



**OOGA OOGA**

**OCTOBER, 2008**

**PALMETTO BASE SUBMARINE VETERANS  
NEWSLETTER**





**Base Commander - Ron Friend**

**Palmetto Base Members**

Joe Gawronski – Vice Commander  
DW Eggleston – Secretary  
Tommy Richardson – Public Relations  
Brian Steffen – Storekeeper

Russ “Pappy” Cline - Treasurer  
Mark Basnight – Chaplain  
Jim “Snake” Stark – Chief Of Boat  
Jerry Stout – District 4 Commander

Milt Berkey  
James Charbonneau  
Tracy Charbonneau  
Judy Cline  
William Cox  
Allen “Buzz” Danielsen  
Mae Friend  
Joe Geiger  
Kelly Grantham  
John Green  
Glenn Harris

Stoney Hilton  
Mike House  
Jim Kirby  
John Krause  
Dick Lane  
Bill Lindler  
Ken Middleton  
Bob Miller  
Tom O’Brien  
Rebecca Richardson  
Sam Sanders

Ted Schneeberg  
Leonard Snell  
John Solis  
LE Spradlin  
Jeffrey Wagner

Palmetto Base, USSVI  
Treasury Summary Report  
1/2/2008 Thru 9/15/2008

Deposits - \$2181.00      Payments - \$891.97      Balance - \$1289.03

USSVI - \$340.00  
Base Expenses - \$500.35  
Bank Charges - \$51.62  
  
Total - \$891.97

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9-28-08



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UNITED STATES SUBMARINE VETERANS INC.  
Palmetto Base

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Minutes – September 16, 2008

- Meeting called to order by Commander Ron Friend
- Thirteen members and three guests were present
- August minutes were reviewed and approved
- Treasurer's report was presented and approved. Total in the treasury is \$1,289.03
- A presentation was made by Captain Joseph Thornbury, Senior Naval Science Instructor at White Knoll High School. A summary of his remarks is attached.
- The base outing was discussed regarding possible cancellation or postponement due to only eleven members signing up. It was decided to proceed and \$5 per adult person is being collected by Tommy Richardson for those wishing to attend.
- The question of why we have bank charges on our account was raised. It was brought up that maybe we could get an account without charges. We have a 501C3 rating. Our treasurer was not present and Commander Ron Friend will discuss with Treasurer Russ Cline.
- Jim Stark is taking the lead on an interim float for the November 9<sup>th</sup> Veterans Day Parade.

- Tom O'Brien reported that some old propane tanks have been made available for the construction of our permanent submarine float. Tom O'Brien and Tommy Richardson will coordinate this activity.
- Tom O'Brien proposed that after the November 9<sup>th</sup> Veterans Day Parade that the sub vets present a wreath and toll the boats at the gravesite of Robert Gibbs, a sub vet of the USS Squalus. The location is at the St. Stevens Cemetery in Lexington.
- Collections of \$43 each were taken for the base flag. The flag will be ordered and, hopefully, delivered by the next meeting.
- Arrangements have been made at Gilligan's restaurant in Lexington for the Christmas party on December 16
- Buzz Danielsen Is looking into our being involved with "Caps for Kids" program and has been in touch with William Hussey of the "Denizens of the Deep" base. They are providing caps and certificates to present to hospitalized children making them honorary submariners
- There is a veterans' memorial in the beginning stages of development in Columbia. Palmetto base is taking the lead for SC sub vets to participate in this project. Tom O'Brien has agreed to be our project manager.
- The depth charge was won by Ted Schneeberg and he contributed his winnings of \$60 to the treasury
- Next meeting is scheduled for Tuesday, October 21, 2008, at The Crab Shack in Lexington. Time is 1830.

Respectfully submitted,

D W Eggleston, Base Secretary

Attendees:

Mark Basnight  
 \*Linda Danielsen  
 Buzz Danielsen  
 D W Eggleston  
 Ron Friend  
 Mae Friend  
 Joe Geiger  
 John Krause  
 \*Damian McSherry  
 Tom O'Brien  
 Rebecca Richardson  
 Tommy Richardson  
 Ted Schneeberg  
 Jim Stark  
 Brian Steffen  
 \*Joe Thornbury  
  
 \*Guest

## Captain Thornbury Summary

Captain Thornbury related the activities of the JNROTC program. The program has 120 cadets involved from the 9<sup>th</sup> through 12<sup>th</sup> grades. They have a color guard, a drill team and an air rifle team. They have participated in flag disposal ceremonies and parades. They will be in the Veterans Day Parade in Lexington on November 9, 2008. It was suggested that the sub vets should be either in front of or follow the cadets and the high school band. The cadets will have a pass-in-review ceremony in March 2009 and a drill-team meet in November. The sub vets are invited to attend these functions.

Sub vets were encouraged to form a partnership with the JNROTC program to assist and support the effort to produce responsible adults. Captain Thornbury will provide information regarding how and when sub vets can be involved through our base POC.

## OOGA OOGA

The newsletter name has been "UP SCOPE". It has come to our attention that the Dallas base newsletter is called "UP SCOPE". OOGA OOGA is a temporary name for our newsletter until the membership decides what to call it. We can continue with "UP SCOPE" or get a new name.



Flags are here and we will have them at the next meeting.

## US Military

### The Silent Service

By [Rod Powers](#), About.com

Meet Machinist's Mate 3rd Class Trevor Kopp and his 154 brothers.

Kopp and his family live in King's Bay, Ga., a fitting place to raise a family of 155 men with its low cost of living and traditional southern hospitality.

But, unlike most families, what binds these men together isn't their last name. After all, each one of Kopp's brothers comes from a different set of parents. No, what makes these men brothers is what they call home - a 560 foot-long steel boat with no windows, no

fantail, and in the event of a casualty - no easy escape. These brothers are submariners.

"The difference in damage control philosophies between us and a surface ship is that if we start sinking because of a casualty, there's nowhere to escape," said Chief Electronics Technician (SS) William Murtha, USS Maine's (SSBN 741) Blue Crew 3M and drill simulator coordinator. "We can't jump on any life boats, abandon the ship or parachute out of a plane to avoid the fire, flooding or catastrophic mechanical failure."

Every submariner is familiar with what hundreds of feet of overhead seawater can do to a submarine if it found its way into the boat. They know that a fire anywhere in the enclosed steel tube can fill the boat with smoke in about 10 minutes; or that the tubular design of a submarine, meant to aid its smooth swim through the ocean, when faced with a fire, turns the boat into a super-sized convection oven.

But they go to sea anyway, cruising below the ocean's cloak. Most people, many Sailors included, think they're crazy. But like any family, when nobody else understands them, they understand each other.

"To be a submariner you have to be different," said Murtha. "It takes a unique mindset to handle being isolated from people, the sun and fresh air as long as we are. Most people just can't handle the thought of being underwater, but submariners never really think about it. We try to tell people that being submerged at 400 feet is just like sitting on your couch in the living room, but I guess they just can't get past having that much water above their heads."

Murtha's words go a long way in understanding why the submarine warfare qualification process, the one and only passage into the "Dolphin"-wearing brotherhood, has always been mandatory.

"Earning your Dolphins is what signifies to the rest of the crew that you can and will be trusted with our lives," said Electronics Technician 2nd Class (SS) Joseph Brugeman. "I know everyone aboard personally, and that level of familiarity allows me to trust them in a casualty situation. I couldn't imagine trusting my life and the life of the boat with anyone I didn't know personally. If you're on my boat and you're wearing Dolphins, then I trust you, period. I don't care if you're a yeoman, cook, missile technician or mechanic - I know you've got my back. It doesn't get any more intimate than that."

When a new Sailor reports aboard any submarine and gets his boat's submarine warfare qualification card, he'll find blocks for pneumatics, hydraulics, sonar and even the weapons systems. What he won't find any signatures for is the very thing that wearing

Dolphins is all about - trust. But once you're wearing them, trust is the one thing that rank and rating knowledge can't compare to.

"Wearing Dolphins means much more than knowing how to draw all of the boat's hydraulic, steam, electronic and air systems," said Culinary Specialist 3rd Class (SS) Jeff Smith, the Blue Crew's night baker. "It means more than being able to explain how a drop of seawater outside the boat makes it into your cup in the galley. No, wearing Dolphins means that the crew trusts you to know how to save the boat regardless of the casualty, and regardless of your rating or rank. Earning that trust makes you much more than a professional Sailor, it makes you a member of the submarine family."

Having a cook comment on the aspects of damage control may not be the quote of choice on most Navy ships, but on submarines, wearing Dolphins is all that matters.

"On my boat," said CDR Robert Palisin, Maine's Blue Crew commanding officer, "everyone is expected to know how to save the boat. We don't discriminate based on what your rating or even your rank is. My cooks should and do know how to fight a fire in the engine room, just like my nuclear trained mechanics are expected to know how to isolate a power supply if smoke comes from the sonar shack. Everyone on a submarine is the damage control party - everyone."

Palisin was careful to explain that damage control is much more than just knowing what to do if something bad happens. It's being confident enough in your knowledge of the boat's systems to speak up if someone else on the crew is about to make a mistake that affects ship's safety.

"In the submarine force, we put an emphasis on being right more than what a Sailor's rank might be, because everyone aboard a submarine is expected to be a backup to his shipmate," said Palisin. "Even I, as the captain of this boat, would expect the most junior Sailor to jump up and down screaming his head off if I made a mistake that endangered the ship. Our lives depend on knowing that we can count on each other to watch our backs, to make sure the safety of the ship is placed well ahead of rank or rate."

Palisin, like all boat captains, makes sure his crew knows how to fight any casualty by constantly running casualty drills throughout the boat's deployment. After all, practice makes perfect, and when you have only yourselves to count on, being perfect is the only standard good enough to keep you alive.

"We practice responding to casualties so much that we do it instinctively," said MM2(SS) Jim Crowson. "Our training has to be instinctive. Otherwise, we might get scared first instead of responding if the real thing ever goes down. At 400 feet, there's no time to be scared. I'm not trying to sound macho—it's just the reality of how to survive when all you may have are seconds before the boat sinks below crush depth."

Despite going to sea on a boat with no windows, no fantail, no helipad or even a hatch

to allow in some tension-breaking fresh salt air, submariners are still Sailors at heart. These brothers all volunteer for submarine duty, and their commitment is no different than the Sailors on aircraft carriers, cruisers or even tugboats. They just make a few extra bucks (submarine special duty pay) doing it, which comes in handy when you have 154 brothers' birthdays to buy for.

They love their country, uphold the Navy's Core Values of honor, courage and commitment and want to make it back safely from every deployment. As the silent service, though, they'd just rather you didn't talk about it.

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## Subject: Women to be in U.S. Submarines

-ONE DIVE = ONE SURFACE-  
Women to be in U.S. Submarines

"This is way overdue," insists Lt. Hanne Bright, an up and coming naval officer. She is among 340 female officers and chiefs who have been selected to initiate an abrupt change in Navy policy; the manning of submarines by women.

Women in the United States Navy command warships and pilot combat jets off aircraft carriers today, but until now there remained one part of the fleet where they could not serve: aboard the nation's nuclear-powered submarines.

Now, as the Navy has begun building a new class of submarines, an influential military advisory committee reignited the debate over the exclusion, recommending that the Navy plan to allow women to join one of the

service's most storied and traditional fraternities.

"It's important we re-examine what is still closed to women," said Sue Winkle, the chairwoman of the group, the Defense Advisory Committee on Women in the Services, the Pentagon's main body that recommends policies on the issues that face women in the armed forces. Opposition to the time-honored all-male tradition has been strong. Submarines are extremely space limited and the Navy has always maintained that designing and maintaining co-ed subs would make them too expensive. Now however, with the backing of outgoing **President George Bush**, the Navy plans to get women into submarines and avoid mixing with seamen by making two US Virginia class subs consist of all-female crew and officers.

One of the first female Prospective Commanding Officers for submarines, Commander Sarah Bentworth, is eager to get started. She spend two tours

aboard the USS Virginia in order to prepare for her first sub command. The

Navy spokesman says the plan should be implemented by Dec 2009.

In a speech to the Naval Submarine League last summer, *Donald C. Winter*, the

Secretary of the Navy, signaled support for integrating the submarine fleet,

but the controversy over his remarks ignited a flurry of protest. He warned

in the speech that the

"submarine community" -- a tightly knit cadre of

crew members and officers -- risked becoming dangerously out of touch with society if it did not adapt to include women, as well as more minority submariners.

"The most Narcissus-like thing about creating something in your own image, about being in love with your own image," he said, "is the continued and continuous existence of this segment of the Navy as a male preserve."

What few mention is the likelihood that the Navy is pushing ahead with the female submariner program to avoid involvement of the US Supreme Court, scheduled to hear a case this May, *Bishop vs. the State of Connecticut*.

Captain Bridget Bishop, an accomplished career naval officer argues that prohibiting women from serving aboard submarines limits their career potential. "If history and social progress are any measure, this rule keeping women serving their country in submarines, one of the last forms of discrimination, is not tenable," says Rachael Perperam.

"In the past, all right, there were solid reasons to keep the submarine

force all male," said Lt. Commander Katrina Van Tassel, sitting in the officers' ward room, which serves as dining hall, conference room, chapel and, in case of medical emergencies, operating room.

"But this is the 21-st century, women can vote, drive cars, wear pants--why can't they be in charge of a nuclear attack sub?"

Chief Petty Officer Doug Wilson disagrees. "Close quarters with mixed crews produce romantic relationships. Our culture has given up on sexual purity, so why do we expect people will magically become 'professional' and

abstinent once they are crammed together inside a 350' tube?" He shakes his head. "I went to submarines to get a breather from my wife and her mother.

Especially her mother. Now I have to spend 60 days underwater with women?

You know how long they take in the bathroom."

"I can tell you one thing," Lt. Bright says, "we may or may not have a woman president this time next year, but we will have women submarines at sea. Move over, sailor."

Reporting was contributed by Scope Handley, Tip Biggelow, and other employees of The New York Times.

EDITORS NOTE: Why not? We have feminized our male population to the point of a nation of wimps and girlie boys. After all we must be politically correct and as Lt. Bright says, "move over, sailor," we are moving in, like it or not. Can you imagine 100+ women confined in a submarine for 3 months at a time? BROTHERS OF THE PHIN? BROTHERS AND SISTERS OF THE PHIN? Or PERSONS OF THE PHIN?

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## United States Submarines lost in October

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### USS Seawolf (SS-197)

[View Ship's Log for SS-197](#)

[View full profile of SS-197](#)

[View the memorial for SS-197](#)

Lost on:

**10/3/1944**

Lost on Oct 3, 1944 with the loss of 102 officers and men when she was sunk just north of Morotai by USS Rowell, a Destroyer Escort (DE). In this tragic error, Rowell mistook Seawolf for a Japanese submarine that had just sunk another Destroyer. Seawolf ranks 7th for enemy ships sunk.



Class: **SS 196**

Commissioned: **12/1/1939**

Fate: **Seawolf was announced overdue from patrol and presumed lost with all hands (82 crew and 17 U.S. Army) when it was mistaken for a Japanese submarine and sunk by friendly destroyers just north of Morotai, Republic of the Philippines.**

Launched: **8/15/1939**

Builder: **Portsmouth Navy Yard**

Length: **307**, Beam: **27**

#Officers: **5**, #Enlisted: **54**

# USS S-44 (SS-155)

[View Ship's Log for SS-155](#)

[View full profile of SS-155](#)

[View the memorial for SS-155](#)

Lost on:

**10/7/1943**

Lost on Oct 7, 1943 with the loss of 56 men when it was sunk off Paramushiru, Kuriles. S-44 was on her 5th war patrol after attacking a target thought to be a merchant on the surface, S-44 found herself in a losing gun battle with a heavily armed Japanese destroyer. Two men were taken prisoner and survived the war.



Class: **SS S**

Commissioned: **2/16/1925**

Fate: **Sunk by Japanese destroyer in the northern Kuril Islands 7 Oct 1943. 54 men lost. Two men picked up by Japanese destroyer, repatriated at end of war.**

Launched: **10/27/1923**

Builder: **Fore River Shipbuilding Co**

Length: **225**, Beam: **20**

#Officers: **4**, #Enlisted: **39**

# USS Wahoo (SS-238)

[View Ship's Log for SS-238](#)

[View full profile of SS-238](#)

[View several memorials for SS-238](#)

Lost on:  
**10/11/1943**

Lost on Oct 11, 1943 with the loss of 79 men near La Perouse Strait. Under command of one of the great sub skippers of World War II, LCDR "Mush" Morton, Wahoo was on her 7th war patrol. Wahoo had won a Presidential Unit Citation and ranks 5th in the number of enemy ships sunk. She was lost to depth charges dropped by a Japanese patrol aircraft.



Class: **SS 212**  
Commissioned: **5/15/1942**  
Fate: **Sunk near the Perouse Strait near northern Japan, 11 Oct 1943 80 men lost**

Launched: **2/14/1942**  
Builder: **Mare Island Navy Yard**  
Length: **307**, Beam: **27**  
#Officers: **6**, #Enlisted: **54**

# USS Dorado (SS-248)

[View Ship's Log for SS-248](#)

[View full profile of SS-248](#)

[View the memorial for SS-248](#)

Lost on:  
**10/12/1943**

Lost on Oct 12, 1943 with the loss of 78 when she was sunk in the western Atlantic near Cuba. Newly commissioned, she had departed New London and was enroute to Panama. She may have been sunk by a U.S. patrol plane that received faulty instructions regarding bombing restriction areas or a German U-boat that was in the vicinity.



Class: **SS 212**  
Commissioned: **8/28/1943**  
Fate: **Lost off Atlantic Coast 12 Oct 1943 to unknown cause. 76 men lost.**

Launched: **5/23/1943**  
Builder: **Electric Boat Co (General Dynamics)**  
Length: **307**, Beam: **27**  
#Officers: **6**, #Enlisted: **54**

# USS Escolar (SS-294)

[View Ship's Log for SS-294](#)

[View full profile of SS-294](#)

[View the memorial for SS-294](#)

Lost on:  
**10/17/1944**

Lost on Oct 17, 1944 with the loss of 82 men. She was on her 1st war patrol and was most likely lost to a mine somewhere in the Yellow Sea.



Class: **SS 285**

Commissioned: **6/2/1944**

Fate: **Her last communication was with Perth on 17 October- she was never heard from again. It is assumed that she struck a mine and sank with all hands. 82 men lost.**

Launched: **4/18/1943**

Builder: **Cramp Shipbuilding Co.**

Length: **312**, Beam: **27**

#Officers: **6**, #Enlisted: **60**

# USS Shark II (SS-314)

[View Ship's Log for SS-314](#)

[View full profile of SS-314](#)

[View the memorial for SS-314](#)

Lost on:  
**10/24/1944**

Lost on Oct 24, 1944 with the loss of 90 when she was sunk near Hainan. The second boat to carry this name during World War II, she was on her 3rd war patrol. Shark was sunk by escorts after attacking and sinking a lone freighter. Compounding the tragedy, it turned out that the freighter had 1800 U.S. POW's on board.



Class: **SS 285**  
Commissioned: **2/14/1944**  
Fate: **Shark was reported as assumed lost with 90 men.**

Launched: **10/17/1943**  
Builder: **Electric Boat Co (General Dynamics)**  
Length: **312**, Beam: **27**  
#Officers: **6**, #Enlisted: **60**

# USS Darter (SS-227)

[View Ship's Log for SS-227](#)  [Website for SS-227](#)

[View full profile of SS-227](#)  
[View several memorials for SS-227](#)

Lost on:  
**10/24/1944**

Lost on Oct 24, 1944 when she became grounded on Bombay Shoal off Palawan and was then destroyed to prevent her falling into enemy hands intact. The entire crew was rescued by USS Dace. Winner of one Navy Unit Commendation, Darter had sunk a heavy cruiser and damaged another and went aground while attempting an "end around" on an enemy formation in hopes of getting in an attack on a battleship.



Class: **SS 212**  
Commissioned: **9/7/1943**  
Fate: **Wrecked 24 Oct.1944. 31 Oct. 1944 was destroyed by deck gun of USS Nautilus**

Launched: **6/6/1943**  
Builder: **Electric Boat Co (General Dynamics)**  
Length: **312**, Beam: **27**  
#Officers: **5**, #Enlisted: **54**

# USS Tang (SS-306)

[View Ship's Log for SS-306](#)

[View full profile of SS-306](#)

[View several memorials for SS-306](#)

Lost on:  
**10/25/1945**

Lost on Oct 25, 1944 with the lost of 80 men in the Formosa Strait. Tang was on her 5th war patrol. Tang ranks 2nd in the number of ships sunk and 4th in tonnage, and had won two Presidential Unit Citations. During a daring night surface attack, Tang was lost to a circular run by one of her own torpedoes. Nine of the crew were taken prisoner, including CDR. O'Kane and five who had gained the surface from her final resting place 180 feet below. All survived the war, and CDR O'Kane was awarded the Congressional Medal of Honor.



Class: **SS 285**

Commissioned: **10/15/1943**

Fate: **Tang's last torpedo broached and curved to the left in a circular run. Tang fishtailed to clear the turning circle of the torpedo, but it struck her abreast the after torpedo room approximately 20 seconds after it was fired. Tang sank by the stern.**

Launched: **8/17/1943**

Builder: **Mare Island Navy Yard**

Length: **312**, Beam: **27**

#Officers: **6**, #Enlisted: **60**

# USS O-5 (SS-66)

[View Ship's Log for SS-66](#)

[View full profile of SS-66](#)

Lost on:  
**10/29/1923**

Lost on October 29, 1923 with the loss of 3 men when rammed and sunk by SS Abangarez off the Panama Canal.



Class: **SS O**

Commissioned: **6/8/1918**

Fate: **As O-5 entered Limon Bay, preparatory to transiting the Canal, she was rammed by United Fruit steamer Abangarez and sank in less than a minute, with the loss of 3 men. TM2(SS) Henry Berault received the Congressional Medal of Honor for his heroic actions.**

Launched: **11/11/1917**

Builder: **Fore River Shipbuilding Co**

Length: **172**, Beam: **18**

#Officers: **2**, #Enlisted: **27**