Submarine Force www.sublant.usff.navy.mil. All other articles are supported by the appropriate URL for the articles."

VANGUARD: THE NUCLEAR MISSILE SUBMARINES THAT RUSSIA FEARS

<https://www.19fortyfive.com/2022/04/vanguard-the-nuclear-missile-submarines-that-russia-fears/>

By Peter Suciu, April 29, 2022

The UK has a powerful class of SSBN submarines that could literally kill hundreds of millions of people in minutes. Meet the Vanguard-class submarines: The Royal Navy's four *Vanguard*-class nuclear-powered [submarines](#) (SSBNs) currently form the [UK's strategic nuclear deterrent force](#). Each of the boats is armed with Trident II D5 nuclear missiles. They are also the largest submarines ever constructed in the UK and are the third-largest type of vessel in the Royal Navy.

The *Vanguard*-class was introduced in 1994 as part of the British military's Trident nuclear program and includes just four boats: *Vanguard* (S28), *Victorious* (S29), *Vigilant* (S30), and *Vengeance* (S31). The submarines were constructed between 1986 and 1999 at Barrow-in-Furness, Cumbria by the former Vickers Shipbuilding and Engineering (now BAE Systems Marine).

All four of the submarines are based at HM Naval Base Clyde, west of Glasgow, Scotland. The *Vanguard*-class boats were originally intended for a service life of twenty-five years, and will be replaced as the new *Dreadnaught*-class of ballistic missile submarines is set to enter service beginning in 2024.

Each [submarine is powered by](#) a Rolls-Royce PWR2 nuclear reactor, with two GEC turbines; and has a single shaft and a single pump-jet propulsor and two WH Allen turbo generators.

Largest Subs in the Royal Navy

At nearly 150 meters in length and more than 16,000 metric tons, the *Vanguard*-class remains the largest submarine type ever constructed in the UK, and it has remained the third-largest type of combat vessel in service with Royal Navy. The submarines have twice the displacement of the Polaris submarines of the *Resolution*-class. Due to the size of the boats, a special production facility had to be built to handle the construction of the *Vanguard* and her sister submarines.

The increased size of the subs was necessary to accommodate the Trident D5 missile, yet the complement of the class is small at just 132 officers and sailors, compared to the Polaris boats, which required a crew of 149. The 16-tube missile compartment on the new Trident submarines is based on the 24-tube system utilized on the United States Navy's *Ohio*-class Trident submarines. Missile maintenance occurs in the United States, while the UK Atomic Weapons Establishment at Aldermaston was responsible for all the design, construction and installation, as well as maintenance of the warheads.

The Trident nuclear missiles can be fired at targets up to 4,000 miles away and at their maximum speed travels at more than 13,000 miles an hour.

The *Vanguard*-class was also designed with [several significant improvements](#), which included a new design of the nuclear propulsion system as well as a new tactical weapon system or self-defense purposes, both before and after a missile launch. Under "normal" conditions, the submarines are equipped with one to three warheads depending on mission, yet each *Vanguard*-class submarine is capable of carrying 192 warheads.

In September 2009, British Prime Minister Gordon Brown told the UN General Assembly that the UK was ready to [reduce its](#) *Vanguard*-class submarine force by one. Brown had said that the offer was being made to encourage other nuclear-powered countries to move towards a nuclear-weapons-free world. However, such a move never came to pass.

Attack Sub

While designed to serve as a nuclear deterrent, the *Vanguard*-class boats [are also equipped](#) with four 21-inch (533mm) torpedo tubes and can carry up to 16 Spearfish heavyweight torpedoes, which can be guided by copper wire or by autonomous active or pass sonar.

At full speed, the Spearfish can attack a target up to 14 miles away, while at low speed the range is increased to more than 30 miles. The torpedoes can deliver a 660 pound explosive charge, and that provides the boats with both anti-submarine (ASW) and anti-surface warfare (ASuW) capabilities.

The boats are also fitted with what the [Royal Navy](#) calls “world-beating sonar,” which is reportedly so sensitive that it can “hear” vessels more than 50 miles away. That can help ensure that the *Vanguard*-class can live up to its moniker and remain the foremost part of an advancing naval force.



HMS Victorious, one of the Royal Navy's four strategic missile submarines. Departs HM Naval Base Clyde, Faslane, for a major refit at Devonport. Object Name: 04115848 Organization: Royal Navy Supplemental Categories: Equipment, Submarines, Ballistic Keywords: Submarine, Vanguard Class, Clyde, Royal Navy, SSBN, HMS Victorious, Faslane, Mountains Country: Scotland.

Now a Senior Editor for 1945, Peter Suci is a Michigan-based writer who has contributed to more than four dozen magazines, newspapers and websites. He regularly writes about military hardware, and is the author of several books on military headgear including [A Gallery of Military Headdress](#), which is available on Amazon.com. Peter is also a [Contributing Writer](#) for Forbes.



Russian Navy's oldest submarine Alrosa to re-enter service

<https://www.navyrecognition.com/index.php/naval-news/naval-news-archive/2022/may/11732-russian-navy-s-oldest-submarine-alrosa-to-re-enter-service.html>

NAVAL NEWS MAY 2022 NAVY FORCES MARITIME DEFENSE INDUSTRY, 11 MAY 2022

According to information published by Tass on May 11, 2022, the Russian Black Sea Fleet's oldest submarine Alrosa has completed its repairs and will re-enter service soon. [Follow Navy Recognition on Google News at this link](#)

The shipbuilders sea trials will be held by the Ship Repair Plant's staff who will remove possible faults and deliver the sub to the customer. Then, the crew of the Alrosa sub will pass necessary tests, the press office said.

The Alrosa was built by the Krasnoye Sormovo Shipyard in the city of Gorky (currently known as Nizhny Novgorod) shortly before the break-up of the Soviet Union and belonged to experimental Project 877.

It was driven by a waterjet engine instead of propeller propulsion, which ensured its maximum stealth. Owing to this, the submarine with waterjet engines is dubbed as 'black hole' abroad. Soon after the break-up of the Soviet Union, the Alrosa remained Russia's sole combat-capable submarine in the Black Sea.

About Project 877 (Kilo-class submarine)

The Project 877 Paltus, NATO reporting name Kilo-class is a diesel-electric attack submarine designed and built in the Soviet Union for the Soviet Navy. The submarine is designed to conduct anti-shipping and anti-submarine operations.

The submarine has a length of 76.2 m (250 ft 0 in), a draught of 6.5 m (21 ft 4 in), and a displacement of 2,300 tons (surfaced) and 3,040 tons (submerged).

The Project 877 Paltus can reach an underwater speed of 20 knots (37 km/h), submerge to 300 meters, and have a cruising capacity of 45 days. The crew comprises 52 men, the underwater displacement is close to four thousand tons.

Project 877 carries up to four Kalibr cruise missiles to strike at the surface (3M-54 and 3M-541) and ground targets (cruise missiles 3M-14) and has new electronic equipment.

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Russia's Submarine Fleet In The Pacific Should Make The Navy Sweat

By [Wesley Culp](#), 5/23/22

<https://www.19fortyfive.com/2022/05/submarines-russia-pacific-expansion/>



Russian Borei-class ballistic missile submarine.

Russia's Pacific Fleet is reportedly slated to receive three new submarines in 2022. According to [Russian state media](#), the [Borei-class ballistic missile submarine](#) *Knyaz Oleg*, the [Yasen-M](#)-class nuclear submarine *Novosibirsk*, and the diesel-electric attack submarine *Magadan* is slated to join the Pacific Fleet's submarine contingent.

A lot of responsibility

The Pacific Fleet has the largest area of responsibility of any of Russia's fleets, encompassing the entirety of the Pacific and Indian Oceans and an eastern portion of the Russian Arctic. In the lead-up to Russia's war in Ukraine, the Pacific Fleet's cruiser *Varyag* and destroyer *Admiral Tributs*, as well as the supply ship *Boris Botuma*, were [dispatched](#) to the Eastern Mediterranean to support Russian operations there. However, the Russian Pacific Fleet's involvement in Moscow's invasion of Ukraine has been relatively limited. The fleet did apparently lend logistical help in moving equipment from Russia's far-flung Kuril Islands to the Russian mainland for transport to Ukraine.

The Russian Pacific Fleet is smaller than its Soviet predecessor. But it has grown in recent years, and it brings together a mix of modern and legacy Soviet ships. As of April 2022, the fleet officially [includes](#) 53 surface warships and 23 submarines, including the three set to join this year. While the *Knyaz Oleg*, *Novosibirsk*, and *Magadan* have already been assigned, they have not necessarily traveled to the Pacific Fleet's home

base or its area of responsibility yet.

While Russia's most recent [Maritime Doctrine](#) places a high emphasis on the Pacific Fleet's ability to defensively secure Russian interests in the Pacific and Indian Oceans, the additional deployment of Borei and Yasen-M ships appears to raise questions about those doctrinal aims. After all, these ships can take the fight to distant enemies by serving as nuclear-ballistic and cruise-missile submarines.

The new submarine additions

The *Knyaz Oleg* is a nuclear-powered, ballistic-missile [Borei-A](#)-class submarine. The Borei-A class is an iteration of the standard Borei class. They are larger and more advanced than their predecessors. Built by Sevmash in Severodvinsk, the *Knyaz Oleg* is the fifth Borei-A submarine to be produced. The submarine is [powered](#) by an OK-650 nuclear reactor. It is designed to carry 16 Bulava submarine-launched ballistic missiles and has six torpedo tubes capable of carrying RPK-2 Vyuga anti-submarine missiles. Potentially hinting at a future service life of covering Russia's eastern Arctic zone of responsibility, the *Knyaz Oleg* has been conducting a series of training exercises on the use of its [Bulava missiles](#), as well as the [firing](#) of torpedoes to break holes in Arctic ice for the submarine's emersion.

Accepted into the Russian Navy [simultaneously](#) with the *Knyaz Oleg* at a December 2021 ceremony virtually attended by Russian President Vladimir Putin, the Yasen-M-class *Novosibirsk* is another nuclear-powered submarine. [Equipped](#) with a KTP-6 monoblock reactor, the *Novosibirsk* and its Yasen-M sisters are some of the quietest vessels in Russian service today, and they can carry a combination of [Kalibr ground attack missiles](#) and Zircon or Oniks anti-ship missiles. Unlike the Borei-A-class submarines, the *Novosibirsk* is a guided-missile submarine. The two classes of submarine would play different roles in a hypothetical conflict.

Despite not being nuclear-powered like the *Novosibirsk* or the *Knyaz Oleg*, the *Magadan* is designed to fulfill a similar role. The *Magadan* is an example of the Project 636.3 Kilo class of attack submarines, and it was [commissioned](#) into the Russian Navy in October 2021 as the third of six such submarines ordered for the Pacific Fleet. As a Project 636.3 class, the *Magadan* is [powered](#) by a diesel electric system and can carry Kalibr ground attack and anti-ship missiles, as well as a variety of Strela and Igla air-defense missiles. Kilos such as the *Magadan* are also believed to be some of the quietest diesel-electric submarines in the world.

As Russia continues to deliver submarines to its Pacific Fleet, the command will likely continue to rely on a variety of nimbler vessels as part of its expansive mission of securing Russian interests in the Pacific, Indian, and Arctic Oceans.

Wesley Culp is a Research Fellow at the Center for the Study of the Presidency and Congress. He regularly writes on Russian and Eurasian leadership and national security topics and has been published in The Hill and the Diplomatic Courier. He can be found on Twitter @WesleyJCulp.

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Before the submarine Connecticut and its crew collided with an undersea mountain last fall, red flags abounded

By [Geoff Ziezulewicz](#)

[Before the submarine Connecticut and its crew collided with an undersea mountain last fall, red flags abounded \(navytimes.com\)](#)

Seven months before the fast-attack submarine [Connecticut](#) struck an undersea mountain while operating in the South China Sea Oct. 2, multiple crew members told Navy Times that things weren't right on their elite and secretive boat.

Those sailors — assigned to one of just three Seawolf-class subs — spoke of a longstanding feeling that their command and the higher ups didn't care about them; all that mattered was making the mission.

"The crew is tired from constant underways, a constant hurry-up-and-push mentality that's just been going on for years on end," one petty officer told Navy Times.

Released this week, [Big Navy's command investigation](#) into Connecticut's nearly fatal grounding on the floor of the South China Sea last fall echoes those sailors' morale concerns, while raising troubling questions about the readiness of the boat and its leadership as higher echelons pushed the ship out onto deployment in the spring of 2021.

Aside from showing just how close the crew came to dying on the ocean floor via a series of preventable missteps, the investigation lays out how the ship's commanding officer, Cmdr. Cameron Aljilani, had been coun-

seled several times during his less than two years in command and had received a “letter of instruction,” or LOI, documenting substandard performance.

It reveals for the first time how Connecticut struck a pier while mooring at Naval Base Point Loma in San Diego six months before the near-fatal grounding, and then was deployed before the investigation into that Class A mishap had even wrapped up.

Led by [Rear Adm. Christopher Cavanaugh](#), a submariner and Maritime Headquarters director for U.S. Pacific Fleet, the investigation indicates that higher commands did not act upon red flags suggesting the Connecticut leadership was not up to the task.

“Although the Connecticut CO, XO, and department heads were fully qualified for their assignments, this was a particularly weak team,” Cavanaugh wrote.

While different in several vital respects, some of the investigation’s findings bear similarities to those made following the fatal collision of the warship Fitzgerald five years ago: namely, the need for a ship to deploy versus that ship’s readiness to go.

“This investigation highlighted the tension between the imperative operational requirement for Connecticut to deploy on time against the ship’s overall readiness to deploy,” U.S. Pacific Fleet commander, [Adm. Samuel Paparo](#), wrote in his April 11 endorsement of the investigation.

While the investigation makes clear that the accident was preventable and had multiple causes, it also raises questions about oversight of the sub and its command, according to [Bryan Clark](#), a retired submariner and current director of the Hudson Institute’s Center for Defense Concepts and Technology.

“It was an accident that could have been predicted by the poor command climate, multiple interventions with the CO, and the (San Diego) allision,” Clark told Navy Times.

Connecticut’s immediate superior commands at [Submarine Development Squadron 5](#) and [Submarine Force Pacific](#) “should address why this situation was allowed to fester,” he said.

SUBPAC spokeswoman Cmdr. Cynthia Fields said in a brief statement Tuesday that “the chain of command determined the CO should remain in command based on all the facts.”

The investigation cautioned that such an event could have led to the loss of the ship and every soul on board, and it praises the crew for their actions in getting the ship to the surface and back to Guam.

“Grounding at this speed and depth had the potential for more serious injuries, fatalities, and even loss of the ship,” the investigation stated.

During that deployment to some of the world’s hottest geopolitical waters, Connecticut operated with a janky forward bottom sounder that required regular repair by the crew while underway, according to the investigation.

The investigation also reveals that the stricken sub struggled to surface after the mishap, and that 50 sailors — nearly 40 percent of the crew — sought mental health treatment after the harrowing ordeal.

It makes passing reference to cratering morale among the crew, issues exacerbated by a bruising operations tempo.

Connecticut was away from home for 67 percent of the 784 days that Aljilani was in command, according to the investigation.

That amount of time away is “well above the norm,” according to Clark, the retired submariner.

“Fleetwide subs average 25 percent of their time deployed over a two-year cycle and may be away from home 40 to 50 percent of the two years if they get underway frequently for local ops or conduct a maintenance period away from home,” he said.

SUBPAC spokeswoman Fields declined to answer questions regarding Connecticut’s tempo, writing that “for operations security, we do not discuss operational plans and schedules.”

That cycle, known as the Fleet Response Training Plan, “resulted in high operational and personnel tempo, but it did not cause or contribute to the grounding,” the investigating officer Cavanaugh wrote.

But the commander of the Japan-based U.S. 7th Fleet, [Vice Adm. Karl Thomas](#), modified that finding in his November endorsement of the investigation, noting that Connecticut’s plan “did result in a high operational and personnel tempo that negatively impacted crew morale.”

“While no factors beyond the ship’s control directly caused the grounding, USS Connecticut’s grounding provides an opportunity to critically assess our pre-deployment processes and implement lessons learned to ensure this never happens again,” Thomas wrote.

The Navy portrayed injuries to 11 shipmates in the collision as minor in the weeks following the grounding, but the investigation reveals that one sailor broke his scapula, or shoulder blade, while another suffered a head laceration and concussion.

The ship limped to Guam and finally made it home to Bremerton, Washington, a few days before Christmas.

A month after the harrowing mishap, Aljilani, his second-in-command, Lt. Cmdr. Patrick Cashin, and the chief of the boat, Master Chief Sonar Technician Cory Rodgers, were all relieved.

Seventh Fleet commander Thomas also took Aljilani to admiral’s mast on charges of dereliction of duty through neglect and improper, negligent hazarding of a vessel, for which the former CO received a punitive letter of reprimand.

Cashin went to mast on a dereliction of duty through neglect charge and received a punitive letter of reprimand.

Thomas took the navigator, assistant navigator and officer of the deck at the time to mast and issued them punitive letters, though their names are redacted in his November endorsement of the probe.

Big Navy cited classified information as the justification for widespread redactions in the public copy of Cavanaugh’s investigation, blacked-out boxes that impede a full understanding of the disaster’s contours.

An entire section entitled “risk management” is blacked out, as is the entire section on “accountability” for the Japan-based Submarine Group 7, which was commanding Connecticut at the time.

But text redactions aside, the investigation nonetheless found that the mishap was preventable and not caused by any “single action or inaction.”

Warning signs

Aljilani [took command](#) of Connecticut in August 2019.

Less than a year later, he was “formally counseled” in July 2020 due to “inadequate supervisory oversight, ineffective accountability practices and superficial self-assessment,” the investigation states.

In February 2021, Connecticut’s immediate superior command, Submarine Development Squadron 5, issued a formal letter of instruction to Aljilani “directing him to address the command’s overall performance, lack of improvement and reluctance to accept feedback.”

The retired submariner Clark said it was “extremely unusual” for a CO to get counseled, receive a letter of instruction and still retain command.

“Any one of these would be a career-ender for a CO, even if he or she made it to the end of their tour,” Clark said. “Very few COs receive even one counseling or LOI. This ship was not performing well for the CO’s entire tour.”

Less than two months after Aljilani received the LOI, Connecticut struck the Point Loma pier on April 14.

“The ship conducted a safety stand-down to address these problems, but it was not adequately focused on addressing the root causes of the allision,” the investigation states.

The sub’s leadership “peaked to perform at standards” when being inspected or evaluated, the investigator wrote, but didn’t carry that level of performance over to its day-to-day operations.

While such a mishap could have been an anomaly, Clark said, “the fact it came after the CO had already been counseled and given a LOI on his and the ship’s performance should have been a signal to SUBPAC that the crew was not operating well and was perhaps not ready for deployment.”

Submarine Development Squadron 5’s investigation into the pier allision wrapped on May 18, with the investigating officer recommending that Aljilani, XO Cashin, the navigator, the officer of the deck and the assistant navigator “receive administrative or disciplinary action for dereliction of duty.”

The investigation does not make clear whether those individuals were disciplined.

But a few days later, while endorsing the investigation, the development squadron CO noted that “while this investigation revealed degraded standards in navigation, planning, poor seamanship and ineffective command and control, it represented an anomalous performance and not systematic failure.”

Squadron leadership went on to certify “the safe navigation of the ship through all phases of submarine operations,” and counseled the ship’s leadership team on May 25.

The boat completed all its pre-deployment repairs the following day and deployed on May 27, “ahead of schedule.”

Precisely which development squadron commander greenlit the Connecticut for deployment remains unclear.

Capt. Gary Montalvo took command of the unit on May 21, replacing Capt. Lincoln Reifsteck.

SUBPAC spokeswoman Fields did not respond to questions seeking clarity on who made this decision by Navy Times’ deadline Tuesday.

SUBPAC approved the pier allision investigation less than a month later, when the ship was already deployed.

The head of Submarine Squadron 7, which commanded the deployed Connecticut, later told investigators he was “not aware of the pier allision or the associated command investigation prior to Connecticut entering” the waters of the Japan-based U.S. 7th Fleet.

While the name of Sub Squadron 7’s CO is redacted in the investigation, public records indicate that Rear Adm. Leonard Dollaga commanded the unit from August 2020 to last month.

That leader told investigators he “was surprised there was little discussion on this issue given the fact that the investigation report was endorsed after the ship deployed.”

But SUBPAC and Submarine Group 7 leaders disagreed on whether Submarine Development Squadron 5 briefed them on the pier allision, according to one command endorsement.

Development squadron and Sub Group 7 members undertook a “check ride” with Connecticut after it deployed and conducted several sounding drills, with the evaluation team noting that “watchstanders did not fully investigate why the ship received the simulated abnormal soundings.”

In his endorsement to the South China Sea mishap investigation, PACFLEET commander Paparo wrote that Submarine Development Squadron 5, SUBPAC and Submarine Group 7 “missed critical opportunities to identify and correct root causes of operational deficiencies.”

The mishap

The public still doesn’t know precisely where Connecticut was in the South China Sea when the mishap occurred.

But the investigation indicates the sub was conducting a “humanitarian evacuation,” or HUMEVAC, at the time of the grounding, a mission that “was within Connecticut’s ability to plan and execute.”

No further information on this HUMEVAC is mentioned in the unredacted portions of the investigation, although it notes that the submarine was headed for Okinawa, Japan, at the time of the collision.

It was transiting near a stretch of ocean floor that had not been surveyed for topography and, for reasons that remain unclear, Connecticut was in need of some maintenance.

It was slated to receive parts “during the planed (humanitarian emergency evacuation) or to be diverted to Guam for in-port repairs,” the investigation states.

The navigation plan on the day of the grounding did not meet safe standards, investigators found, and the review team failed to properly mark or identify several charted hazards in the vicinity.

“The grounding was preceded by multiple unusual readings and lost soundings,” the retired submariner Clark said after reading the report. “It was not a precipitous event. The watch team, command team and CO had multiple opportunities to go shallow, slow down or turn away from possible hazards.”

Aljilani opted to use a temporary route instead of updating the navigation plan, according to the investigation, a move that prevented others from weighing in on voyage planning and would later compound “all other navigation errors and omissions.”

The CO later told investigators he had verbally approved that temporary route and described it as his “commander’s intent,” adding that “he was not concerned when the watch team coned around charted but unmarked navigation hazards near the track or altered it on several occasions.”

The navigation team “incorrectly assessed” the sub would be transiting an open ocean environment.

“They should have recognized the ship would be in restricted waters based on the planned track passing near multiple navigation hazards,” according to the investigation.

That quartermaster of the deck, or QMOW, and the officer of the deck “were complacent with the inability to obtain soundings at high speed and were generally not sensitive to the risk of grounding,” according to the investigation.

At several points during his watch, the QMOW should have recommended the boat reduce its depth and speed — the report suggested the boat was going 24 knots at the time of the collision — and shifted to a non-secure fathometer mode to better understand where they were relative to the sea floor.

That he did not do so was perhaps not surprising, however. The investigation found that the CO, his XO, navigator and assistant navigator failed to self-assess “and hold personnel accountable for previous navigation deficiencies.”

The officer of the deck, or OOD, later told investigators that he was at one point concerned by “shallower-than-expected soundings” but saw no need to take action.

The investigation does not indicate the exact time when the sub struck the sea floor, but the OOD ordered the sub to head for the surface at 6:18 a.m. Greenwich Mean Time.

The diving officer of the watch did not hear the order to change depth, however, and within a minute or so the crew was having issues with their sonar and other systems, according to the investigation.

The sub started toward the surface at a 31-degree angle.

As the chief of the watch stood by to conduct an emergency main ballast tank blow, the OOD ordered an “All Stop” to reduce the sub’s ascent rate. But the diving officer “did not receive or acknowledge the order,” the investigation states.

The ship reached a depth of 36 feet, and the chief of the watch tried to “deballast” the ship by pumping water out of the auxiliary tanks, but the system failed.

Four minutes later, Connecticut slowed to a halt and started sinking.

It was at a depth of 74 feet at 6:24 a.m., when Aljilani ordered an emergency ballast tank blow.

At one point, a pump’s motor controller failed, and started smoking and glowing red. But a few minutes later, trim pumps were restored, and about 100,000 pounds of water were expelled to de-ballast the ship, allowing it to surface.

As the crippled vessel headed for Guam, “divers found rocks” in main ballast tanks 1A and 1B, Cavanaugh wrote.

After surviving the grounding, the watch team “made several mistakes that put the ship at greater risk,” Clark said.

“By going right to the surface, they risked a collision with ships on the surface,” he said. “And by not using depth control or better managing the trim and drain system, they risked losing depth control once they had broached.”

Sometime during Connecticut’s limp in to Guam, the bow dome housing broke off.

Connecticut was also operating without a fully working forward bottom sounder, a bit of kit that helps a sub’s crew figure out where they are.

The investigation states that a working bottom sounder would not have prevented the grounding. It would have only provided a few extra seconds of warning, since the ship has an aft bottom sounder.

“However, recurring material deficiencies with both bottom sounders may have contributed to the watchteam questioning fathometer indications and delaying action,” the investigation states. “Connecticut attempted to troubleshoot and repair the forward bottom sounder throughout the deployment and received appropriate technical support.”

While personnel interviewed for the investigation “indicated bottom sounder reliability is a class-wide problem” in the three Seawolf-class subs, the December endorsement of the report by SUBPAC commander Rear Adm. Jeffrey Jablon cites Naval Sea Systems Command data indicating the bottom sounder issue is not a class-wide problem.

The aftermath

The submarine community underwent a community wide “navigation stand-down” following the Connecticut mishap, focusing on the kinds of fundamentals that nearly doomed Connecticut.

“We can and we must do better,” PACFLEET commander Paparo wrote in his endorsement. “If there is a doubt, leaders must prioritize safety by applying the time and resources to fix the problem, or otherwise seek the necessary time and resources from higher authority.”

Cavanaugh recommended that pre-deployment training scenarios be revamped to include “sufficiently challenging navigation scenarios in open ocean and restricted waters stressing chart accuracy and pedigree, loss of soundings, soundings that do not check with the chart, and uncharted features.”

In his January endorsement of the investigation, the head of U.S. Submarine Forces, Vice Adm. William Houston, noted that the community “has room for improvement in the deployment, training and certification process with respect to navigation.”

A “Fleet Response Training Plan Wholeness Review” aimed to look at the entire training and certification model was scheduled to be completed this past March, according to the SUBFOR endorsement.

About [Geoff Ziezulewicz](#), Geoff is a senior staff reporter for Military Times, focusing on the Navy. He covered Iraq and Afghanistan extensively and was most recently a reporter at the Chicago Tribune. He welcomes any and all kinds of tips at geoffz@militarytimes.com.



Nukes, Nubs And Coners: The Unique Social Hierarchy Aboard A Nuclear Submarine

Getting assigned to your first sub doesn’t make you a submariner and once you become one you’ll find yourself in a social structure unlike any other.

[Nukes, Nubs And Coners: The Unique Social Hierarchy Aboard A Nuclear Submarine \(thedrive.com\)](#)

By Aaron Amick, JUN 16, 2020



Sailors assigned to USS *Indiana* (SSN-789) eat dinner in the crew’s mess while underway., *USN*

Living in a machine with over 100 sailors requires a person to be flexible socially and sometimes physically. I spent two decades on United States Navy submarines performing sonar duties among eccentric personalities in incredibly stressful situations. When sailors report to their first submarine, they are joining a work culture

unlike any other. Surrounded by crew members busily moving about tight spaces and narrow walkways, announcements over the circuit boxes, roving watchstanders, equipment humming to 400hz fans, it can be anxiety-inducing to any sailor.

That is why every new crewmember starts as a NUB. But, if they work hard and learn the systems, they will earn their dolphins and become a member of another entirely unique subculture within the grander social hierarchy that exists within the confines of the submerged tube they call home for months on end.

Here's is what is expected of a new crew member and a bit about the various 'unique' groups of people aboard the submarine, one of which the NUB will find themselves an integral part of once they get minted a submariner.

The NUB

A new crewmember is a Non-Useful Body, or NUB. He or she uses our limited supply of space, water, food, and oxygen. They are not welcome, but BUPERS (Bureau of Personnel) keeps sending them. The NUB is easily identifiable as he will be the only crewman wearing a command ball cap with the ship's name and no Dolphins symbol on the front. They have their qualification card in their rear pocket at all times and had better have a small notebook in their hand for studying. They do not have movie privileges unless they are a "Hot Runner." Hot Runner refers to a torpedo self-starting despite the fact it hasn't been launched yet. Very dangerous, but Submariners like that kind of initiative in the NUB.

Everyone, officer or enlisted, is a NUB when they report to their first submarine. They are treated with contempt. In the case of the officer, it's respectful contempt, sir. The NUB is expected to qualify in submarines within 12 months. This can be extended a few months if there are outside circumstances that delay qualification opportunities.

Qualification on a U.S. submarine is a formal process completed in phases. The first phase introduces all the major systems around the boat. This orientation phase is purposefully designed to ease the NUB through the culture shock of living inside a machine the Navy sends to submerge in the ocean for weeks on end. This introduces the NUB to their fellow crewman, one watch station at a time. This first impression will affect how difficult their qualification path is because the crew decides if you are to become a submariner or not. They must earn their confidence. They must prove that they can perform emergency actions without direction and with confidence during a 'casualty,' when something goes wrong.

Phase two of submarine qualification is the most difficult. It requires detailed knowledge of every system on the boat, from the nuclear powerplant, to ventilation, to electrical and hydraulic systems, to simple atmosphere scrubbing and gravity drains. The Non-Useful Body must memorize every system, be able to draw it from memory on command, and know the initial actions they must perform if a causality occurs to that system. Even if it's not their assigned equipment, they must know how to prevent a failure from cascading into a major casualty that could be catastrophic for the boat.

Phase three of submarine qualification is the most physically demanding. This is the walkthrough phase. The NUB will walk through every level of every compartment one at a time with a qualified crewman. During this tour, they may be dressed in full protective gear like a [Fire Fighting Equipment \(FFE\)](#) asbestos bodysuit and wearing breathing protection. This physical discomfort compounded with an oral interview answering detailed system-specific operational questions simulates a small, but important amount of stress compared to what they would endure during a real casualty situation.

Phase four is 'The Board.' This is the end phase of the submarine qualification and is more difficult to schedule than it is to pass. The NUB must find at least three submarine qualified crewmen who have three to five hours of off-watch time at the same time to be part of an oral interview board. There must be at least one submarine qualified officer, one senior enlisted man, and one system expert on the Board.

It is customary for the qualifying crewman to bring a small snack to the Board. Usually, there is a bowl of Jolly Rancher hard candies, but I have seen a cook make a full dessert platter with pastries and a cake. The Board members can't ask hard questions when they are enjoying some sugary treats!

If a Board interview is failed, a crew member can reschedule a second board when they are ready. He or she is only restricted by the time constraints of the qualification schedule. If they fail a second board they may be removed from submarine service, but this is very rare. Good submariners can be built if given enough time by the crew to help them. I have seen both enlisted and officers wash out of the submarine qualification program and in each of those cases it was for the better. It very possibly saved their lives and ensured the safety of our ship.

The final phase is a one-on-one interview with the Executive Officer and the Commanding Officer. Every submarine qualified sailor is awarded their dolphins with the full confidence and trust of the submarine Captain. By this time, the crewman has earned the respect of their shipmates and demonstrated that they know the basics to keep the submarine in fighting shape, no matter the circumstances.

After achieving the approval of the crew and getting one's dolphins, they get categorized into one of two groups—Nukes and Coners.

The Nuke

Crewmen who work in the engine room are called Nukes. They are made up of high school graduates who loved [Star Trek](#) so much they decided to role-play their science fiction fantasy in real life. Incredibly smart and able to digest volumes of information in a short time, these mystical figures often whisper of powerband constraints and millirems amongst themselves. They use math so much in their daily routine they ran out of numbers and added some Latin letters to their measurement logs. They are best avoided at mealtime and are given their own table in the crew's mess next to the Chief Petty Officers.

Nukes come in three varieties:

The **Reactor Operator** is likely the stereotypical 90-pound geek who maintains a World of Warcraft account despite being underway for 10 months of the year. He's wiry, lanky, and a little jittery from energy drinks. Despite his excitement, he is the smoothest Reactor Operator in the nuclear program and can catch a power spike like he's dimming the bedroom lights next to his waifu body pillow.

The **Nuclear Electrician** is the most chameleon-like and may be difficult to spot in a crew photo. He often has average height and build allowing him to blend in with the 'Coners' if left unchallenged. He gives himself away by always having a Sudoku puzzle book tucked inside his poop suit and a faint odor of ozone follows him around.

The **Nuclear Mechanic** is the protector and enforcer of the engine room. These sailors are often very large compared to their fellow Nukes. They have oil-stained fingers and faded blue poop suits that have seen more underway time than was intended. They eat at the Nuke table in the crew's mess with gusto, filling their frames with enough carbs to make it through the next six hours in the hot engine room.

Life in the engine room is routine at sea. No matter what the mission or our deployment location they serve one purpose: Push the Cone.

The Coner

Coners live in the Cone. That's any space forward of the engine room. They make up the rest of the crew. A grab bag of cultures and backgrounds, from small-town USA to big city living, the Cone represents a microcosm of the United States' young men and women. This mix of people come together at the needs of the Navy and perform well despite their differences.

The **Radioman** is the most elusive of the Coners. He spends his time locked in his 'Radio Shack' both off watch and on. This limited access space offers a small amount of privacy not seen anywhere else outside the Captain's stateroom. From this room, messages are dispatched around the boat. Radiomen are the gatekeepers of all message traffic from the most sensitive top-secret orders to routine personal messages. No matter what is happening or planned, the Radiomen know about it first.

The **Quartermaster**, or "QM," could be mistaken for a militant artist with his bandolier of colored pencils and erasers. He is the 'Keeper of the Chart.' Hunched over a plotting table for six hours at a time, he is constantly calculating and verifying the ship's position.

Off watch, they are preparing charts for the next day or next mission. A modern, Neo-QM has turned in his colored pencils for a tablet pc and paper charts for their digital replacement, but their fixation for geolocating and browsing rules of the aquatic road remains a constant.

Sonarman, sometimes referred to as "shower techs" or "sonar girls," are the most eccentric of the crew zoo. In a world where every evolution from flushing the toilet to firing up the kettle has a written procedure, the sonarman works in the most liberal and creative of environments.

Sonar is a talent-based skill that varies from sailor to sailor and some of the best are also some of the most unstable personalities to be awarded a secret clearance. They are most likely encountered in or near the shower as they have an affinity for bathing underway.

Missile Technicians, "MTs," are the stewards of 'Sherwood Forest.' Rising between levels in the missile

compartment, 24 large orange trunks fill the nuclear ballistic submarine like an apocalyptic orchard. MTs rove around the ballistic missile tubes checking temperatures and pressures, ensuring their precious reentry vehicles and the nuclear warheads nested inside them are very comfortable.

Auxillarymen, or an “A-Ganger,” is a hostile creature and the natural predator of the sonarman. A combination of ‘Nuke Waste,’ a sailor who failed nuclear power school, and a backyard diesel mechanic, the A-Ganger is the gruffest, foul-mouthed sailor onboard any United States Navy vessel. They are responsible for scrubbing the atmosphere clean, managing the waste tanks, and keeping the sweet Fairbanks Morse diesel engine running smoothly. They appear to be a less evolved Nuclear Mechanic whose smell is as rank as their language.

The **Torpedoman** can always be found in the torpedo room. Both on watch and off watch, the torpedo room is the crew’s social center on an attack submarine. A master of small arms and heavy explosives, the Torpedoman is the weapons master of the crew. They are always cleaning rifles and polishing the torpedo tubes to a new level of brass brightness. They are often found in pairs due to their reader-worker routines, checklist and grease pencil in hand. If you find yourself in the torpedo room, look for the most heavily armed person there and that is your Torpedoman.

The **Cooks**, or Mess Specialists, are the most liked persons of the submarine crew. They dish out 1,000 calories of happiness every six hours, every day and keep the crew fueled.

While every crewman has their watch team and circle of friends, everyone knows the cooks. Clad in very distinctive white chefs outfits and paper hats, they manage to serve up chow with a smile and light banter to keep morale up.

Anyone who has spent time at sea respects the cook.

Yeomen are crewmen with a very specific skill. They can type. Commonly found in the ‘Yeomen Shack’ hunched over a keyboard like Schroeder on the piano or in the torpedo room yammering about how they don’t have to stand watch because they work so much. The Yeoman is the Executive Officer’s right hand and has a chest full of Navy Achievement Medals to prove it. He or she processes the paperwork bureaucracy that keeps the Navy afloat and flowing in the right direction.

Doc, the submarine’s Corpsman, also known as the “Pecker Checker,” keeps everyone healthy or at least can identify when someone is not. From dispensing the Navy’s universal cure, Motrin, to the ‘morale check’ (a slap on the crotch), the Doc makes sure everyone has absorbed enough radiation for evolutionary mutation and is ready to stand watch.

This is the American Submarine crew. On their own, they may be goofy and socially awkward, but as a crew, this band of misfits becomes the best warfighters I have ever had the honor of serving with.

Life on board a submarine is rewarding because it is a demonstration of what a diverse group of people can achieve under incredibly difficult conditions.

Aaron Amick is a retired U.S. Navy submarine sonarman. He served in both Atlantic and Pacific Oceans on 688 Los Angeles class fast attack and Ohio class ballistic missile submarines. He has published two audiobooks on Cold War-era submarines, Akula SSN Project 971 Sub Brief and USS Nautilus SSN-571 Sub Brief. Now, Aaron manages a small [Patreon page](#) and contributes to The War Zone.

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[U.S. Naval Institute](#)



5/10/2022,

10 May 1921, the submarine USS R-14 ran out of usable fuel and lost radio communications while searching for a missing ship. The crew stitched together blankets, hammocks and battery deck covers, and then spent 5 days under sail to travel 120 miles back to Hawaii. The CO received a letter of commendation for the crew’s innovative actions from his Submarine Division Commander, CDR Chester Nimitz.



USSVI OFFICIAL BUSINESS

USSVI OFFICIAL BUSINESS: SubVet News - #2022-019

NEWS-01: USSVI VSO news for May, 2022

Submitted by: John Dudas, USSVI VSO on 5/1/2022

Shipmates,

Plans for Hospital Closures as Part of Military Health System Reform Forging Ahead After Pause

https://www.military.com/daily-news/2022/03/30/plans-hospital-closures-part-of-military-health-system-reform-forging-ahead-after-pause.html?ESRC=navy-a_220406.nl

Navy Halts Discharges of Sailors with COVID-19 Religious Exemption Requests

https://www.military.com/daily-news/2022/03/31/navy-halts-discharges-of-sailors-covid-19-religious-exemption-requests.html?ESRC=navy-a_220406.nl

Defense Department Isn't Reviewing Doctors, Putting Patients in Danger, Watchdog Says

https://www.military.com/daily-news/2022/03/31/defense-department-isnt-reviewing-doctors-putting-patients-danger-watchdog-says.html?ESRC=navy-a_220406.nl

Troops Slated for Largest Pay Raise in 20 Years Under Pentagon Budget but Inflation Looms

https://www.military.com/daily-news/2022/03/28/troops-slated-largest-pay-raise-20-years-under-pentagon-budget-inflation-looms.html?ESRC=mr_220404.nl

Five VA Facilities Chosen to Start Service Dog Program for Veterans with PTSD

https://www.military.com/daily-news/2022/03/29/five-va-facilities-chosen-start-service-dog-program-veterans-ptsd.html?ESRC=mr_220404.nl

VA Asks for 22% Increase in Spending on Medical Care as Part of Record \$301 Billion Budget

https://www.military.com/daily-news/2022/03/28/va-asks-22-increase-spending-medical-care-part-of-record-301-billion-budget.html?ESRC=mr_220404.nl

VA Was on a Path to Kick 90% of Legacy Caregivers Out of Program Before Review Suspension

https://www.military.com/daily-news/2022/03/25/va-was-path-kick-90-of-legacy-caregivers-out-of-program-review-suspension.html?ESRC=mr_220328.nl

Tricare Expands Coverage for Laser Hair Removal

https://www.military.com/daily-news/2022/03/23/tricare-expands-coverage-laser-hair-removal.html?ESRC=mr_220328.nl

With Hour-Long Drives and Weeks Until Appointments, Pregnant Military Women Feel Pain of Medical Reforms

https://www.military.com/daily-news/2022/04/05/hour-long-drives-and-weeks-until-appointments-pregnant-military-women-feel-pain-of-medical-reforms.html?ESRC=mr_220411.nl

The Navy Is Deputizing Doctors to Enforce Drug Rules Even for Those Seeking Mental Health Help

https://www.military.com/daily-news/2022/04/18/navy-deputizing-doctors-enforce-drug-rules-even-those-seeking-mental-health-help.html?ESRC=navy-a_220420.nl

Navy Medicine Still Trains Medics on Live Animals Veterans Want It to Stop

https://www.military.com/daily-news/2022/04/15/navy-medicine-still-trains-medics-live-animals-veterans-want-it-stop.html?ESRC=navy-a_220420.nl

Navy Secretary Pulls Sexual Harassment Investigative Authority from Unit Commanders

https://www.military.com/daily-news/2022/04/25/navy-secretary-pulls-sexual-harassment-investigative-authority-unit-commanders.html?ESRC=navy-a_220427.nl

4 New Burial Sites with Capacity for More Than 300,000 Veterans and Their Families Part of VA Plans

https://www.military.com/daily-news/2022/04/20/4-new-burial-sites-capacity-more-300000-veterans-and-their-families-part-of-va-plans.html?ESRC=mr_220425.nl

The Navy Is Deputizing Doctors to Enforce Drug Rules Even for Those Seeking Mental Health Help

https://www.military.com/daily-news/2022/04/18/navy-deputizing-doctors-enforce-drug-rules-even-those-seeking-mental-health-help.html?ESRC=mr_220425.nl

John Dudas

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USSVI OFFICIAL BUSINESS: SubVet News - #2022-020

NEWS-01: New Website Monthly Briefing

Submitted by: Timothy Carlisle

Shipmates,

May 16, 2022

Good Morning USSVI – here is the monthly regarding the website.

We have successfully combined the 7 databases and appended them into one and delivered the backup to Blackbaud on May 5th - two days early. Our initial conclusion regarding size constraints was wrong - apparently, there was a different reason for the 7 databases. This was a herculean effort to make this happen in 6 weeks - my cost estimate to have a company do this work would have been \$150-\$250K just to convert everything. Blackbaud's estimate is 12-16 weeks to go live after receiving the backup - based on that it would likely be August 2022.

The website and database will be shut down on the current virtual server on 6/1/22. Action Item: For Base Commanders - please download all of your member data by 6/1/22 just to be safe.

There will be a dark period (no website) between 6/1/22 and 6/15/22. This will give us time to test the rebuilt old website. There are a lot of moving parts to make work and the work is tedious - this discussion happened 5/15, or yesterday. 726 connections between the website and the database will have to be changed out (obsolete), and over 1400 web pages to modify. That's just for starters. I will provide more information as it becomes available.

One other thing our team will be doing - is taking Eternal Patrol, and Boat Reunions (both of which require updates), as well as static data (Lost Boats, etc.) and placing that data on another website. This site will be linked to the main USSVI website - the primary reason is cost-effectiveness. We have over 44,000 Eternal Patrol records as an example - to add that to the Blackbaud database would be extremely expensive.

We have a very inexpensive hosting site for this new website, maintained by one of our members - most importantly this will provide a level of maintenance that will allow us to take care of all USSVI data for the foreseeable future. The Website team is committed to taking on all online USSVI data so that we don't wind up in the situation we have been in these past few years.

I recently briefed the Board of Directors and District Commanders - now I am coming to meet with Base Commanders and Membership Chairs by Region on Zoom. I plan to talk for 8-10 minutes - and then will answer any questions you have until we are done. I have spoken to the Western and Southeast Regions - I also will record one of the upcoming sessions and put it on Youtube and send out the link.

We also will be providing training as the project goes on - both on Zoom and through short 3-4 minutes max explainer videos. These videos will include voiceovers and screen recordings to show you exactly what you will need to do for certain functions. A manual is also in the works. All trainers will either be SubVets or close family of the same.

If you have questions please contact me a ussviwebsitequestions@gmail.com. I will be monitoring the email and be happy to answer any questions. I will also likely a Frequently Asked Questions file (FAQ) as time goes by. Talk to you next month!

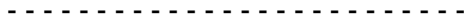
Tim Carlisle



USSVI OFFICIAL BUSINESS: SubVet News - #2022-021

NEWS-01: Memorial Day message

Submitted by: Wayne Standerfer, National Commander on 5/25/2022



Shipmates,

Monday, May 30th is Memorial Day.

It is not a day of joyful celebration, but a unique American day of remembrance and honor for all of our military Men and Women from all branches of service who gave the ultimate sacrifice in defense of our great nation.

Take a few moments during this day to read the wording of our USSVI Purpose/Creed, which conveys the reasoning for the special emphasis we put on our Submarine Shipmates that have departed on Eternal Patrol.

The purpose/creed of USSVI is 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 may be a constant source of motivation toward greater accomplishments, and to pledge loyalty and patriotism to the United States of America and its Constitution.

In addition to perpetuating the memory of departed shipmates, USSVI shall provide a way for all submariners to gather for their mutual benefit and enjoyment. Our common heritage as Submariners shall be strengthened by camaraderie. The USSVI supports a strong U.S. Submarine Force.

The organization will engage in various projects and deeds that will bring about the perpetual remembrance of those shipmates who have given the supreme sacrifice. The organization will also endeavor to educate all third parties it comes in contact with about the services our submarine brothers performed and how their sacrifices made possible the freedom and lifestyle we enjoy today."

Stay safe and enjoy this very special day of remembrance,

All the Best,

Wayne Standerfer

USSVI National Commander



NAVY CHIEF PETTY OFFICER STANDARDS!

Peter T Yeschenko, April 1 at 10:06 AM ·

Never forget this, a Chief can become an Officer, but an Officer can never become a Chief....

WHEN I WAS IN THE NAVY...

One thing Sailors aren't aware of at the time, but became evident as life wore on, was that Sailors learned true leadership from the finest examples any man was ever given...Chief Petty Officers.

Navy Chiefs were crusty old salts who had done it all and had been forged into men who had been time tested over more years than a lot of us had time on the planet.

The ones I remember had tattoos and had a pipe and tobacco reloads in a worn leather pouch in their hip pockets, and a Zippo lighter that had been everywhere...

Some of the Chiefs had tattoos on their forearms that would force them to keep their cuffs buttoned at a church picnic.

Most of the Chiefs were as tough as a boarding house steak. A quality required to survive the life they lived. They were, and always will be, a breed apart from all other residents of Mother Earth. They took eighteen year old idiots, like myself and hammered us into Sailors.

We knew instinctively it had to be hell on earth to have been born a Chief's kid. God should have given all kids born to Chiefs a return option.

A Chief didn't have to command respect. He got it because there was nothing else you could give them. They were God's designated hitters on earth.

We had Chiefs with fully loaded Submarine Combat Patrol Pins, and combat air crew wings in my day...hard-core salts who remembered lost shipmates, and still cursed the cause of their loss...and they were expert at choosing descriptive adjectives and nouns, none of which their mothers would have endorsed.

At the rare times we saw a Chief topside in dress uniform, we saw rows of hard-earned ribbons over his pocket...

"Hey Chief, what's that one and that one?" "

"Oh hell kid, I can't remember. Listen kid, ribbons don't make you a Sailor. We knew who the heroes were, and in the final analysis that's all that matters."

Many nights, we sat on the mess deck wrapping ourselves around cups of coffee and listening to the Chief's sea stories. They were light-hearted stories about warm beer shared with their running mates in corrugated metal sheds at resupply depots where the only furniture was a few packing crates and a couple of Coleman lamps.

Running the streets in Subic bay, Philippines or spending three hours soaking in a tub in Freemantle, smoking cigars, and getting loaded.

It was the Chiefs history.

And we dreamed of being just like them because they were our heroes, well at least for me, they were.

When they accepted you as their shipmate, it was the highest honor we would ever receive in our life. At least it was clearly that for me.

We would find them with their sleeves rolled up, shoulder-to-shoulder with us in a stores loading party.

"Hey Chief, no need for you to be out here tossin' crates in the rain, we can get all this crap aboard."

"Son, the term 'All hands' means all hands."

"Yeah Chief, but you're no damn kid anymore, you old coot."

"Horsefly, when I'm eighty-five parked in an old Navy home, I'll still be able to kick your worthless butt from here to fifty feet past the screw guards along with six of your closest friends."

And he probably wasn't BSing.

The Chiefs trained us. Not only us, but hundreds more just like us. If it wasn't for Chief Petty Officers, there wouldn't be a US Navy.

There wasn't any fairy godmother who lived in a hollow tree in the enchanted forest who could wave her magic wand and create a Chief Petty Officer.

They were born as hot-sacking seamen, and matured like good whiskey in steel hulls over many years. Nothing a nineteen year-old jay-bird, like me, could cook up was original to these old saltwater owls.

They had seen E-3 slackers come and go for so many years; they could read us like a book.

"Shipmate, I know what you are thinking. Just one word of advice. DON'T. It won't be worth it."

"Aye, Chief."

Appreciation of what they did, and who they were, comes with long distance retrospect.

No young Sailor takes time to recognize the worth of his leadership. That comes later when we have experienced poor leadership or let's say, when we have the maturity to recognize what leaders should be, we find that Chiefs are the standard by which we measure all others.

They had no Academy rings to get scratched up. They butchered the King's English. They had become educated at the other end of an anchor chain from Spain to Singapore .

They had given their entire lives to the US Navy.

In the progression of the nobility of employment, Chief Petty Officer heads the list.

So, when we ultimately get our final duty station assignments and we get to wherever the big Chief of Naval Operations in the sky assigns us, if we are lucky, Marines will be guarding the streets, and there will be an old crusted Chief in his wash khakis and a cigar stub clenched in his teeth standing at the brow to assign us our racks again, and the damn coffee will float a rock.

Life fixes it so that by the time a stupid kid grows old enough and smart enough to recognize who he should have thanked along the way, he no longer can.

If I could, I would thank my old Chiefs.

If you only knew what the Chiefs succeeded in pounding in to my thick skull, you would be amazed.

So, to all my Chiefs that I have worked for...THANK YOU! Save me a rack in the berthing compartment.

Remember...life isn't about waiting for the storm to pass. It's about learning to dance in the rain.

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Copied from a friend on FB...

I went to the pharmacy the other day to get a prescription filled. While I was standing outside waiting for them to fill it, a young man came walking by. He looked up at me, nodded his head and said hi. I nodded back and said "Hey, how's it going?" He said, "I would be lying to you if I told you 'good.' I have to go in here and get my Suboxone (treatment for narcotics dependence) and the minute you say that, everybody looks at you like you're the scum of the earth."

Now he didn't look scary or strung out like the addicts they show on TV, but he did look defeated. A few minutes later I went back in and sat in a chair and was waiting when I heard him talking to the pharmacist. He said, "I'm trying to get my life straightened out. I've made a few bad decisions but I'm trying." The pharmacist was very professional; he never took his eyes off the computer while he was asking questions. Not once did he change facial expressions or tone of voice, but I noticed other people looking at him as if he was a leper. He said again, "I'm really not a bad person. I just made some mistakes." Then, to my surprise, he looked down at his feet and in a half mumble said, "My Momma loves me."

At that moment I didn't see a struggling addict. I saw a child that was hurt and scared and felt all alone. A child reaching his arms out for someone to pick him up and make it all better. That image was so clear in my mind that it broke my heart.

The pharmacist told him what the cost was and another disappointed look came over the young man's face. Again I saw a child that just found out he had been left behind. He said, "I'm sorry. I thought it would only be five or six dollars. I don't have that much".

I stepped up behind him and said, "I'll cover the rest of it." He turned around with a shocked look on his face and I repeated, "I'll cover the rest." He said, "No man, you don't have to do that." I looked at the pharmacist and said I'd cover the rest of it. The young man looked at me but had no words. I said, "You don't have to say anything. Just take care of yourself." I placed the money in his hand and walked back over and sat down. It didn't take long for somebody to make their way over to me and say, "You shouldn't give them money. You'd better go get it back." I replied, "That's between me and him and what he does with it is between him and God."

I didn't tell you this because I did something special - the money wasn't that much. I'm telling you this because for the first time I realized how judgmental we all are.

All of us live in a neighborhood full of drug addicts. But for the first time I realized that they're a victim of a bad decision. How many of us have made bad decisions? How many of us thought that we could make that big car payment, we could afford that big beautiful house, that we could gamble just this once? How many people thought they could watch just a little porn? These too are all bad decisions and they can have devastating ef-

fects on our lives and the lives of those close to you. Do I look at all these people the same way I do an addict? Here lately I've seen a lot of that little kid in all the faces I see. What a wake up call.

If someone is trying to do better, if they're doing the right things we need to build them up not tear them down. NONE of us have clean hands when it comes to making bad choices, some choices are just more complex than others....

♥️🌸 Copied from a friend. This hits home .. stay humble. 💜🌸🙏



Feed The Alligator

An elderly man in North Carolina had owned a large farm for several years.

He had a large pond in the back, fixed up nice; picnic tables, horseshoe courts, and some apple and peach trees. The pond was properly shaped and fixed up for swimming when it was built.

One evening the old farmer decided to go down to the pond, as he hadn't been there for a while, and look it over. He grabbed a five gallon bucket to bring back some fruit.

As he neared the pond, he heard voices shouting and laughing with glee.

As he came closer , he saw it was a bunch of young women skinny-dipping in his pond. He made the women aware of his presence and they all went to the deep end.

One of the women shouted to him, "We're not coming out until you leave!"

The old man frowned and replied, "I didn't come down here to watch you ladies swim naked or make you get out of the pond naked."

Holding the bucket up he said,

"I'm here to feed the alligator."

Thinner

I went down to
the paint store
to get thinner.
It didn't work.



SHIPMATES IN ACTION

May 21st Tolling Ceremony

This was held at the National Museum of the Pacific War in Fredericksburg, TX. It was attended by shipmates and families from the Brazos Valley Base, Central Texas Base and P.C. Stryker Base, our host for the ceremony. We also had about 60 members of the Silent Service Motorcycle Club in attendance.



