

UP IN SCOPE



THE QUARTERLY NEWSLETTER OF THE DALLAS SUBVETS BASE
VOL. 9, ISSUE 2

WWW.DALLASSUBVETS.ORG
MAY, 2009



United States Submarine Veterans, Inc Our Creed: *"To perpetuate the memory of our shipmates who gave their lives in the pursuit of 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 it's Constitution."*



Shipmates,

During the month of February we completed our Girl Scout Distribution fund raiser which added \$3802.00 to our Dallas Base Fund. We had a great turn out of volunteers and it is much appreciated. The fact that we were able to work out of a warehouse instead of a cold and windy parking lot contributed greatly to making our job much easier compared to previous years. We have been told we will continue to have this arrangement next year and beyond.

Warmer weather is on the way which means we can start putting together some summer activities. We plan on scheduling a day at the Lone Star Race Track as well as a day at the Ball Park. You will be notified as soon as the plans are completed. Please let me know if you have any suggestions for additional outings. Everyone always seems to have a great time at any of our gatherings.

If you haven't been attending meetings, take the time to join us. I guarantee you will enjoy the comradery.

Wayne Standerfer
972 298-8139
Dallas Base Commander

MAY 2ND MEETING AT THE OASIS

Cowtown Base will be conducting the May meeting and the speaker will be Les Hewett who is a WWII Vet. Les lives in Arlington and spoke at our February meeting last year giving us an interesting and entertaining narrative of some of his wartime patrols on the USS Pargo.

Les Hewett – WWII experiences

- Qualified 1944 on USS Pargo (SS264)
- 6 WWII War Patrols



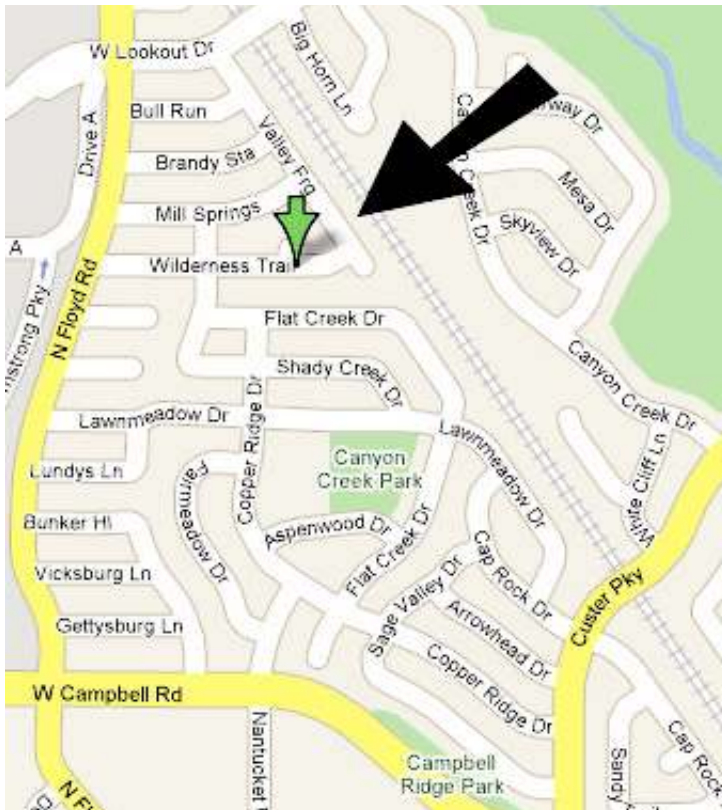
ANOTHER PACKING PARTY FOR OUR TROOPS!

Next Saturday, April 25th from 1500 to 1800 we will be boxing up the items to send to the 92nd Transportation Company that is stationed in Iraq.

Fred & Derla will be providing dinner for everyone by cooking up Lasagna and Spaghetti and welcomes anyone to bring side dishes. If you plan on doing this, please contact Derla (972 235-1538) in order to coordinate the food.

You will find Fred & Derla's contact information below :

Fred & Derla Maphis
1111 Wilderness Trl
Richardson, TX 75080-2353
(972) 235-1538
fredmaphis@sbcglobal.net

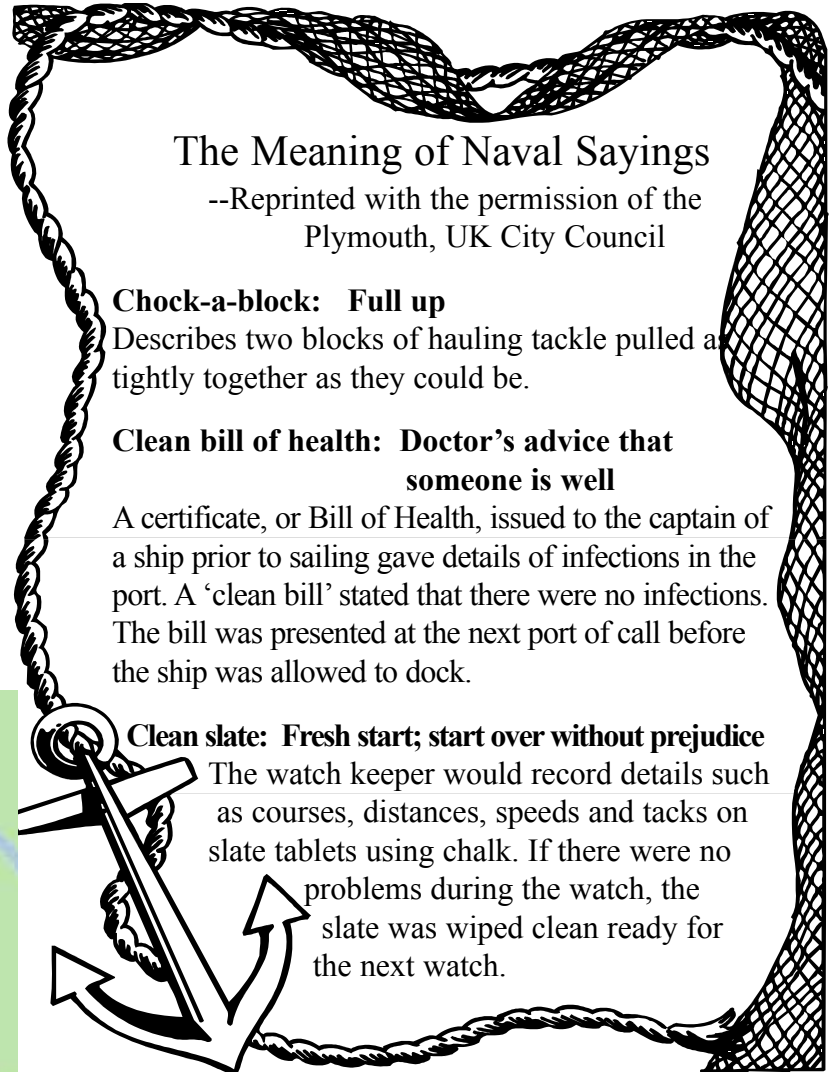


Just a note to the ones that plan on bringing items to the Packing Party, but have not made any purchases yet.

We have plenty of tooth brushes, baby wipes, magazines, crackers and jerky.

Hope to see you at the Maphis's next Saturday.

Wayne Standerfer



The Meaning of Naval Sayings

--Reprinted with the permission of the Plymouth, UK City Council

Chock-a-block: Full up

Describes two blocks of hauling tackle pulled as tightly together as they could be.

Clean bill of health: Doctor's advice that someone is well

A certificate, or Bill of Health, issued to the captain of a ship prior to sailing gave details of infections in the port. A 'clean bill' stated that there were no infections. The bill was presented at the next port of call before the ship was allowed to dock.

Clean slate: Fresh start; start over without prejudice

The watch keeper would record details such as courses, distances, speeds and tacks on slate tablets using chalk. If there were no problems during the watch, the slate was wiped clean ready for the next watch.

Welcome our new Dallas Base members that have joined since last newsletter.

NAME	QUAL BOAT	
Gavin Wolff	USS Key West	SSN722
Bruce Richards	USS George Bancroft	SSBN643

CHAPLAIN'S BINNACLE LIST

Mike Snyder has been discharged from the hospital and is recuperating at home. His right kidney was removed due to a malignant tumor. His doctor said it was totally confined to the kidney, and his prognosis is good.



**USSVI-DALLAS BASE & COWTOWN BASE
COMBINED MEETING MINUTES**

Feb 2009---Volume 9, Issue 2

The February Joint meeting of the USSVI-Dallas and Cowtown Bases was called to order at The Oasis Restaurant at Joe Pool Lake February 7, 2009 by Dallas Base Commander Wayne Standerfer at 12:20PM.

Present were the following members and guests:

Members: Kenneth Ballard, Maurice Barksdale, David Boe, Gerald Bringle, Charlie Cloud, Edward Dolinar, James Doonan, Peter Filidoro, Moody Forgey, Jim Fox, Al Gibson, Michael Gick, Ron Jansen, James Kennedy, Marv Koch, Shon Lambright, James Lucas, Fred Maphis, Andrew Massimino, Don McClane, Tom McCutcheon, George McDermott, Pat McGregor, John McMichael, Stan Miller, Frank Morgan, Jeff Morris, Ivan Nicodemus, Eula Plummer, Mel Polen, Leonard Reneau, William Rice, James Smith, Michael Snyder, Wayne Standerfer, Donald Thieme, Leonard Tunnell, Fred Williams, Donna Williams.

Guests: Neil Cloud, Char Doonan, Donna Forgey, Jean Kennedy, Mary & Brandon Koch, Jennifer, Caitlin & Erin Lambright, Cathy Lucas, Patti McLane, Joan McCutcheon, Terry McGregor, Denise Miller, Gloria Morgan, Sue Morris, Marilyn Nicodemus, Dede Reneau, Shirley Rice, Jo Lynn Standerfer, Linda Tummell, Gavin & Whitney Wolff, Bill Parrish.

A moment of silence was observed to remember our Shipmates who made the supreme sacrifice. The Invocation was given by Mel Polen.

The Pledge of Allegiance was lead by Fred Maphis. The Submariner's Creed was read by Wayne Standerfer.

Wayne Standerfer then read the names of the Boats on Eternal Patrol in February while Charlie Cloud tolled the bell.

INTRODUCTION OF GUESTS Kimberly Klein; Trenton Roberts and John Carr.

FEBRUARY BIRTHDAYS: Ed Dollinar; Ed Belzer; Larry Duke; Doug Hamer; James Harrelson; Robert Keating; Marv Koch; James Lucas; Fred Maphis; Patrick McGregor; John McMichael; Bill Rice; Dean Smyros

INTRODUCTION OF WWII VETERANS

Commander Standerfer asked all World War II veterans to stand.

PRESENTATIONS:

Holland Club Ed Dolinar

Longevity Pin Awards

5 year - Duane Kollhoff, Shon Lambright, Paul McAlister, Leonard Reneau, Tom Studebaker

10 year - George Bard, James Callanan, Jim Fox, Ron Jansen, Ivan Nicodemus, Mel Polen, Leonard Tunnell

ANNOUNCEMENTS:

Scholarship Award: Frank Morgan gave an update. This year the Base will award two Scholarships of \$500 each. In honor of our two departed shipmates Chuck Schaub and Steve Mocio. Applications packets are now available. They are due back to Frank Morgan at the end of April.

Girl Scout Cookie Distribution: Wayne Standerfer gave an update. We will work on Friday February 20th, Saturday February 21st and Monday February 23rd. Sign up sheet is available in the back of the room.

Central Region District 4 Conference: Wayne Standerfer gave an update. The Conference will be held on May 29th, 30th and 31st in Fredericksburg, Texas. Any member of a USSVI base located in Texas can attend.

Train Transportation to San Diego Convention: Leonard Reneau gave an update. Need a group of 20 people to receive 20% discount. Train leaves from Dallas the Friday before the Convention at 12:20 PM and arrives in San Diego on Sunday.

Cowtown Base: New Base Commander is Rich Nelson new Vice Commander is Jim Fox. Jim announced that the Cowtown Base meets on the 3rd Saturday of the month at Ryan's off of I-30 and Cherry at 11:00AM, he invited all members and their wives to attend

• Wayne Standerfer presented Dale Godboldo his 10 year pin.

• John McMichael gave an update on the Cavalla Memorial. The Cavalla is about ready to open for visitors. He is waiting on FEMA to release funds, so that repairs can be completed on the Stewart.

The meeting was recessed for Lunch at 1:03PM and reconvened at 1:44PM

SPEAKER: Detective J.J. Wallace, Grand Prairie Police Department, Gang Prevention Office; discussed the social issues in how young people get into gangs; how to

recognize gangs, how they dress, their symbols, graffiti and how to avoid them.

GOOD OF THE ORDER Jim Lucas discussed the changes that the Congressional Budget Office has proposed to Tri-Care for Life and the negative impact it will have on people using Tri-Care.

50/50 was won by: Peter Filidoro

The Benediction was given by Mel Polen The meeting was adjourned at 2:48PM

Next meeting Saturday, March 7th, 12 noon at:
Spring Creek Barbeque
14941 Midway Rd
Addison, TX 75001
972 385-0970

Respectfully submitted by:
Peter Filidoro, Base Secretary 02/21/2009

March and April meeting minutes are available on the website: WWW.DALLASSUBVETS.ORG



Birthdays for March		Birthdays for May	
2	Duane Kolloff	1	Frank Morgan
5	David Schrieber	5	Bill Bozarth
8	Joe Watson	6	Leonard Tunnell Jr
9	Donald Thieme	6	Sam Williams
19	Paul McAlister	8	Gerald Bringle
21	Thomas McCutcheon	10	Michael Gick
28	Jerry Larson	12	Daniel Ottinger
29	George Bard	17	Kirt E. Edwards
Birthdays for April		24	E.J. Plummer
5	James Kennedy	26	Glenn Baker
6	Mart Nurmet	26	Peter Filidoro
9	Bruce Richards	26	Ivan Nicodemus
27	Leonard Reneau		

NEW MEMBERS NEEDED

I know I sound like a broken record when it comes to recruitment of new base members, but I can't express the importance of continually bringing in new members to our organization. The hard core group of workers for our base and USSVI National in general is getting older and we need to be recruiting, training and bringing along our younger Sub Vets. These men are out there, but we have to find them. Central Region District 4 of which our Dallas Base belongs has a total of 301 members which makes us the third smallest district in USSVI. This is in spite of including the entire state of Texas. District 4 signed up 55 new members in 2008 (Dallas Base contributed 22 to this total) and has signed on 14 so far in 2009 (Dallas has 4 of these). Our base is certainly doing its share and we can be very proud of our numbers. But since we are located in the second most populated area of our state, we still have a large pool to recruit from.

At the beginning of February 2009 USSVI had a membership of 13,495, but four weeks later when the non-renewals were dropped from the roster this number fell to 12,744. That means 751 did not renew. This indicates we as an organization are not doing a very good job of retaining our shipmates. Not maintaining contact with the members that aren't regularly attending meetings is a main contributor to this. Fortunately this number has come back up to 12,934 as of April 17th, which shows an increase of 190 in just a couple of months.

At the June meeting we will be asking for volunteers to sign up for our phone chain. Each volunteer will be given a list of shipmates to call at least every couple of months to check on how they are doing and ask if they need assistance in attending meetings. Just letting them know we are interested in their well being should go a long way in keeping them in our base.

Three new recruiting posters have been made available by USSVI. Individual base members can very effectively get the word out by printing out and posting these on any area bulletin board that they have access to. Wayne Standerfer has attached these posters to past e-mails, but if for some reason you have lost the files, contact him and he will resend them or if necessary print out and deliver them to you.

If you make contact with a new prospect, make sure you get their name and e-mail address. Forward this information to Stan Miller or Wayne Standerfer and in addition to making contact, we will add them to our prospect e-mail list. They will then receive every e-mail notice that the regular base members do.

USS THRESHER SSN 593

Zeb Alford, retired Navy Captain and Cavalla Historical Foundation board member sent the following message to Ron Harter, the Cavalla Historical Foundation Public Information Officer.

Your remembrance of the loss of USS THRESHER brought back many poignant memories of mine. I was CO USS SHARK at that time and on a special op. I couldn't believe the message we received. The CO USS THRESHER, Wes Harvey, was a close friend and one of the most qualified nuclear engineers I ever had the honor to serve with. We put the TULLIBEE nuclear prototype and USS TULLIBEE, our first nuclear SSK, in commission. Wes was the engineer for both, Dick Jortberg was CO, and I was XO. I never served on any nuclear submarine with a more qualified wardroom and crew than TULLIBEE--that's saying something!

In November Admiral Rickover had me ordered to the pentagon to OP 31. Admiral Dennis Wilkerson was my boss there. The task he assigned me, among others, was to get together all the information pertinent to the loss of THRESHER, and write the presentation to Congress by Admiral Red Ramage (OP 03) concerning loss of THRESHER. I was also assigned project manager for the SUBSAFE program for CNO. My saddest memory was listening to the tapes of the underwater phone conversations between Wes and the submarine rescue vessel, which was his escort for his sea trials, after a major overhaul at Portsmouth Naval Shipyard. Wes had relieved as CO while the sub was in the shipyard. The first conversation that I remember well was Wes telling the sub rescue vessel "stand clear, emergency surfacing from test depth, flooding in the engine room". His voice was calm, and easily recognized. I could hear the air blow start and the screw speeding up. In less than a minute, the emergency blow trailed off and the screw started slowing down. Wes's last report was "attempting to blow". Wes knew and I knew that were no orders that started with "attempting". His voice was still calm even though he knew by then his sub was lost. I believe till this day that he was telling us something was wrong with the air blow system. Even someone as good an engineer as Wes couldn't figure out why the air blow stopped. The next thing on the tape some minutes later was the collapse of the first bulkhead, followed shortly after with the others collapsing. Calculations later estimated the sub reached 300-400 feet depth before the flooding stopped her ascent. Six weeks

later when she was located, the bow was buried about thirty feet deep at 12000 feet depth. Calculations show she was going over 100 knots when she bottomed. The front half of the sub was vertical. The sub broke in two at the reactor compartment. I could read the name of the next to last reactor watch officer on the log sheet on the bottom of the ocean from the hundreds of pics made.

Before I had arrived in the pentagon, the submarine force had conducted alongside blowing of the air blow system on sister subs. All the valves froze from adiabatic expansion causing freezing of the small amount of moisture in the compressed air. Other subs had samples taken from their saltwater engine room cooling system. The silver brazing joints were destructively tested and the bonding ranged from 100 %(few) down to 10%. The reactor safety systems had shut down the reactor from the flooding and spray in the engine room. We knew what the problems were, and the fixes were quickly decided on and implemented. By pass systems were installed on the reactor safety systems within months on all the operating and building nuclear subs. To get the other fixes, the subs had to get shipyard availabilities or overhauls as the designs and equipment became available. When I left the pentagon in 1965, I requested to be assigned to the first submarine that would get the complete SUBSAFE FIX during its overhaul at Portsmouth Naval Shipyard. That submarine was USS SAM HOUSTON. I had one Polaris patrol before going through a year and a half overhaul at Portsmouth. This involved a core replacement as well as the SUBSAFE FIX. I AM HAPPY TO REPORT THAT EVERYTHING WORKED. I'm still here and we have never lost a sub that had the SUBSAFE FIX installed.

In conclusion I was lucky to play a small part in a major effort where the Navy made a complex military system work. Admirals Ramage, Rickover, and Moorer had the complete confidence of the Secretary of the Navy and the Congress. They reported the findings of the Board of Investigation to the Congress as soon as it was completed. They reported all the things the Navy planned to do to make sure that problem wouldn't happen again, and finally they reported what the costs would be--several billions of dollars. The Congress accepted their reports and approved the money for the program. The rest is history. I believe the loss of THRESHER will be remembered as long as there are submariners.

WHO SAYS DIESEL BOATS ARE PASSÉ

March 10, 2009: The U.S. Navy continues to entertain an internal debate over the issue of just how effective non-nuclear submarines would be in wartime, and whether the U.S. should buy some of these non-nuclear boats itself. This radical proposal is based on two compelling factors. First, the U.S. Navy may not get enough money to maintain a force of 40-50 SSNs (attack subs.) Second, the quietness of modern diesel-electric boats puts nuclear subs at a serious disadvantage, especially in coastal waters.

In an attempt to settle the matter, from 2005 to 2007, the United States leased a Swedish sub (Sweden only has five subs in service), and its crew, to help train American anti-submarine forces. This Swedish boat was a "worst case" scenario, an approach that is preferred for training. The Gotland class Swedish subs involved are small (1,500 tons, 200 feet long) and have a small crew of 25. The Gotland was based in San Diego, along with three dozen civilian technicians to help with maintenance.

For many years before the Gotland arrived, the U.S. Navy had trained against Australian diesel-electric subs, and often came out second. The Gotland has one advantage over the Australian boats, because of its AIP system (which allows it to stay under water, silently, for several weeks at a time). Thus the Gotland is something of a worst case in terms of what American surface ships and submarines might have to face in a future naval war. None of America's most likely naval opponents (China, North Korea or Iran), have AIP boats yet, but they do have plenty of diesel-electric subs which, in the hands of skilled crews, can be pretty deadly.

One solution to the problem would be a new French design, the Andrasta class coastal boats. The Andrastas are 855 ton, 153 foot long subs, with a crew of 19 (plus 8 passengers, usually commandos). The boat can stay underwater for up to five days. Surfaced, it can travel up to 5,400 kilometers, at slow (170 kilometers a day) speed. There are sufficient supplies on board to keep the boat out up to 30 days. Thus the Andrastas can be deployed, slowly, anywhere in the world. Most missions would be more like two weeks, before the boat returned to port, or a sub tender (a support ship carrying fuel, supplies, maintenance capabilities, and even relief crews). The Andrasta has six forward firing torpedo tubes, which can also carry mines or anti-ship missiles. There are no reloads; all the weapons are stored in the torpedo tubes. There is a special chamber for letting divers exit the boat while under-

water. These boats cost \$200 million, a tenth of the cost of a Virginia class SSN (a 7,700 ton, 377 foot long boat with a crew of 134 and over 30 torpedoes and missiles on board).

Based on the experience with Australian and Swedish subs, the U.S. Navy has been developing new anti-submarine tactics and equipment. In secret, obviously. But apparently the modern, quiet diesel electric boats continue to be a major threat to U.S. surface warships and subs. Meanwhile, potential enemies build more of their cheaper and higher quality, diesel-electric boats, and train their crews by having them stalk actual warships (including U.S. ones.) The subs are getting more numerous, while U.S. defenses are limping along because of the sheer technical problems of finding quiet diesel-electric boats in coastal waters.

There is a growing and legitimate concern that we are going to be blindsided by new firearms regulations in the near future. Don't let what happened in England and Australia happen here. If you fall into the group that values your right to bear arms, consider this offer.

The NRA is giving FREE 1-year memberships to everyone that wants to join. Please join and pass it around as the NRA is trying to build up its membership to fight pending legislation that impacts our right to bear arms.

<http://www.nrahq.org/nrabonus/accept-membership.asp>

USSVI National Membership (April 17, 2009)

Total Bases	144
Total Members	12,932

(The following are included but do not comprise the entire above total)

Life Members	7,881
Holland Club	4,134
Associates	713

Dallas Base Membership (April 17, 2009)

Base Membership	101
Regular Annual Members	48
Associate Members	9
USSVI Life Members	30
Holland Club Members	14

LOST BOATS REPORT

LOST BOATS FOR MARCH

USS Perch (SS 176) 3 March 1942
no immediate loss of life. 53 survived the war.

USS Grampus (SS 207) 5 March 1943
72 officers and men

USS H-1 (SS 28) 12 March 1920
4 officers and men

USS Triton (SS 210) 15 March 1943
74 officers and men

USS Kete (SS 369) between 20 and 31 March 1945
87 officers and men

USS F-4 [ex-SKATE] (SS 23) 21 March 1915
19 officers and men lost

USS Tullibee (SS 284) 26 March 1944
79 officers and men and one survivor

USS Trigger (SS 237) 28 March 1945
91 officers and men

Lost Boat of the Month March

USS Trigger (SS 237) 28 March 1945
91 officers and men lost

The Trigger had an illustrious career, winning 2 Presidential Unit Citations and 1 Navy Unit Citations. She ranks 7th in total Japanese tonnage sunk and is tied for 8th in the number of ships sunk. At the time of her loss, Trigger was under the command of CDR D.R. Connole, and was on her 12th war patrol. She was in the area of Okinawa, involved in operations leading up to the invasion. She was lost during a combined attack by Japanese antisubmarine vessels and aircraft.

LOST BOATS FOR APRIL

USS Pickerel (SS 177) 3 April 1943
74 officers and men

USS Snook (SS 279) 8 April 1945
88 officers and men

USS Thresher (SSN 593) 10 April 1963
129 officers, men and shipyard workers
from Portsmouth Naval Shipyard

USS Grenadier (SS 210) 22 April 1943
No immediate loss of life

Lost Boat of the Month APRIL

USS Snook (SS 279) 8 April 1945
loss of 88 officers and men

Snook ranks 10th in total Japanese tonnage sunk and is tied for 9th in the number of ships sunk. At the time of her loss, she was commanded by CDR J.F. Walling. She was lost in the vicinity of Hainan Island, possibly falling victim to a Japanese submarine.

LOST BOATS FOR MAY

USS Gudgeon (SS 211) 12 May 1944
80 officers and men

USS Lagarto (SS 371) 4 May 1945
88 officers and men

USS Squalus (SS 192) 23 May 1939
26 officers and men

USS Stickleback (SS 415) 30 May 1958
No loss of life

Lost Boat of the Month May

USS Gudgeon (SS 211) 12 May 1944
loss of 80 officers and men

The Gudgeon won 5 Presidential Unit Citations. Gudgeon was on her twelfth war patrol. Commanded by LCDR R.A. Bonin, Gudgeon was lost off Saipan near Maug Island, most likely to a combined air and surface antisubmarine attack. Gudgeon had been the first US submarine to go on patrol from Hawaii following the Japanese attack on Pearl Harbor, and headed directly into Japanese home waters. On that first patrol, she had become the first US submarine to sink an enemy warship, picking off the submarine I-173.

Donna Williams
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972-492-1315

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UPCOMING EVENTS

May

Sat, May 2 - USSVI Base Meeting
12 noon at Oasis

June

Sat, June 6 - USSVI Base Meeting -
12 noon at Spring Creek BBQ
14941 Midway Rd
Addison, TX 75001
972 385-0970

**Tues, June 9 - Cavalla Historical
Foundation Quarterly Board Meeting**

July

Sat, July 12 - USSVI Base Meeting -
12 noon at Spring Creek BBQ
2827 West Wheatland Rd (at I 20)
Dallas, TX 75237
972 296-1211

MAY 2ND MEETING

This is a reminder that we will be having our quarterly meeting with the Fort Worth WWII SubVets at:

The Oasis Restaurant on Joe Pool Lake
5700 Lake Ridge Pkwy
Grand Prairie, Texas
817 640-7676

