



UNITED STATES SUBMARINE VETERANS



“To Honor Those Who Serve, Past, Present & Future”

October 2009

Volume 10, Issue 10

**Lest We Forget —
“The USSVI Submariner’s Creed”**

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

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News Brief

1. **Next Meeting:** At 1300, third Saturday of each month at the Knollwood Sportsman’s Club, Rondout, IL (near Lake Bluff). Guests always welcome!
 - a. OCTOBER 17
 - b. NOVEMBER 21
 - c. DECEMBER 19
2. Duty Cook Roster:
 - a. October - Larry Warnke and Clay Hill
 - b. November – Volunteer(s) needed
 - c. December – Volunteer(s) needed
3. USSVWWII Greater Chicago Chapter **Invitation:** Please extend an invitation to all Base members for our Annual Christmas. Dec. 19th. Silver Stallion Rest. Lee & Algonquin, DesPlaines, IL; 11:30 AM; Beef & Chicken served family style. Hope you can join us. Bob Krautstrunk

Crash Dive Meeting Minutes September 2009

Crash Dive did not hold a meeting in September so there are no minutes to report.

Lost Boats

USS Seawolf	(SS-197)	10/3/44
USS S-44	(SS-155)	10/7/43
USS Wahoo	(SS-238)	10/11/43
USS Dorado	(SS-248)	10/12/43
USS Escolar	(SS-294)	10/17/44
USS Shark II	(SS-314)	10/24/44
USS Darter	(SS-227)	10/24/44
USS Tang	(SS-306)	10/25/44
USS O-5	(SS-66)	10/29/23

The Underwater Express Lets You Cruise In a Gigantic Gas Bubble at 100 Knots

Submitted by: Pat Householder

While most DARPA projects never materialize, the Underwater Express mini-submarine project is entering the test phase. If successful, the Underwater Express will be capable of going 100 knots-far faster than the 30 knots today's subs can muster.

(Thanks go to Curt Maier of Seattle Base for sending in this story.)

Visit the link for the story...

<http://gizmodo.com/5324982/the-underwater-express-lets-you-cruise-in-a-gigantic-gas-bubble-at-100-kn>

Medal of Honor: ED W. FREEMAN

Courtesy MSNBC Daily Nightly and Frank Voznak

Captain, U.S. Army Company A, 229th Assault Helicopter Battalion, 1st Cavalry Division (Airmobile)



By the time the Korean War broke out, Ed Freeman was a master sergeant in the Army Engineers, but he fought in Korea as an infantryman.

He took part in the bloody battle of Pork Chop Hill and was given a battlefield commission, which had the added advantage of making him eligible to fly, a dream of his since childhood. But flight school turned him down because of his height: At six foot four, he was “too tall” (a nickname that followed him throughout his military career). In 1955, however, the height limit was raised, and Freeman was able to enroll.

He began flying fixed-wing aircraft, then switched to helicopters. By 1965, when he was sent to Vietnam, he had thousands of hours' flying time in choppers. He was assigned to the 1st Cavalry Division (Airmobile), second in command of a sixteen-helicopter unit responsible for carrying infantrymen into battle. On November 14, 1965, Freeman's helicopters carried a battalion into the Ia Drang Valley for what became the first major confrontation between large forces of the American and North Vietnamese armies.

Back at base, Freeman and the other pilots received word that the GIs they had dropped off were taking heavy casualties and running low on supplies. In fact, the fighting was so fierce that medevac helicopters refused to pick up the wounded. When the commander of the helicopter unit asked for volunteers to fly into the battle zone, Freeman alone stepped forward. He was joined by his commander, and the two of them began several hours of flights into the contested area. Because their small emergency-landing zone was just one hundred yards away from the heaviest fighting, their unarmed and lightly armored helicopters took several hits. In all, Freeman carried out fourteen separate rescue missions, bringing in water and ammunition to the besieged soldiers and taking back dozens of wounded, some of whom wouldn't have survived if they hadn't been evacuated.

Freeman left Vietnam in 1966 and retired from the Army the following year. He flew helicopters another twenty

years for the Department of the Interior, herding wild horses, fighting fires, and performing animal censuses. Then he retired altogether.

In the aftermath of the Ia Drang battle, his commanding officer, wanting to recognize Freeman's valor, proposed him for the Medal of Honor. But the two-year statute of limitations on these kinds of recommendations had passed, and no action was taken. Congress did away with that statute in 1995, and Freeman was finally awarded the medal by President George W. Bush on July 16, 2001.

Freeman was back at the White House a few months later for the premiere of *We Were Soldiers*, a 2002 feature film that depicted his role in the Ia Drang battle. As he was filing out of the small White House theater, the president approached him, saluted, and shook his hand. "Good job, Too Tall," he said.

(Read stories about 110 Medal of Honor Recipients on the MSNBC Web site at <http://dailynightly.msnbc.msn.com/archive/category/1173.aspx>. Ed.)

Dues News

Dues letters will go out in later this month. We want everyone to renew by December. Help us hit 100% retention. We want you back!

Dues payments are accepted year around. If you want to get ahead of the upcoming dues season, simply renew now. Include a note with your check that it is for dues for 2010 or beyond. Send your check and note to Chris Gaines. See Page 9 for his address.

Really Simple Dues Idea

All USSVI dues are due by January 1st, and our Constitution/ Bylaws REQUIRE that all un-renewed members be DROPPED on Feb 1st.

Want to get off the annual renewal merry-go-round? Are you bothered by the hassle of renewing your membership each year? Tired of being reminded time and time again until you "Get 'er Done?"

There is a simple solution.

Re-up for a longer term. National Membership can also be renewed for 5 or 3 year terms and you'll save a few bucks with these longer term renewals.

Life memberships are also available. Most importantly, there is less hassle for you every year.

5 Year Term: \$ 90.00 (\$10.00 savings)

3 Year Term: \$ 55.00 (\$ 5.00 savings)

1 Year Term: \$ 20.00

When you renew, please support our Charitable Foundation if you can with a separate check made to "USSVCF". Our annual goal is to raise at least \$10.00 per member per year, but if you contribute \$25 or more, we'll send you a "booster" patch (tell us which program) as a 'thank you' in return. Because USSVCF is a IRS 501(c)(3) foundation, all donations are tax deductible to the full extent of the law.

Crash Dive Base dues are \$15 per year. We encourage you to pay ahead for the same term as your national dues.

PLEASE send your check for USSVI dues and base dues (payable to Crash Dive Base), and voluntary USSVCF donation (separate check payable to USSVCF) TODAY to Chris Gaines (see Page 9 for postal address).

OUR VIEW: Congress Should Allow Women to Serve on Subs

Kitsap Sun, Oct. 7, 2009

Women can fly fighter planes, serve on combat ships, go on missions that get attacked and – when they are – can effectively return enemy fire.

In most military roles a woman can serve as well as, or better than, the man next to her.

Because of that, we support the Navy's plans to allow women to serve on submarines.

Although women are prohibited from serving in frontline combat roles, they share the same risks as men and are called to perform the same tasks in most units deployed to Iraq and Afghanistan. Likewise, since Congress authorized it in 1994, women have been serving in equal roles with men on surface combat ships.

However, the Navy policy has kept women off submarines because of space limitations, design constraints, extended missions and other factors. But all those can be overcome – and if Navy Secretary Ray Mabus has his way, they will.

"I believe women should have every opportunity to serve at sea, and that includes aboard submarines," said Mabus in a statement to the Navy Times.

The proposal also has drawn support from the chief of naval operations and the chairman of the Joint Chiefs of Staff, a Navy admiral.

Now, Navy officials are preparing to notify Congress that they'd like to

allow women to serve as officers and crew on submarines. With congressional approval, female officers could begin training sometime next year. Once training is complete, in 2011 they'd be assigned to the Navy's largest subs, ballistic missile Tridents, and cruise missile converted Tridents.

Because the Trident hulls are larger than others, they have more interior space that can more easily accommodate changes needed for women to serve. Men and women would have to share the single head for officers on each boat, but female officers would get their own stateroom. Since most the Navy's Trident-hull submarines are at Naval Base Kitsap-Bangor, many of the submarine-qualified women officers would likely be sent to boats based here.

Eventually, women also could be serving as submarine crew members. How would they be accommodated? No specifics have been announced, but if there's a will – and now there is – a way will be found. In fact, women have been serving as officers and crew aboard submarines for Norway, Sweden, Australia, Canada and Spain.

All this may seem a radical notion, but it's quite the contrary. Simply, it means that when the Navy is selecting officers and crew for its Trident subs, it will be able to choose from the best-qualified personnel, regardless of their sex. It's not a matter of political correctness, but of common sense.

That's common sense we can support. We urge our members of Congress to do the same.

India's Nuclear Subs Delivery Could be Delayed

By Vinay Shukla, Outlook India, Oct. 8, 2009

The delivery of Akula-II class Nerpa nuclear submarine to the Indian Navy could be further delayed as repairs on the underwater vessel have been hit by a crash-crunch faced by the Russian shipyard.

Although the pre-delivery factory trials have been successfully completed after last November's mishap claiming 20 lives of technical staff and crew members, the shipyard has its power supply cut for non-payment of electricity bills, hampering the work on Nerpa, General Director of Amur Shipyard Nikolai Povzy said today.

"The preparations for pre-commissioning state trials are underway in complex financial conditions. The "Vostok" plant of Amur Shipyard has not got the money spent on the repairs of the submarine after last year's accident and from today the power has been cut," Povzyk was quoted as saying by RIA Novosti.

Russia was to deliver the Nerpa nuclear attack submarine to the Indian Navy on 10-year lease in June-July, however, it was delayed after accidental release of toxic Freon gas from the fire suppression system on November 8 last year during trials in the Sea of Japan.

Later in May Prime Minister Vladimir Putin personally visited Komsomolsk-on-Amur in the country's Far East and ordered to complete necessary trials and deliver the submarine to India by the end of the year.

Earlier reports say that the Indian naval personnel would also take part in the final trials with the Russian navy, which is to formally commission Nerpa prior to its lease to India as INS Chakra. According to local experts further delay in Nerpa could hit the programme of operationalising the indigenous INS Arihant nuclear submarine, which is based on the same Akula-II blueprints.

Dismantling The Soviet Submarine Fleet

Strategy Page, October 7, 2009

Russia, with financial and technical assistance from America, Britain, Canada, Japan, Italy and Norway, has been dismantling about 20 retired nuclear submarines a year, and plans to have 191 dismantled by next year. Up through the early 1990s, Russia had built nearly 260 nuclear ships (nearly all submarines). The end of the Cold War in 1991, left the Russians unable to keep most of those subs in service. Russian nukes were expensive to maintain, and many were not worth keeping in service (too noisy, too old, too many other flaws).

Most of the submarine dismantling was paid for by the U.S., which spent over \$15 billion to implement the

1993 Strategic Offense Arms Elimination Implementing Agreement with Russia. Britain, Canada, Japan, Italy and Norway also contributed cash and technical assistance to this effort.

Throughout the 1990s, Russia only decommissioned 2-4 nuclear subs a year. Many nuclear subs were taken out of service in the early 1990s, although lots of older boats were being decommissioned in the late 1980s, before the Cold War even ended. That's because Russians tend to keep old weapons in service long beyond the time it's worth it. By the end of the 1990s, Russia had 150 decommissioned nuclear subs waiting to be dismantled. Russia hoped to complete dismantling these submarines by 2007, but things went much slower than expected, because there was no money. However, by 2000, things really began to pick, as 18 subs were dismantled in that year.

It costs about \$7 million to dismantle one submarine. The primary task is to safely take apart the nuclear reactor, and get the radioactive components to a secure storage facility. The foreign nations contributing to this effort are all maritime nations that were concerned about the old Soviet subs falling apart while still in the water. What got this aid program going was the discovery that the Soviets were just dumping some radioactive components into Arctic waters. Russia was more willing, than the Soviets, to do the right thing and is determined to safely dispose of all these old nuclear subs.

Northrop Moving Forward On Submarine Investigation

By Peter Frost, Newport News Daily Press, September 30, 2009

NEWPORT NEWS – Northrop Grumman Corp. is making progress on its investigation into how Newport News workers incorrectly installed bolts and fasteners in weapons-handling systems on four Navy submarines, yard general manager Matt Mulherin said this week in an interview with the Daily Press.

While the yard has made some preliminary conclusions, it is not ready to release its findings and instead is focused on fixing the problems on the submarine New Mexico to expedite its delivery to the Navy, Mulherin said.

That boat, a Virginia-class submarine under construction in Newport News, was on track to be completed this month and commissioned in November. But after problems were found in its weapons-handling systems, commissioning was pushed back to early 2010.

"We've got a schedule, and we're working our way through that," Mulherin said. "It is certainly challenging, but that's really going to be our critical path to get to sea trials. We're pushing it, but it's got to be done right."

The yard, working with sub-building partner General Dynamics Electric Boat, also must expedite repairs on the submarine North Carolina, which is commissioned but undergoing maintenance in Groton, Conn.

Two other subs, the Missouri and California, also had problems, but both are still under construction.

On each of the subs, Northrop improperly installed bolts and fasteners that hold together tracks on which weapons are moved in the torpedo room. Improper installation of these pieces could result in a misalignment of the equipment, preventing the movement of weapon cradles within the torpedo room.

Meanwhile, Mulherin said, Newport News is going through the same kind of soul-searching it experienced in 2007, when local yard welders and pipe fitters used an incorrect metal to fuse together pipes and joints on submarines. Those welding errors could eventually lead to cracking and leaks.

An ensuing investigation stretched for nearly two years and resulted in sweeping changes on the waterfront. The company also had to produce two several-hundred-page reports for the Navy, detailing how to deal with ships that might have faulty welds, a time-consuming and costly detour.

With the latest issue, Mulherin said: "It's really looking at how do we plan, implement engineering, training – it's all the same kinds of things that we worked through on the (2007 welding issue). We're asking ourselves, 'What do we have to do to keep from repeating these things?'"

While the Navy and Pentagon have been generally supportive of Northrop as it works through the problems, Mulherin has described the yard's shortcomings as embarrassing, and he's

invested much of his time searching for solutions.

Changes could be in store for Northrop's quality assurance and testing programs, both of which are in charge of detecting problems during construction. Neither the 2007 welding issue nor the latest problem with weapons-handling systems were caught in Newport News, casting some of the blame on those inspectors.

But those problems also escaped the scrutiny of the Navy's local Supervisor of Shipbuilding, Conversion and Repair office, whose inspectors work at the yard every day supervising and inspecting ship construction.

"Listen, they're down there every day, and they find things and report to us on a daily basis," Mulherin said. That office "has a responsibility, and I think they're paying attention to it. But I'm solely focused on my goal, and that should be that they never find anything wrong because there's nothing to be found."

Submarine Carrying 5 Tons of Cocaine Seized off Guatemala

Associated Press, September 29, 2009

MEXICO CITY – A submarine-like vessel filled with hundreds of millions of dollars worth of cocaine was seized off the Guatemalan coast, U.S. officials said.

Four suspected smugglers were operating the self-propelled, semi-submersible vessel when it was located and seized on Sunday evening by officials from the U.S.

Customs and Border Patrol, U.S. Navy and the U.S. Coast Guard, the Border Patrol said in a news release Wednesday.

When the suspects realized they had been spotted by drug-surveillance aircraft patrolling the eastern Pacific, they scuttled the vessel but were unable to escape.

Coast Guard officials, guided by the reconnaissance plane, intercepted the vessel and detained the reputed smugglers, who were transporting approximately 5.5 tons of cocaine worth \$352 million, the Border Patrol said.

Several drug-carrying submarines operated by Colombian drug cartels have been discovered in recent years.

Israel Gets Two More German Submarines

The International News, September 29, 2009

HELD AL-QUDS: Israel has taken delivery of two German submarines ordered four years ago, a military spokesman said on Tuesday.

"We have received two Dolphin-class submarines built in Germany," he said, on condition of anonymity.

The submarines, called U212s, can launch cruise missiles carrying nuclear warheads, although when it confirmed the sale in 2006 the German government said the two vessels were not equipped to carry nuclear weapons.

The subs were ordered in 2005 and delivery was initially expected in 2010.

Including the two new ones, Israel has five German submarines -- the most expensive weapon platforms in Israel's arsenal.

Germany, which believes it has a historic responsibility to help Israel because of the mass murder of Jews in World War II, donated the first two submarines after the 1991 Gulf War.

It split the cost of the third with the Jewish state.

According to Jane's Defence Weekly, the U212s are designed for a crew of 35, have a range of 4,500 kilometres (2,810 miles) and can launch cruise missiles carrying nuclear warheads.

Israeli media have written that the Dolphin submarine could be key in any attack on arch-foe Iran's controversial nuclear sites.

An Israeli submarine recently used the Suez Canal for the first time in June, escorted by Egyptian navy vessels, in what Israeli media said was intended as a message to Iran.

Widely considered the Middle East's sole if undeclared nuclear power, Israel suspects Iran of trying to develop atomic weapons under the guise of a civilian nuclear programme, a charge Tehran denies.

Got Any Guppy Pics or Stories?

Frank Voznak needs **pictures of Guppy-class boats**. If you were on a Guppy, Frank would like to hear about your time on the boat too. See page 9 for contact info.

Crash Dive Base Contact Information

Commander – Clayton Hill, 195 Clover Lane, Cedarburg, WI 53012; 262-377-5332 (work number) or bisi@ameritech.net

Vice-Commander – Glenn C. Barts, Sr., 2000 Jamestown Drive, Palatine, IL 60074; 847-934-7418; gcbarts@msn.com

Secretary (POC) – Chris Gaines, 513 West Downer Place, Aurora, IL 60506; 630-892-5718 or ccgaines@mindspring.com

Treasurer – Bob Fleck, bobfleck@ameritech.net

COB – Larry Warnke, warnke@msn.com

Chaplain – Glenn Barts, Sr.

Storekeeper – Herman Mueller, 503 Lynn Terrace, Waukegan, IL 60085; 847-445-5034; Herman.mueller@rosalindfranklin.edu

Newsletter Editor – Chris Gaines, 513 West Downer Place, Aurora, IL 60506; 630-892-5718 or ccgaines@mindspring.com

Base Historian – Frank Voznak, franklin2@comcast.net



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UNITED STATES SUBMARINE VETERANS, INC. (USSVI) MEMBERSHIP FORM

Check Appropriate Box(es)

Base

New Membership

Renewal

Lifetime

National Dues: \$20 one year, \$55 for 36 months, \$90 for 60 months. [Life Membership Option for National Dues: age 76 and older: \$100; age 66-75: \$200; age 56-65: \$300; age 46-55: \$400; age 45 and under: \$500. May pay \$25 per month until fully paid.] Base Dues are prescribed by each base. Crash Dive dues: \$15 annually.

I subscribe to the creed of the United States Submarine Veterans, Inc., and agree to abide by all By-Laws, Regulations, and Procedures governing the U. S. Submarine Veterans, Inc., so long as they do not conflict with my military or civil obligations.

Signature: _____

Date: _____ / _____ / 20_____

Print Your Name: _____

Telephone #: (_____) _____

Print Your Address: _____

City: _____ State: _____ Zip: _____

E-mail address: _____

Base desired: Crash Dive, Great Lakes, IL

NOTE: To find the Base close to you, use the INTERNET: <http://ussvi.org/>

Sponsor's Name: _____ (for Associate Memberships only)

BIOGRAPHICAL DATA

Please provide the following information for retention in the USSVI National Database and limited to use only by the USSVI.

Member's DOB (MM/DD/YY): ____ / ____ / ____

Print Spouse's Name: _____

Print Next of Kin (If other than spouse): _____ Relationship: _____

Print their address: _____ Telephone #: _____

Date first enlisted (MM/DD/YY) : ____ / ____ / ____ Date Discharged (MM/DD/YY): _____

Retired Y N Total Years of Service: _____ Highest Rate/Rank: _____ Year Qualified: _____

Qual Boat: _____ Hull #: _____ Year(s) _____ Rate/Rank: _____

Other Boat: _____ Hull #: _____ Year(s) _____ Rate/Rank: _____

Other Boat: _____ Hull #: _____ Year(s) _____ Rate/Rank: _____

Other Boat: _____ Hull #: _____ Year(s) _____ Rate/Rank: _____

Please place additional boats on a separate sheet of paper and attach to form.

Upon completion, give this form, including your National and Base membership dues to the appropriate base officer, or mail to: Crash Dive Secretary, Clayton Hill, 195 Clover Lane, Cedarburg, WI 53012-9150; PH: (262) 377-8997

Upon receipt by the Membership Coordinator of this form and your National and Base membership dues, you will be entered on the USSVI roll and you will receive a welcome aboard letter and the bimonthly magazine "American Submariner".