



PALMETTO BASE NEWSLETTER

Base Commander

Ron Friend

Palmetto Base Members

Joe Gawronski – Vice Commander

Russ “Pappy” Cline - Treasurer

DW Eggleston – Secretary & POC

Mark Basnight – Chaplain

Tommy Richardson – Public
Relations

Jim “Snake” Stark – Chief Of Boat

Brian Steffen – Storekeeper

Jerry Stout – District 4 Commander

James Charbonneau

Tracy Charbonneau

Judy Cline



JUNE, 2008



Allen Danielsen

Mae Friend

Joe Geiger

Kelly Grantham

Glenn Harris

Stoney Hilton

Jim Kirby

John Krause

Dick Lane

Bill Lindler

Bob Miller

Tom O'Brien

Leonard Snell

LE Spradlin

Jeffrey Wagner

MAY MINUTES

5-21-2008



UNITED STATES SUBMARINE VETERANS INC. Palmetto Base

Minutes – May 20, 2008

- Meeting called to order by Commander, Ron Friend
- Ten members including one new member, Bob Miller, were present. (Attendees listed below.)
- Minutes of April 20, 2008, meeting were reviewed and approved by the members.
- Russ Cline, Treasurer, could not be present and treasurer's report is therefore pending.
- Commander Friend designated Tommy Richardson as the base Public Relations Officer.
- Storekeeper Brian Steffen delivered the first batch of Palmetto Base vests. The vests are of prime quality and members are urged to get their vests ordered. Give Brian a call for vests, hats, and boat patches. Palmetto logo patch is now also available.
- Tom O'Brien has put together a high-class bell for the base to toll the boats. The bell looks and sounds great. Thanks Tom. *Note: We may need to get a wheelbarrow for the COB to transport the bell.
- Tom O'Brien had suggested that a book be developed for the lost boats and be kept with the bell. Some additional information such as lost boat pictures, patches, etc., is now available on the USSVI website. The book is being developed.
- DW Eggleston will design a plank owner certificate to be signed by Jerry Stout our District Commander.
- Tommy Richardson will investigate sources and costs for a wood plank plaque for the plank owners. Jim Stark will work with Tommy on the plank plaque design.
- DW presented a base flag design and flag costs. The members approved the design and DW will work with Columbia Flag & Banner to see what needs to be done next.
- The base needs a volunteer to serve as our historian.
- DW is trying to get a monthly newsletter in the works and will try to have the first edition ASAP.
- Ron Friend has some dates for fund-raising activities and needs volunteers to help on Thursday July 10, and Saturday and Sunday, July 12 & 13, and Saturday and Sunday, November 15 & 16. Volunteers should contact Ron.
- Discussion was held regarding any legal requirements relating to fund-raising activities. For example, beginning this year (2008) income tax returns must be filed for non-profit organizations. Further investigation seems to be required.

- The base outing was discussed regarding Gibson Pond in Lexington. Advance reservations will need to be made. There also may be as much as a \$100 fee for the facility and there seems to be some doubt that adult beverages will be acceptable on the premises. Tommy Richardson is willing to investigate.
- Tommy Richardson won the depth-charge drawing and contributed his winnings to the base treasury which profited by \$50.
- Next meeting is scheduled for Tuesday, June 17, 2008 at The Crab Shack in Lexington. Time is 1830 social and 1900 business.

Respectfully submitted,

D W Eggleston, Base Secretary

Attendees:

Allen Danielsen
D W Eggleston
Mae Friend
Ron Friend
Joe Geiger
Bob Miller
Tommy Richardson
Leonard Snell
Jim Stark
Brian Steffen



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the U.S. Navy Submarine Force**

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**PHOTO: Korean Sub Arrives At
Pearl**

*Photo by Mass Communications Specialist Seaman
Apprentice Luciano Marano*

**Flags Will Be Lowered To Honor
Sailor Killed**

Kitsap Sun, June 2, 2008

**How A Science Lesson Led To
Patriotism**

By Eileen FitzGerald, Danbury News Times, June 3, 2008

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Cold War Navy Mission**

By John Roach, National Geographic News, June 2, 2008

**Search For Titanic Really Was
Cover-Up Mission The U.S. Didn't
Want Soviets To Locate And
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By Imaeyen Ibangak, ABC News, June 2, 2008

**TV Special Looks At Ballard Dives
To Sub Wrecks**

The Day, June 2, 2008

**Attorney Brushes Off Navy Sonar
Complaint**

By William Cole, Honolulu Advertiser, June 3, 2008

Wasteful Weapons

U.S. Is Spending Trillions On Obsolete Defense
Systems

By Robert Scheer, The Baltimore Sun, June 3, 2008

Business Digest

General Dynamics Unit Wins Navy Contract

Providence Journal, June 3, 2008

**Other Submarine News
Around The World**

**MoD Acts Over Submarine
Incident**

BBC News, June 3, 2008

**Crash Sub Sentry's Lager And
DVD Kip**

By Annabelle Steggles, *The Sun*, June 3, 2008

Astute's Quiet Confidence

By Siobhan Wagner, *The Engineer*, June 2, 2008

Sky Goes On Board Nuclear Submarine

Sky News (UK), June 1, 2008

Torpedo All Set For User Trial

By Sournyajit Pattnaik, *Hindustan Times*, June 3, 2008

Northern Fleet Celebrates Anniversary

Barents Observer, June 2, 2008

Flags at all state agencies will fly at half-staff on Wednesday to honor U.S. Navy Lt. Jeffrey A. Ammon of Bremerton, who died in Afghanistan last month.

Gov. Chris Gregoire issued the directive. Flags are to be lowered on Wednesday and are to remain

PHOTO: Korean Sub Arrives At Pearl

Photo by Mass Communications Specialist Seaman Apprentice Luciano Marano

Korean submarine Lee Sun Shin arrived at Naval Station Pearl Harbor Wednesday, May 28, becoming the first foreign vessel to arrive to take part in the Rim of the Pacific (RIMPAC) Exercise. Commander, Submarine Squadron Seven is hosting the submarine during their stay as part of RIMPAC 2008.

Flags Will Be Lowered To Honor Sailor Killed

Kitsap Sun, June 2, 2008

at half-staff until sunset on Wednesday or the first thing Thursday morning.

A memorial service is planned for Ammon on Wednesday at the Bangor submarine base.



BROOKFIELD -- Whisconier Middle School fifth-graders transformed a science class on light and sound into a lesson about patriotism during a field trip to a U.S. Navy submarine in Groton.

Ten crew members from the historic U.S.S. Nautilus submarine returned the visit by coming to the school May 22 to visit the school.

How A Science Lesson Led To Patriotism

By Eileen FitzGerald, *Danbury News Times*, June 3, 2008

They urged the children to pay attention to math, because they'll need to know it for their work later, and talked about what inspired them to join the navy.

Eleven-year-old Cooper Yuskoll was thrilled to go to the Submarine Force Museum on the Thames River in Groton, tour it and meet the crew.

"Some of the men were on submarines for 60 days or 90 days. We got to kind of be in their shoes and feel what their life was like," Cooper said.

He said the crew asked to visit the school because of his class's interest and good manners.

"To see someone so advanced come and talk about their experiences is so amazing," Cooper said.

The men answered lots of questions. The students learned that dolphins sometimes travel alongside the submarines, that the men make water from steam on the submarine, and that their job is to stay hidden underwater so they can protect the country from enemies.

The field trip reinforced the lessons that science teachers May Blankenship and Linda Bertozzi were teaching about light and sound.

"We wanted to find something that would reinforce the curriculum, and we created a scavenger hunt so they could look for different information," Blankenship said.

Skyler Metviner, 11, said she learned a lot on the field trip and by having the men visit the school.

"It helped us learn a lot more. We looked at the model of the submarine and we learned what it was like to be on one," she said.

"They all have different jobs, and if they didn't do it something could go wrong and they could crash," Skyler said.

She also liked hearing the crew describe their uniforms and how they represent different jobs. But after her visit to the submarine, she had some reservations about it.

"It looked like it was a little tight to have 160 people on it," she said. "I think it would be kind of scary to be down there a long time."

Blankenship said it was great to find something in Connecticut to reinforce what the students were learning in science.

She said it was good timing for them to visit the school before the Memorial Day holiday.

Titanic Was Found During Secret Cold War Navy Mission

By John Roach, National Geographic News, June 2, 2008

The 1985 discovery of the Titanic stemmed from a secret United States Navy investigation of two wrecked nuclear submarines, according to the oceanographer who found the infamous ocean liner.

Pieces of this Cold War tale have been known since the mid-1990s, but more complete details are now coming to light, said Titanic's discoverer, Robert Ballard.

"The Navy is finally discussing it," said Ballard, an oceanographer at the University of Rhode Island in Narragansett and the Mystic Aquarium and Institute for Exploration in Connecticut.

Ballard met with the Navy in 1982 to request funding to develop the robotic submersible technology he needed to find the Titanic.

Ballard is also a National Geographic Society explorer-in-residence. (National Geographic News is owned by the National Geographic Society.)

Surprise Find

Ronald Thunman, then the deputy chief of naval operations for submarine warfare, told Ballard the military was interested in the technology—but for the purpose of investigating the wreckage of the U.S.S. Thresher and U.S.S. Scorpion.

Since Ballard's technology would be able to reach the sunken subs and take pictures, the oceanographer agreed to help out.

He then asked the Navy if he could search for the Titanic, which was located between the two wrecks.

"I was a little short with him," said Thunman, who retired as a vice admiral and now lives in Springfield, Illinois. He emphasized that the mission was to study the sunken warships.

Once Ballard had completed his mission—if time was left—Thunman said, Ballard could do what he wanted, but never gave him explicit permission to search for the Titanic.

Ballard said Navy Secretary John Lehman knew of the plan.

"But the Navy never expected me to find the Titanic, and so when that happened, they got really nervous because of the publicity," Ballard said.

"But people were so focused on the legend of the Titanic they never connected the dots."

Titanic: The Final Secret, a documentary on the discoveries, airs Monday, June 2, at 9 pm ET/PT on the National Geographic Channel.

Sunken Subs

The Thresher and Scorpion had sunk in the North Atlantic Ocean at depths of between 10,000 and 15,000 feet (3,000 and 4,600 meters).

The military wanted to know the fate of the nuclear reactors that powered the ships, Ballard said.

This knowledge was to help determine the environmental safety of disposing of additional nuclear materials in the oceans.

The Navy also wanted to find out if there was any evidence to support the theory that the Scorpion had been shot down by the Soviets.

Ballard's data showed that the nuclear reactors were safe on the ocean bottom and were having no impact on the environment, according to Thunman.

The data also confirmed that Thresher likely had sunk after a piping failure led to a nuclear power collapse, he added. Details surrounding the Scorpion are less certain.

A catastrophic mishap of some sort led to a flooding of the forward end of the submarine, Thunman said. The rear end remained sealed and imploded once the sub sank beneath a certain depth.

"We saw no indication of some sort of external weapon that caused the ship to go down," Thunman said—dismissing the theory that the Russians torpedoed the submarine in retaliation for spying.

Debris Trails

While searching for the sunken submarines, Ballard learned an invaluable lesson on the effects of ocean currents on sinking debris: The heaviest stuff sinks quickly.

The result is a debris trail laid out according to the physics of the currents.

With just 12 days left over in his mission, Ballard began searching for the Titanic, using this information to track down the ocean liner. He speculated that the ship had broken in half and left a debris trail as it sank.

"That's what saved our butts," Ballard said. "It turned out to be true."

The explorer has since used a similar technique to find other sunken ships and treasures, including his recent expeditions to the Black Sea.

Are these expeditions also part of top-secret missions? After all, the Black Sea is in the volatile Middle East.

"The Cold War is over," Ballard said. "I'm no longer in the Navy."

Search For Titanic Really Was Cover-Up Mission The U.S. Didn't Want Soviets To Locate And Exploit Sunken Submarines

By Imaeyen Ibangak, ABC News, June 2, 2008

When oceanographer Bob Ballard uncovered the world's most famous shipwreck in 1985, he grabbed the globe's attention. But in reality the explorer's search for the Titanic was a cover-up for a top-secret mission for the U.S. government.

Ballard reveals he was hired to use his advanced robotic sub to check on the status of two nuclear submarines, the USS Thresher and the USS Scorpion, that sank in the Atlantic in the 1960s.

"The Navy didn't want the Soviets to know they were looking for these subs," Ballard said on "Good Morning America" today.

The guise of searching for the Titanic's wreckage provided a perfect alibi for the intensified presence of U.S. ships on the Atlantic. Ballard was under strict instructions for the last two decades not to talk to anyone at the time about how he secretly sought out the two subs.

The Thresher went down in 1963 and the Scorpion sank in 1968. Both were nuclear subs and their locations had never really been mapped, Ballard said.

The Navy made a deal with Ballard. After his submarine search was concluded, it would fund an expedition to find the Titanic and now a National Geographic documentary called "Titanic: The Final Secret" follows the true story of the search and recovery of the 1912 shipwreck.

At the time, Ballard's latest invention was an underwater robot craft which was used to meticulously scanned the seabed of the North Atlantic and track the remnants of the two submarines.

Ballard's team found that the boats' nuclear fuel was intact. "The key was both nuclear reactors had turned off. They call it scrambling and control rods had gone

down. So it was a good ending," said Ballard, who is National Geographic's explorer-in-residence.

He also found that the subs had a debris field that spread out for a mile, and used that lesson to help find the Titanic in the 12 days he had left on his Navy contract after tracking the Scorpion and the Thresher.

He realized it would be easier to find the Titanic's debris field than the actual ship.

"I'd only have 12 days to do what others had not done in 60," Ballard said. "That's all that was left. We had to do our mission for the Navy first and naval officers aboard would then approve [it] when we finished their mission and were now free to pursue the Titanic."

Finding the Titanic

Ballard's team noticed the submarines' debris fields had patterns, which led the group to the wreckage. Using that newfound knowledge, Ballard was able to hone in on the Titanic.

"Because the Titanic when it broke up _ just like the Scorpion and Thresher when they imploded all this material, thousands of objects began falling to the ocean floor. Now, you would think they would just land in a clump. But they didn't," Ballard said. "When we saw the Thresher and Scorpion stretched out over a mile, we realized it was much easier to find that than the ships or the subs themselves."

Now Ballard is on to his next quest. The explorer is searching the Black Sea for wreckage and possibly a lost civilization.

"We're finding ships with their masts up, with rigging on them that are over 1,500 years old," he said. "We found other ships that are from the year 500 B.C."

TV Special Looks At Ballard Dives To Sub Wrecks

The Day, June 2, 2008

Mystic - The National Geographic Channel will premiere a television special on Robert Ballard's originally top-secret exploration of the wrecks of the sunken submarines Scorpion and Thresher, at 9 tonight.

Ballard, who heads the Institute for Exploration at Mystic Aquarium, agreed to use his expertise to explore the wrecks for the Navy if it helped him develop the underwater vehicle and technology needed to explore them and find the Titanic.

During one expedition in 1985, Ballard not only explored the scattered wrecks of both submarines to better determine what caused the disasters but found the Titanic in the northern Atlantic Ocean. The search for the Titanic was seen by the Navy as a cover story so the Soviet Union would not suspect they were looking for the

submarines. The United States had long feared that the Soviets would access the wrecks and gain knowledge about the submarines' nuclear technology.

The Thresher sank off the coast of Massachusetts in 1963, killing all 129 aboard, and the Scorpion went down the eastern Atlantic in 1968. Some believe the Soviets sank the Scorpion in retaliation for the disappearance of one of their submarines just a few weeks earlier, one of the questions Ballard was trying to answer.

While Ballard has written about the two submarine searches in the past, this is the first television special on the topic, according to National Geographic. 'National Geographic Channel will also premiere a special on Ballard's excavation of ancient ships he has found in the Black Sea at 10 p.m. on Tuesday

Attorney Brushes Off Navy Sonar Complaint

By William Cole, Honolulu Advertiser, June 3, 2008

The Navy recently complained about differing sonar restrictions imposed by courts in California and Hawai'i, but an attorney for plaintiffs in a Hawai'i lawsuit said the two sets of rules resulted from the Navy's "unwillingness" to agree to provisions that were previously ordered and pressing the court here to rule differently.

Paul Achitoff, an Earthjustice attorney, said a federal judge's Honolulu ruling in February was more lenient than a prior federal court ruling for sonar operations off Southern California, but that the Navy was not happy with the result.

"Basically, the only thing that satisfies (the Navy) is if they don't have to comply with anybody's standard except their own," Achitoff said in an interview last week.

Asked for comment on Achitoff's remarks, the Navy said in a written statement, "The bottom line is many of these court-ordered restrictions here and off the California (coast) jeopardize the Navy's ability to train sailors and Marines for deployment, posing substantial harm to national security."

Navy sonar training and its effects on marine mammals has been a litigious issue, with a lack of hard science on how active sonar "pings" affect marine mammals.

U.S. District Judge David Ezra last month noted the Navy was taking a "very hard line" in its request to modify his February court order.

"I would love nothing more than to be able to allow the Navy to train to the extent and in the manner in which it feels most appropriate," Ezra said during the May 9 status conference. "I would also like to be able to give to the plaintiffs every protection they feel that the mammals are entitled to. But sadly, that's impossible because those two goals clash in the middle of the ocean where whales and other marine mammals live and where the Navy trains."

Ezra a day earlier had said the Navy "has made it very clear that they do not believe the Marine Mammal Protection Act and other laws apply to them."

Ezra added that "they may be right," and that the issue may have to be settled by the U.S. Supreme Court.

Ocean Mammal Institute; Animal Welfare Institute; Kahea; the Center for Biological Diversity; and Surfrider Foundation Kaua'i Chapter filed suit in 2007 challenging Navy undersea warfare exercises off Hawai'i using high-intensity midfrequency sonar.

As a result of federal court decisions in California, the Navy must shut down sonar when marine mammals are within 6,600 feet. For anti-submarine warfare training off Hawai'i, sonar intensity must be reduced starting at nearly 5,000 feet from mammals.

Off the southern coast of California, the Navy said it must post three watchstanders and two National Marine Fisheries Service lookouts. Off Hawai'i, the Navy has to have three dedicated marine mammal lookouts and at least three watchstanders on the bridge team.

Wasteful Weapons

U.S. Is Spending Trillions On Obsolete Defense Systems

By Robert Scheer, The Baltimore Sun, June 3, 2008

What should be the most important issue in this election is one that is rarely, if ever, addressed: Why is U.S. military spending at the highest point, in inflation-adjusted dollars, than at any other time since the end of World War II? Why, without a sophisticated military opponent in sight, is the United States spending trillions of dollars on the development of high-tech weapons systems that lost their purpose with the collapse of the Soviet Union two decades ago?

The 2009 defense budget commits the United States to spending more (again, in real dollars) to defeat a ragtag band of terrorists than it spent at the height of the Cold War fighting the Soviet superpower and what we alleged were its surrogates in the Korean and Vietnam wars. The Pentagon's budget for fiscal year 2008 set a post-World War II record at \$625 billion, and that does not include more than \$100 billion in other federal budget expenditures for homeland security, nuclear weapons and so-called black budget - or covert - operations.

"Throughout this litigation, both in California and here, and in the 9th Circuit (Court of Appeals, the Navy's) position has been, time and time again, to absolutely reject any form of mitigation beyond what they themselves had proposed a long time ago," Achitoff said.

The Navy said it already adheres to 29 "science-based" protective, or mitigation, measures approved by the National Marine Fisheries Service to minimize the potential harm to marine mammals during active sonar use.

According to court records, the Natural Resources Defense Council and other groups brought a 2005 suit challenging Navy sonar training worldwide, including in Hawai'i.

And what are we spending all this money on? We are talking high-tech war toys designed to fight a Cold War enemy that no longer exists, including the F-35 Joint Strike Fighter program, with its estimated total price tag of \$300 billion, and Virginia-class submarines at \$2.5 billion each. Who cares that the terrorists lack submarines for the Navy to battle deep in the ocean, for which the Virginia-class submarine was designed?

Then there are the F-22 Raptor jet fighters that no longer fill a credible military purpose but will take \$65 billion out of taxpayers' pockets. The Raptor includes stealth technology and elaborate electronics designed to counter threatened leaps in Soviet war-fighting capability. In 2005, Lawrence J. Korb, an assistant secretary of defense in the Reagan administration, called the Raptor "the most unnecessary weapon system being built by the Pentagon."

Since President Bush's first year in office, according to the Government Accountability Office, the Defense Department has doubled its future planned investment

in those ultra-pricey weapons from \$790 billion to \$1.6 trillion.

When pressed on why the massive weapons arsenal we already possess, which was credited with intimidating the Soviet Union into surrender, isn't sufficient to keep the peace in a suddenly unipolar world, defense hawks sometimes cite what they claim is an emerging threat from China. But China is not even a serious regional power, as the Pentagon's 2007 report to Congress makes clear: "The intelligence community estimates China will take until the end of this decade or later to produce a modern force capable of defeating a moderate-size adversary."

Since the 9/11 attacks, the United States has been on a madcap spending spree on wars and weapons having little, if anything, to do with combating terrorism, nothing to do with the imaginary threat from China and everything to do with sustaining an enormously bloated defense industry threatened with extinction because of the demise of the communist enemy.

As President George H.W. Bush noted in his 1992 State of the Union address, "communism died this year," and he ordered his secretary of defense, Dick Cheney, to initiate a 30 percent cut in defense spending. Gloom and doom in the military-industrial complex was palpable.

But then came what defense industry lobbyists and their many allies on both sides of the aisle in Congress came to treat as the gift of 9/11, offering dramatic imagery of a new global enemy. Fortunately for those

who profit from a permanent war economy, few in government or the media were inclined to challenge the enemy bait-and-switch game that unfolded.

The Soviets had developed the most modern arsenals, and the 9/11 hijackers were armed with box cutters, so how could we justify spending more to defeat al-Qaida than we ever did to combat the communist enemy? That is the third-rail issue that politicians and the media dread touching because of the national security hysteria generated after 9/11. Yet no presidential candidate can be serious about cutting the federal debt, improving education, holding down taxes or paying for the other things that the candidates of both parties promise without cutting military spending.

Maybe one can make a case that it is appropriate that more than half of the discretionary funds in the 2009 budget go to defense, and all the other federal programs for science, education, infrastructure, global warming and nonmilitary international programs compete for the rest. But isn't it bizarre that the biggest peacetime military budget in U.S. history - 35 percent higher than when President Bush came into office - is not even discussed in the current presidential contest?

That is because politicians from both parties are complicit in the waste of taxpayer dollars on weapons systems that deliver jobs to their home districts and profits to their defense industry campaign contributors. Defense spending has become enshrined in our political system as a totem to be worshiped rather than a policy program to be critically examined.

Business Digest

General Dynamics Unit Wins Navy Contract

Providence Journal, June 3, 2008

General Dynamics Information Technology, a unit of General Dynamics (GD:NYSE), has won a contract from the Naval Sea Systems Command to provide the Naval Undersea Warfare Center Division in Newport with support for submarine periscope, photonic, electro-optic and electromagnetic systems. The contract has a total potential value of \$40.4 million over five years if all

options are exercised. Under the contract, General Dynamics will provide program management and technical and engineering support for specific NAVSEA undersea periscope and sensor system requirements. General Dynamics will provide NAVSEA with maintenance capabilities that help ensure the constant readiness of the U.S. Navy's submarine fleet.

Other Submarine News Around The World

MoD Acts Over Submarine Incident

BBC News, June 3, 2008

Disciplinary action is being taken against a sentry who was caught sleeping on a nuclear submarine based at Faslane on the Clyde.

The incident resulted in a severe verbal reprimand being delivered to the crew, which was filmed on a mobile phone and has been given to the media.

Last week HMS Superb hit a rock in the northern Red Sea, damaging sonar equipment and forcing it to surface.

The Ministry of Defence said the two incidents were unrelated.

The sentry was caught sleeping in January, about two months before the submarine sailed from Faslane. He was removed from the crew and is now awaiting court-martial.

The resulting reprimand to the duty watch, all junior ratings, was delivered by the vessel's executive officer but was captured secretly by one of the crew on a mobile phone. The video was given to The Sun newspaper.

During the six-minute address, which is peppered with expletives, the officer strongly criticised the sleeping watchman, the removal of safety ropes around storage tanks and the turning off of fans.

He told the men: "The incident last night is entirely f***ing unacceptable.

"You know far better than to allow stuff like that to happen. As submariners, you accept responsibility for yourselves and your shipmates.

"Getting your f***ing napper down while watching a f***ing DVD and swigging lager isn't accepting responsibility for your shipmates.

"It's throwing that responsibility away and saying, to me - I don't give a f*** what happens to my mates on board the boat and I don't give a f*** what happens to the boat.

"That's the worst example I can f***ing think of, but it stirs up some of the other things that have been going on."

Last week, HMS Superb hit an underwater rock in the northern Red Sea, 80 miles south of Suez.

The submarine's nuclear reactor was "completely unaffected", according to the Ministry of Defence. An investigation is under way to determine the cause of the collision.

An MoD spokeswoman said an inquiry had been completed into the the sleeping-on-watch incident and the case was now subject to legal proceedings so no further comment could be made.

"The extent of damage from the grounding is still being investigated and it would be wrong to speculate at this stage about what will happen to the submarine once she is back in the UK."

The MoD spokeswoman said the filming on board the sub was also being looked into, because it was against the rules. Staff were not allowed any unauthorised contact with the media

Crash Sub Sentry's Lager And DVD Kip

By Annabelle Steggles, The Sun, June 3, 2008

THE crew of stricken HMS Superb were in hot water with chiefs before they even sailed from Faslane — after a lager-swilling sentry was found asleep in front of a DVD.

The men were read the riot act and warned about SAFETY BREACHES — weeks before the £32million nuclear submarine smashed into an underwater rock in the Red Sea.

Executive Officer Lieutenant Commander John Aitken tore into them in an X-rated six-minute rant on board the vessel at the Clyde base.

The rollocking was caught on a mobile phone video by one of the men — all junior ratings, aged 18 to 25 — on the hunterkiller vessel.

In it, second-in-command Aitken, who is from Newcastle and known as “Geordie”, blasts: “The incident last night is entirely f***ing unacceptable. You know far better than to allow stuff like that to happen. As submariners, you accept responsibility for yourselves and your shipmates.

Getting your f***ing napper down . . . while watching a f***ing DVD and swigging lager isn't accepting responsibility for your shipmates.

“It's throwing that responsibility away and saying, to me: ‘I don't give a f*** what happens to my mates on board the boat and I don't give a f*** what happens to the boat.

“That's the worst example I can f***ing think of, but it stirs up some of the other things that have been going on.”

Undermining

He goes on to blast them for removing safety ropes around open storage tanks and turning off fans used to pump in fresh air before maintenance work.

He adds: “Think about what you are doing. I know how professional you are, the vast majority of you, and I know how well you can do your job.

“We cannot have idiotic incidents like this undermining the safety of HMS Superb or, indeed, all on board on it.”

Aitken said there could have been a fire, flood or collision and the crew wouldn't have been warned because the sentry “couldn't be arsed”.

He adds: “I for one don't want to f***ing wake up because there's f***ing water on my toes in my bunk, or because I'm choking on the f***ing smoke from the bastard fire that (the crewman) hasn't bothered to f***ing notice because he's got his head down.”

Aitken goes on: “It doesn't f***ing happen again — because I swear to God, if anybody f***ing endangers the lives of their shipmates like that, I will f***ing take the whole of the Naval Discipline Act and f***ing stuff them with it.”

Last night a Navy insider said: “All hell broke loose when this guy was caught sleeping on sentry duty. He was basically the first port of call for safety and security on board in that situation.

“It's about the worst thing you can do. The fact he'd been swigging lager and watching a film made it even worse.

“The junior ratings were told to assemble in their mess, where the second-in-command tore strips off them. They were left in no doubt they hadn't come up to scratch. They were also warned that lives were at stake if the sloppy attitudes and poor attitude to safety continued.

“As it turned out, he wasn't that far off — they'd only been at sea for about eight weeks when they hit the rocks. The response of the second-in-command in taking the duty watch to task, although it may have been colourful in language, was entirely understandable and reflects the seriousness with which such rare breaches of discipline are viewed.”

We told last week how HMS Superb was forced to surface in the Red Sea, after crashing into underwater rocks 80 miles south of the Suez Canal in Egypt.

The 272ft Swiftsure-class vessel's sonar equipment was wrecked during the incident, leaving it unable to dive. But its hull, and the nuclear-reactor which powers it, remained intact.

None of the 112 crew were injured and Superb, captained by Commander Steve Drysdale since December 2006, has now been towed to a port. The 4,900-tonne sub has been in service for almost 32 years. She is the oldest attack boat in the Royal Navy, and one of only two Swiftsure-class subs which are still operational.

But last night our source said the boat, which underwent a seven-month refit 18 months ago, was likely to be SCRAPPED because of the damage. He said: "The rumour is she'll be patched up enough to limp back, but she won't be coming back to Faslane.

"Instead she'll go to Plymouth to be scrapped.

"This incident is just symptomatic of the fact that standards have slipped.

"Submariners have traditionally been cut a bit of slack because they do a really tough job. They're living in very cramped conditions, sharing a bed, and spending months at a time underwater.

Rant ... chief's blast on board

"The ratings were let off if their hair grew a bit longer, or their boots weren't as shiny as they should be. But it's gone too far now. It was only a matter of time before something like this happened."

Astute's Quiet Confidence

By Siobhan Wagner, The Engineer, June 2, 2008

Advances in sonar capabilities mean that future submarines will need to be even stealthier if they are to go undetected.

This is the drive behind an initiative between BAE Systems Submarine Solutions and Sheffield University that aims to make the Royal Navy's 7,400-tonne Astute class submarines emit less noise as they roam the world's

Superb took to the sea last August for operational sea trials after the refit and extensive maintenance. She was deployed in support of operations in Afghanistan in 2001 and on counter-terrorism duties in 2006. Superb is thought to have been heading back to the Middle East to support the ongoing military operations there.

The sentry was caught sleeping in January — around two months before the submarine sailed from Faslane. He was booted off the vessel and is thought to be awaiting a court martial. He was not on board HMS Superb when she hit rocks in the Red Sea.

Last night the Ministry of Defence said there was no connection between the incidents.

A spokesman said: "The alleged sleeping on watch incident has been thoroughly investigated.

"We can confirm that legal proceedings are under way. There is no connection between the incident in January and the recent temporary grounding of HMS Superb last month.

"While we cannot be sure of the reasons until the investigation is fully completed, it is not symptomatic of a wider problem with Superb or the submarine service as a whole. The rating involved in the January incident was not on board the submarine during the recent grounding."

oceans. BAE Systems has committed £2.5m over the next five years to the project, which is expected to yield results within two years.

Engineers at Sheffield University's Centre for Research in Active Control believe their demonstrator platforms will show how noise can be reduced

throughout the submarine using a hybrid mix of passive and electronically controlled active technology.

The passive portion of their system would reduce vibration inside the submarine hull by isolating machinery such as the diesel generator with a large block of natural rubber. Noise throughout the rest of the vessel would be further attenuated with computer controls and electrodynamic shakers — devices that look like robust loudspeakers.

The Sheffield research team believes this hybrid technology will supersede earlier developments in this area of submarine stealth technology, such as Project M Mount.

Steve Daley, director of Sheffield's active control centre, said Project M involved magnetically levitating machinery inside the submarine's hull. Daley was one of the developers of this prototype system.

'It was very successful, but it was also very expensive,' he said. 'And its failure mode wasn't very effective because if you lost power, you lost your isolation system. You were no longer levitating machinery.'

Daley's research team thought of a way to use electronically controlled active systems in addition to a passive component, in this case rubber. 'If your active system should fail for whatever reason, you are left with your best passive measure,' he said.

Submarine noise is attenuated with forces from electrodynamic shakers. At the heart of each shaker is coiled wire suspended in a fixed radial magnetic field. When a current is passed through the coil, it will produce a noise-cancelling sound wave that can be applied to a resonating point on the submarine.

The technology works on the principle that sound is a pressure wave that consists of a compression phase and a rarefaction phase. The electrodynamic shaker will emit a sound wave with the same amplitude and the opposite polarity (in antiphase) to the original sound. The waves will then combine to form a new wave, in a process called interference, and effectively cancel each other out.

The Sheffield team was not only concerned about cancelling noise created by the humming machinery inside the submarine's hull — they also paid special

attention to reducing noise from outside machinery. Noise from parts such as the propeller has traditionally been hard to control because it is extremely difficult to mount sensors and actuators on them.

The research team developed a technology called remote selective damping, which reduces vibration at inaccessible points with a remotely located control system. The system applies corrective vibrations at non-resonant parts of the craft connected to the resonant part.

'It is a big challenge because you are trying to control points you are not measuring,' said Daley.

The system works by applying forces at a certain point on the submarine and measuring the response with an accelerometer. 'The acceleration signal then feeds into our computer, which works out with a control algorithm how to drive the force that will minimise vibration at specific points on our structure,' said Daley. 'The intellectual part goes into how we design that control algorithm.'

Vibrations throughout the rest of the submarine will be measured with on-the-spot sensors. Sensors will detect the frequency of vibrating parts of the submarine and feed that information into digital signal processors, said Daley.

The microprocessor then works out with a control algorithm the correct waveform to cancel the vibration at various points on the submarine.

Daley said his team was currently testing their technology out in the laboratory but they also had the opportunity to try it out full-scale on decommissioned submarines. It could be ready to install in current and future submarines in two years' time.

'The idea is that it's retrofit,' he said. 'We don't only want to address future submarines, but our current fleet too.'

Sheffield University's remote selective damping has further applications outside submarines. Daley said these could include remote selective damping for bridge or building resonance. The technology could also be used for helicopters.

'The transmission of vibration from helicopter blades goes down the rotating shaft into the thrust bearing system and into the fuselage of the helicopter,' he said.

'It is not so much a noise problem, but a comfort

problem for passengers and crew.'

Sky Goes On Board Nuclear Submarine

Sky News (UK), June 1, 2008

It's time to sink or swim for five Royal Navy officers training on nuclear submarine Perisher. One day they hope to literally have their finger on the country's nuclear trigger, as Sky Defence correspondent finds out in this exclusive [three part] report.

<http://video.news.sky.com/skynews/video/?&videoSourceID=1317628>

<http://video.news.sky.com/skynews/video/?&videoSourceID=1317707>

<http://video.news.sky.com/skynews/video/?&videoSourceID=1317763>

Torpedo All Set For User Trial

By Sournyajit Pattnaik, Hindustan Times, June 3, 2008

The indigenously built heavyweight torpedo, Varunastra, is scheduled to undergo extensive user trials by end 2008 and go into production in 2009. Being developed by the Defence Research and Development Organisation (DRDO) to counter threats from the sea, Varunastra can be fired against hostile submarines and ships. The DRDO's Visakhapatnam-based Naval Science and Technology Laboratory (NSTL) is currently developing the Varunastra.

"We are developing two types of torpedoes. The lightweight anti-submarine torpedo is currently under production. The heavyweight Varunastra requires more user trials before it can be inducted into the Navy. It will undergo extensive trials by the end of this year and will be ready for production in 2009," a senior NSTL official, who was visiting DRDO facilities in Orissa, told the Hindustan Times. A torpedo, on entering water, performs pre-programmed search patterns, detects and homes in on targets and explodes on impact to destroy/damage them.

A heavyweight torpedo like the Varunastra is fired from a submarine or ship. "This torpedo is wire-guided. In other words, the guidance wire acts as a medium for communication of data between the torpedo and the firing platform (ship or submarine). The wire is also a medium to communicate data to guide the torpedo towards the target during the underwater run," the NSTL official said. "DRDO has developed guidance wire spools for wire-guided torpedoes like Varunastra. This system has undergone sea trials and performed satisfactorily. DRDO has also developed an onboard instrumentation system for torpedoes."

The official added that the instrumentation system performs pre-launch communication, monitors health of the torpedo and stores torpedo parameters online.

Despite the strides made in the indigenous production of torpedoes, the Indian Navy still suffers from a handicap: how to train submarine or ship crew in torpedo firing. Use of real torpedoes for training is cost prohibitive, so naval officials train with practice torpedoes. For this purpose, NSTL has designed,

developed and produced a 'drill and practice torpedo', which is the equivalent of an Italian torpedo, currently available with the Indian Navy. The indigenous drill and

practice torpedo is available at one-sixth the cost of an imported torpedo.

Northern Fleet Celebrates Anniversary

Barents Observer, June 2, 2008

The fleet faces a major technical modernisation, the sad years of stagnation are gone, Northern Fleet Head Commander Nikolay Maksimov says. This week, the fleet celebrates its 75-years anniversary.

Mr. Maksimov says in an interview with Rosbalt.nord.ru that training activities are increasing in the Northern Fleet, the youngest and most powerful fleet in Russia. Last year, a total of 1500 rehearsals were conducted. Over the last six months, the number of rehearsals amount to 800.

This year, Northern Fleet vessels will rehearse on a number of places on the world seas. Operations will be held in the Atlantics, the Mediterreanean, the Indian Sea and the Pacific, Mr. Maksimov confirms.

About 50 percent of the fleet's submarine crews is now serving on contracts and making 23.000 RUB (620 EUR) per month. On surface vessels, the salaries are slightly lower, while they on land-based facilities amount to 13.000 RUB (350 EUR).

The Fleet is facing a major technical rearmament – the sad years of stagnation are gone, the head commander underlines.

