

# Arizona Sub Vets Perch Base



## Midwatch

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### Arizona SubVets Perch Base Officers

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### June Eternal Patrol Days

USS S-70 (0-9)	June 20, 1941	33 men lost
USS BONEFISH (SS223)	June 18, 1942	85 men lost
USS S-27 (SS132)	June 19, 1942	0 men lost
USS R-12 (SS89)	June 12, 1943	42 men lost
USS HERRING (SS233)	June 01, 1944	84 men lost
USS GUDGEON (SS211)	June 07, 1944	78 men lost
USS GOLET (SS361)	June 14, 1944	82 men lost

*Lest We Forget Those Still On Patrol*

June's meeting will be on Saturday, the 9<sup>th</sup> at the  
Glendale American Legion Post #29

### From the Wardroom:



We have been very busy these last several weeks in April and the first weeks of May also. April 21<sup>st</sup> saw a group of Pigboaters and Perch Base take a tour of Luke Air force Base conduct by MSGT Degeronimo and SGT Brown that was second to none. It can only be said that if you missed this one you really missed a good one. We got to go up in the new control tower and view the operations there as well as touring the dark hole in which the traffic controllers work. We were treated to visiting the weapons loading training squadron and got to look in the cockpit of an F-16 get a briefing of how they use the facilities and got to view some very interesting videos on Luke's mission. We also took a bus tour of the base housing area, medical, and commissary complexes. The only thing that would have made this tour better would have been a larger turn out. We were going to have lunch at the NCO club but that was canceled because of the number of folks we had. This tour was the First Sergeants organization's way of saying "Thank You" to the two SUBVET groups for their support of Luke and their Adopt A Family program held each year.

What a great picnic we had at the facilities of the Maricopa Live Steamers. Train rides, show and tell and some of the best food and drinks. The picnic committee has it's work cut out for next year now as we seem to be getting better at doing these. If there was a down side to our location it was the wind and dust that had to remind us that we were not totally in charge. The MLS folks had just the week before received a sizable donation of decorative granite and had the area graded and leveled in order to start spreading this material, this proved to be a little discomforting to us. But in true submarine fashion we survived and from all the reports coming into the Wardroom it was a good day. The dolphins, carved by Shipmate **Ed Brooks**, were won by Lon Schmidt, USSVI District Ten Commander. The raffle produced \$230.00 for Perch Base and as always shipmate **Ed Brooks** made this all possible.

Monday, May 28<sup>th</sup> was the day of the Wreath laying at the WWII SubVet's Memorial and Tolling ceremony. Saturday, June 2<sup>nd</sup> is the day of the Yarnell Spring Festival 2001 and the membership voted to participate in this as the color guard. We now have the flags, poles, and harnesses to do this job. It will be up to the membership to produce on this one. You will have received via e-mail, or regular mail, information on these events so will not waste allot of space now. Welcome to the new members and the wardroom is looking forward to seeing all, at the upcoming events.

Dave Harnish,  
Commander Perch Base

### Chaplains Corner:

Shipmates: I send this message with a heavy heart. At 1305, May 18 2001, one of our shipmates

passed on. **Gary Patterson** was a life member of USSVI # L-0973 and a member of USSVI Arizona Perch Base since 1996. **Gary** is survived by his wife Judy. Cards of condolences may be sent to Judy at 1399 Kelly Dr, Prescott, AZ 86305-8625. **Gary's** Qual Boat was **USS NAUTILUS (SSN571)**, in 1958 as a ET2. He also served on **USS SCAMP (SSN588)** from '60-'65. **USS MARIANO G VALLEJO (SSBN658)** from '65-'68. **USS Halibut (SSN587)** from '68-'70 and the **USS ETHAN ALLEN (SSBN608)** in '74. Gary retired from the Navy as a ETCM(SS). **Gary** was Base Membership chairman for the last 5 years and until his illness made it impossible to function, he was District 8 director.

*Sailor ..... Rest your oar.*

Another of our shipmates **Rodney Sanborn** has just returned to work after recovering from back surgery. Although having to take heavy medication, **Rod** is maintaining an even keel and is in good spirits. Cards may be sent to 5337 E Windrose Dr., Scottsdale, AZ 85254-4235. I'm sure he would like to hear from you.

### Minutes from May's Meeting:

We had a picnic, not a meeting, and boy was it goooooood. We had well over 60 people turn out and do believe the count was pushing 75! For those of you who couldn't make it, I would suggest you reserve the second Saturday of next years month of May as a day to eat, drink, and be with a great bunch of people.

### Welcome Aboard New Crewmen:

For the month of May, we welcome aboard two new members. **Cliff Franks** of Tucson sponsored by **Ray Samson**. **Cliff** is married to wife Cheryl. He qualified on the **USS SABALO (SS302)** on October 10, 1955 as a QM3. He went on to ASW as a TACCO, NAO (N), NAO (S) in VP-22, VP-68 and retired as a LCDR.

Our second crewman is **Steven R. Coe** of Phoenix sponsored by **Frank Rumbaugh**. Steven is married to wife Linda. He qualified on the **USS TAUTOG (SSN639)** as an EM2 in 1973. He had temporary duty for a year on **USS SWORDFISH (SSN579)** from '71-'72. Steven left the Navy in 1976 as a EM1(SS). The Officers and Members of USSI Arizona Perch Base hope to see these gentlemen at a meeting in the near future. This now brings the membership count to 113.



### Perch Base Booster Club 2001:

There has been much said for the members who have given generously for the betterment of their base. This base only exists because people have given, and given and given some more. No volunteer organization can succeed without these kind of members. Perch Base says "Hand Salute" to all of you.

**Ben Acosta, Jerry N. Allston, Kenneth R. Anderson, Jerry F. Becker, Kenneth E. Becker, Joseph A. Bernard, Harold J. Bidigare, Wayne A. Braastad, Michael J. Breitner, Thomas P. Burke, Greg A. Camron, James F. Clewett, Roger J. Cousin, Earl J. Crowley III, Stephen F. Day, Warner H Doyle Jr., Jeff Duncan, Ron "Doug" Eddy, Harry Ellis, Thomas E. Fooshee, Ray "Lee" Graybeal, Billy A. Grieves, Warren A. Grossetta, David R. Harnish, William L. Hatcher, J Tom Hellem, Glenn Herold, Lester R. Hillman, Stephen F. Hough, Ron Kloch, Larry L. Krieger, Douglas M. La Rock, Robert A. Lancendorfer, Robert E. May, Hubert W. Maxey, Dennis Mc Comb, John H. Michaud, Paul V Miller, Roger M Miller, Robert E. Mitchell, Joseph R. Mullins, Jim A. Nelson, James W. Newman Sr., Joseph S. Otreba, Thomas B. Patterson, Raymond A. Perron, Royce E Pettit, Phil Phillips, W Scott Prothero, Larry M. Rankin, Frank W. Rumbaugh, Ramon Samson, Rodney Sanborn, Douglas F. Schultz, Tyler C. Smith, Robert G. Sothern, Adrian M. Stuke, Donald Wannameker, Kenny Wayne, George Woods, Donald J Whitehead, Jerry D. Yowell.**

#### Small Stores:

Need a Squadron hat? Hunting for that special Tee shirt with a Skimmer Cartoon on it? Our storekeeper **Glenn Herold** can get you just about anything your "bubblehead" heart desires. He also is carrying a wide array of stores, consisting of hats, belt buckles, mugs, glasses, Dolphin stickers, polo shirts, and a mess of other memorabilia. Come to the meetings and see it all first hand or give him a call. (Phone number on front cover).

#### Next Meeting and Location:

June's meeting will be on Saturday, the 9<sup>th</sup> at the Glendale American Legion Post #29. The address is 6822 N. 58<sup>th</sup> Avenue. The hall is just east of where Grand Ave., 59<sup>th</sup> Ave. and Glendale all cross, and one block South of Glendale. Lunch will be served between 12:00 & 13:00 at a nominal cost. Beer, & soda available throughout the meeting

#### Lost Boats and Crews for June:

**USS O-9 (SS70)** June 20, 1941 - 33 men lost

During the final months of WWI, **USS O-9 (SS70)** operated on coastal patrol and protected the Atlantic coast from U-boats. She departed Newport, RI, 2 November 1918 for European waters, but the termination of hostilities brought the 20 ship force she was part of back to the U.S. After the war, **O-9** continued in Naval service and trained submarine crews at the sub school at New London. Proceeding to Coco Solo, Canal Zone in 1924, the boat was reclassified to a 2nd line sub during her year there. Returning to operations at New London, **O-9** reverted to a 1st line submarine on 6 June 1928. After sailing up to Kittery, ME., in

January 1930, the boat returned to New London in March; the following February, she sailed to Philadelphia, to decommission there 25 June 1931. Remaining on the Navy List, **O-9** was recalled to training service as U.S. involvement in WWII became more imminent. She recommissioned at Philadelphia 14 April 1941 and went to New London 31 May. **O-9** was to see but brief prewar duty, however. On 19 June, **O-9** departed New London with other the O-boats, for tests off the Isle of Shoals. After the other two subs had successfully completed their tests 20 June, **O-9** submerged at 0738 to conduct deep submergence tests; the sub did not resurface and was crushed by sea pressure at 400 feet. The sub went down 15 miles off Portsmouth in the area where **USS SQUALUS (SS192)** had been lost. Rescue ships swung into action immediately. **USS O-6 (SS-67)**, **USS O-10 (SS71)**, **USS TRITON (SS201)**, **USS Falcon**, plus other ships searched for the sub. Divers went down from 1300, 21 June until 1143, 22 June. Divers went to record depths for salvage operations but could stay only a brief time; salvage operations were cancelled as they were considered too risky. The boat was declared lost as of 20 June. On 22 June, Secretary of the Navy Knox conducted memorial services for the 34 officers and men lost on the boat. The boat remains in the depths off Portsmouth.

**USS BONEFISH (SS223)** June 18, 1942 - 85 men lost

**USS BONEFISH** received Navy Unit Commendations for Patrols #1, 3, and 4, under T.W. Hogan, and for Patrols #5 and 6, under L.L. Edge. She is ranked #22 of the top 25 Boats in tonnage destroyed with 61,345. **USS BONEFISH**, operating as a pack member with **USS TUNNY (SS282)** and **USS SKATE (SS305)**, received permission to enter Toyama Bay after a target. She found the target but was spotted by Japanese destroyers and sunk by repeated depth charges. There were no survivors.

**USS S-27 (SS132)** June 19, 1942 - 0 men lost

**S-27**, while on patrol in a dense fog near Amchatka Island, was driven aground on a reef and could not be removed. The crew abandoned the boat and made their way in rubber boats to a small island where they were picked up 6 days later by a **PBY**.

**USS R-12 (SS89)** June 12, 1943 - 42 men lost

During May of 1943, **R-12** was attached to the United States Naval Station at Key West where she trained submariners. Shortly after noon on 12 June 1943, **R-12**, while underway on the surface, transiting from Key West to her operating area, came to her end. While making preparations to dive for a torpedo practice approach, the Forward Battery compartment started to flood. The collision alarm was sounded and her Commanding Officer, LCDR E.E. Shelby, who was on the bridge, immediately ordered all hatches shut and to blow all main ballast tanks. But, those actions were too little and too late as the boat went down in only fifteen seconds. The six men on the bridge, including the

Commanding Officer, were the only ones rescued while forty-two others, including two Brazilian naval officers, on board to observe the torpedo firing exercise, were lost. Luckily, eighteen other crewmembers had stayed on shore that day and were on liberty at the time the boat went down. A Board of Inquiry concluded that the cause of the R-12's loss was not clear but probably was due to the flooding of the submarine through a forward torpedo tube. It appears that there was an accidental opening of both the inner and outer doors of a torpedo tube at the same time. This could never be confirmed as the R-boat sank in six hundred feet of water too deep for salvaging, or even investigation, in those days.

**USS HERRING (SS233)** June 01, 1944 - 84 men lost

During Operation Torch, **USS HERRING** was stationed off Casablanca to conduct recon patrols. On a later patrol, as part of Squadron 50, she sank the German U-Boat U-163. While sinking her last two victims, which were ships at anchor, **USS HERRING** was hit by shore batteries at Matsuwa Island and went down with all hands.

**USS GUDGEON (SS211)** June 07, 1944 - 78 men lost.

**USS GUDGEON** was conducting training exercises off Maui on the morning of December 7, 1941. She conducted the first patrol of the war with **USS PLUNGER (SS179)** and headed for Empire waters. She made history by sinking the first enemy warship of WWII. On April 18, 1944, the Japanese reported making two direct hits on a U.S. Submarine during an air attack. This was probably **USS GUDGEON**, as she failed to report after that date. **USS GUDGEON** received Presidential Unit Citations for Patrols #1 and 2 under E.W. Grenfell, for Patrol #3 under H.B. Lyon, and patrols #4, 5, 6, 7, and 8 under W.S. Post, Jr.

**USS GOLET (SS361)** JUNE 14, 1944 - 82 men lost

**USS GOLET** topped off at Midway on her second patrol to the area North of Honshu. On July 9, she failed to respond to a message from CINCPAC and was pronounced overdue. On July 26, she was presumed lost. Postwar Japanese records indicate an antisubmarine action in her area in which they report "on the spot of fighting we later discovered corks, raft and so on, and a thick pool of oil"

#### Important Dates in June:

- June 01 1939 - Director of the Naval Research Laboratory, Captain Hollis M. Cooley, proposes research in atomic energy for future use in nuclear powered submarines.
- June 04 1944 - Hunter-killer group USS Guadalcanal captures German submarine, U-505.
- June 18 1957 - CNO approves ship characteristics of the Fleet Ballistic Missile submarine
- June 8 1958 - Navy and Post Office deliver first official missile mail when **USS BARBERO**

**(SS317)** fired Regulus II missile with 3000 letters 100 miles east of Jacksonville, FL to Mayport, FL.

- June 9 1959 - Launching of **USS GEORGE WASHINGTON (SSBN598)**, first nuclear powered fleet ballistic missile submarine, at Groton, CT. (Do you remember the day, **Don Wannamaker**?)
- June 26 1962 - NAVFAC Cape Hatteras makes first Sound Surveillance System (SOSUS) detection of a Soviet diesel submarine.
- June 28 1970 - **USS JAMES MADISON (SSBN627)** completes conversion to Poseidon missile capability.

#### One Fateful Mistake Could Dog the USS GREENVILLE For Life:

*Submitted by Roger Cousin*

I recently gleamed the following article about the events of the recent Japanese fishing boat / **USS GREENVILLE (SSN772)** submarine accident and its possible effects on its crew from the March 25th, 2001 Honolulu Advertiser. I found it very interesting and worth passing on to all our Arizona former submarine shipmates via our Newsletter. Without ever experiencing the full nightmare of what he and his crew must have gone through, I think it safe to say that everyone of us submariners have lived through some sort of flooding emergency in our tenure aboard the boats. I experienced a minor one at 400'. While I know I didn't "panic" under that emergency, I do recall the fear and concern I saw in the faces of the more experienced Damage Control guys as they poured through the boat to the flooding location. The rest of us remained at our duty stations eagerly watching the excitement, listening to every anxious word being passed, and waiting patiently for news that everything was secure. Christopher Lehman apparently is a SUBVET who has been through a lot more than most of us and I think his thoughts and insights are right on target. This is his article, I hope you all enjoy.

As soon as I read about the **USS GREENVILLE** sinking the Japanese fishing boat Ehime Maru, killing nine people, I knew what was in store for the sub's crew. I don't mean just the Navy inquiry into the accident, the possible courts-martial of the top officers, or even the hours of retraining and recertification everyone will have to undergo. I'm talking about the months of low morale, personal disarray, and intra-squadron scapegoating that likely will dog the crew. I'm talking about the sense of failure and responsibility and fear that you might never do anything right again. Submarine life, under any circumstances, means high pressure and constant stress. It demands excellence; mistakes can be fatal. And the **USS GREENVILLE** made a huge mistake. So every last man aboard will take a beating, mentally and emotionally, from himself and from his comrades. He'll have the feeling of being associated with a marked ship, which can lead to further

error and the potential for more catastrophe. I've seen it happen firsthand.

On July 1, 1989, I reported for duty aboard the **USS HOUSTON (SSN713)**, a Los Angeles-Class Attack Submarine like the **USS GREENVILLE**. This was my third sub tour, but the truth was, I didn't much like submarines - I'd never gotten used to the close quarters, the feeling of blindness, the undeniable fear. I'd just been made chief of the auxiliary division, responsible for about 70 percent of the ship's mechanical workings. And I'd heard the talk about the Houston around the piers. The word was it was a bad-luck boat. Its number was (**SSN713**), and guys referred to it as the Lucky 7 with an unlucky 13 on its back. A few weeks earlier, during filming of the movie "The Hunt for Red October" off the California coast, it snagged the towline of a tugboat and sank it, drowning a member of the tugboat's crew. Two days later, the Houston got entangled in a fishing boat's net - no injuries, but another mistake. By the time I came aboard, the boat had a reputation for serious material and morale problems. Still, I thought, how bad could it be?

My first day, I met with the Chief Of the Boat. He had his head in his hands as if he were deep in thought, or pain. He told me my whole division was in disarray. Then I met the Commanding Officer. I'll never forget the first words out of his mouth: "Chief," he said, "your division is crippling my ship." All I could say was "Yes, sir, that's why I'm here - to help try to fix that." As we headed out to sea for a training run, I had a bad feeling. Soon after we submerged, I met the chief engineer in the torpedo room. As we talked, I glanced behind his shoulder. I couldn't believe my eyes. Across the room, in a scene that looked like something out of an animated cartoon, sea water was gushing through a main air vent. Is this some weird joke to test my reactions? I thought. I turned to the Chief Engineer, who stood frozen, staring at the water with a look that said it all: This was not a drill. The flooding alarm sounded, signaling one of a submariner's worst fears, uncontrolled water rushing in. It was what all the training had been about. If the men in control of the ship failed now in any way, we all were simply doomed. The Chief Engineer and I ran toward the air vent to investigate but were nearly thrown off our feet as the sub's nose turned upward and it drove hard toward the surface. But the weight of the water we were taking on abruptly halted our forward motion. We began an eerie slide backward for what seemed like an eternity. All about the sub, silence set in; the only sound seemed to be that of our main engines, fighting to overcome the massive water drag. Then, slowly, we started moving upward again, at an angle so steep we were forced nearly parallel to the deck. Those of us in the Torpedo Room clung to the torpedo stowage racks. Letting go meant a possible 40-foot free-fall, or sliding down the length of the deck like a cue ball heading for a pocket. We could only pray that the torpedo shackles would hold

the 3,000 pound beasts that lay beside us. If one broke loose, it could have smashed us, or caused an explosion on impact. A second alarm sounded. The word was passed: "Toxic gas!" Sea water had apparently entered the battery area. It was time to don an oxygen mask, but I couldn't let go to get to one. Suddenly, the sub pierced the ocean surface and leveled off. I let go, grabbed a mask and headed for the emergency damage control gear. "The worst is over," I thought. Then the sub pitched sharply forward. It was obvious that the thousands of gallons of sea water we'd taken on, equaling tons of negative weight, had shifted toward the front of the sub, forcing us back into the ocean depths. The reactive speed of our ascent took us down at a critical rate. The sub was being simultaneously pushed by the turbine and pulled by the water.

I could hear the outer hull sing as the metal shrank and buckled under the tremendous ocean pressure. It felt like an endless, rapid elevator ride from which there would be no return. My thoughts became trance-like. I don't remember seeing a soul or hearing any more sounds. I remember thinking, "Today I'll die." I remember thinking that my fear of submarines had finally caught up with me and that there's no death worse than dying in the way you most fear. As I listened to the walls crack, my mind's eye began to see them closing in. I didn't think of anyone or anything in particular, I was ready to accept my fate. I don't know what was going on in the control room that day, nor did I really know the men on duty. But I do know their courage saved us. Their hours of critical training and their steadfastness came together, and somehow the descent slowed, stopped, and we began to rise. This time, the crew managed an emergency blow - the same maneuver the **GREENVILLE** was performing on its fateful day. It forces a massive amount of air into the main ballast tanks, rapidly expelling the ballast water in them so the ship quickly achieves positive buoyancy and rises like a cork. Our speed overcame the weight of the water and we shot out of the ocean like a breaching whale. As we stabilized, I began to check for damage. I moved about the ship, coming upon grown men....qualified submariners.... crying in corners, curled up in shock. Later, we learned the ventilation system's main snorkel valve had malfunctioned. We'd been unaware of this because someone had turned off the audible signal of the valve's rhythmic opening and closing. Back in port, the crew was assembled on the pier, where we were told we could be evaluated to determine our further suitability for submarine duty. Those who exhibited signs of real mental trauma were either individually escorted to family services or encouraged to go. But I felt the higher-ups hoped most of us would shake it off and go on as though nothing much had happened. Many of us did, but the sad reality is that some of my shipmates never mentally made it back up that day. They were lost emotionally and are still out there, somewhere, trying

to get back home. I know at least eight men never returned to duty.

Over the following months, more would leave, virtually all citing that terrifying incident. There was another barrage of training cycles, with inspectors and certifiers descending upon the ship to assess the entire crew again. We got lots of help, but probably not the kind we really needed. We were labeled as the boat that couldn't do anything right. That tag became a self-fulfilling prophecy. Exactly one month later, we had an electrical fire. A navigation error soon after caused a close call with a torpedo deployed from a helicopter in a training exercise. Another caused us to lose an expensive sonar device. When we returned to home port after that one, our CO was relieved of his post. Several months later, the **HOUSTON** was put into dry dock for repairs, and that's where she was when I left submarine duty. I wasn't sorry to leave the pressures of submarine life; the isolation, the separation from family and loved ones for up to 90 days in a constantly hostile environment; the grueling training; the necessity of 150 minds pulling together in perfect sync; the need not to think about the living ocean that waits mere inches from your head. But when I read about a submarine disaster - like last summer's sinking of the Russian sub Kursk, or the **GREENVILLE'S** collision - they all come back.

I hope the Navy is thinking about the **USS GREENVILLE** crew's reaction and feelings. I hope it will do more than send in inspectors and certifiers, and change the rules about civilian guests aboard submarines. I hope it will understand the crew needs more than a token offer of evaluation and counseling. Most of all, I hope the Navy will realize it's not enough to make the top officers pay for the **GREENVILLE'S** mistake, then let the ship slide back into the water with a crew carrying on as though nothing had ever happened. I hope it will give the **USS GREENVILLE** men the help they really need - and the attention they deserve."

#### **USS KAMEHAMEHA's Final Run:**

"All ahead flank, helm, aye."

With those words, Machinist's Mate Third Class (submarines) Aaron Carranza repeats back the order to propel the submarine **USS KAMEHAMEHA (SSN642)** through the 180th parallel and into the Western Pacific Ocean. The native of Salinas, California was standing watch as the Helmsman on the oldest attack submarine in the United States Navy, returning to Guam for a last visit prior to her decommissioning later this year. Said Carranza about the trip, "I am looking forward to it. Especially since we'll be seeing Guam and Australia, and we usually go to other places." A visit to Guam and newly reactivated Submarine Squadron Fifteen is a closure of sorts for **USS KAMEHAMEHA**. As a ballistic missile submarine, or SSBN, **KAMEHAMEHA** performed her first patrol in 1966 from Guam. Back then, Guam was her new homeport, Submarine Squadron Fifteen was her parent

squadron and the "Blue" crew started the patrol while the "Gold" crew trained and rested. **USS KAMEHAMEHA** is today a fast-attack submarine, or SSN, with a single crew, having been converted to a Special Forces carrier from her original mission. Two dry deck shelters mounted on the top of what once were ballistic missile tubes allow Navy Divers and Special Forces to perform a wide variety of missions.

Machinist's Mate Third Class Shane Ishikawa from Kaneohe, Hawaii and Oklahoma City, OK, thinks that being on the **KAMEHAMEHA** for her final deployment to the Western Pacific is "...pretty cool. Just coming to the boat, seeing these ports and doing a decommissioning is something most people don't get to experience," said Ishikawa. Ishikawa is looking forward to being in Guam, but has never been there. He says that once in port, "I'll probably hang out with friends and maybe play some volleyball." Fire Control Technician Third Class (submarines) Paul Ballor of Portage, Ill., is more wistful about the last trip. "This being my first boat, it'll be part of my history - 30 or 40 years from now I'll be able to remember this." Ballor also mentioned the uniqueness of the ship and its mission. "I'm really thankful for the luxury of the space we have", he said. "Qualifying and learning about the conversion (from SSBN to SSN) process was interesting, and talking with SEAL's and divers helped me decide to apply for EOD (Explosive Ordnance Disposal) training." On the other hand, there's still a lot of work to do. With two dry deck shelters and dozens of tons of storage space, the ship is uniquely capable to transport Special Forces and equipment while still performing all the traditional SSN missions. **KAMEHAMEHA** is traveling to the Western Pacific to perform exercises and missions that won't be achieved as easily once she decommissions. Additionally, she'll be relieving pressure felt by other fast attack submarines to perform more diverse missions as the appetite for attack submarines has continued to increase.

"I never really thought about it. You don't really feel like you're going until you finally get underway," said Machinist Mate George Swies of Tucson, AZ., of the last transit. He says the part he'll miss the most is the camaraderie of shipmates. "We've got a really good crew. A lot of guys are going to miss that when we go." There's been discussion of a new type of submarine, a conversion of some older SSBN's to a new role instead of throwing ships away when the new start treaty goes into effect. **USS KAMEHAMEHA** Sailors are used to the idea, and know where the proposed SSGN's Special Forces capability can be most effectively used. But for now, it's time to finish one final deployment. May 2001 Submarine Warfare Division (CNO N87)

#### **The Future of the Dolphin:**

This from John Swartz, ET2 (SS), **USS SEADRAGON (SSN584)**. "Dex" is one of the few, who has the unique way of remembering 40 years "in the

rears" and telling the story with a abundance of wit and humor. For those of you who are on the internet, here is the address for many hours of reading with a grin on your face. R Samson <http://members.bellatlantic.net/~rwstone/substuff/abr.htm>

Bob "Dex" Armstrong writes humorous and truly enlightening yarns regarding the diesel boat Navy. Trials and tribulations, antics ashore and at sea, exploits and adventures of submarine sailors, probably dating all the way back to the Turtle, can only be verified by those of us who were there. Let the skimmers vilify our sea stories, we acknowledge the truths Dex so humorously communicates.

I was not even a twinkling in my father's eyes when Dex bore holes through the sea, but I too grew up to dive into the realm of Neptunus Rex. Albeit, in nuclear subs, where the need to snorkel is no longer required, "water rats" pure folk lore, and Hogan's Alley is how Sgt Shultz got from Colonel Klink's office to the barracks. A few holdovers have survived. Unbelievably bad coffee, bug juice, bilge divers and battery dippers, liberty in Subic Bay and the brig just off Hotel Street in Honolulu. Port and starboard duty, hot racking, mid rats, green bologna, ham with every color in the rainbow streaked throughout, mystery meat, PB&J, sonar bread (biologics all over it), and pain in the ass, Adm. Halsey wanna-be Ensigns and Junior Gods. Nukes bore holes, too. A little deeper and faster maybe, but if it weren't for the guys that sailed before us proving the worth of the Silent Service, we would probably still be driving Monitor's and Merrimac's.

From the lessons learned of the diesel boat sailor and the advances in technology, submariners (the Nintendo Navy ones) are now fortunate to make their own air, carry more food, and toss garbage without surfacing. Yet, as complete polar opposites, though, when a nuke passed "three weeks under" it was the Engineering Div. that wore the clean poopie suits and showered beneath the "Shower Massage" connected to the feed pump bypass. While the forward crew wore their stench on them, after nukes showered with French Lilac soap and used bath powder and wore clean clothes before chow. What a scene in crew's mess when we sauntered in smelling like Philippino girls on a Saturday night on the south side of "Dirty" River Bridge in Olongapo. You see, the nukes made lots (LOTS) of fresh water to feed the "beast" to keep it happy. Well, at least that's what we used to tell the forward guys, Crickets (Sonarmen), Quartergaskets, Torpedomen, etc.. "Why, after only one week at sea, do we have to ration water?" One would ask. "We're feeding the beast and you don't want to make the beast mad, do you?" The pad reply. With the exception of the Navi-Guesser, the Wierd Room was in on it so we had to share with them. Chief John, MMCM, even rigged a steam room with regulated 400 lb. steam. Nothing like 15 minutes in a steam bath after a rough

day at the office followed by a lilac scented shower, clean clothes, and, the coup d'grace, chow; mystery meat, something green, something white-ish yellow, and orange bug juice. I am proud to be a member of the Dolphin Club. And although I had no choice but to become a nuke, I certainly don't envy you older brothers out there who drove the submarines whose hull numbers did not contain the letter 'N'. You are "da' man!"

Finally, thank you, Dex, for enlightening and entertaining us with your memories and vivid eye for detail, I look forward to every episode. I encourage any and all Dolphin wearers to submit their own personal memories and "no-shitters." What a loss it will be when the day comes when the computer will replace the human in remotely operated submarines. Who will carry on the tradition to spin the yarns of an honest to God submariner? And, what will become of the Dolphin?

#### News From EB Month of May:

*Shipway named vice president of submarine full service support (May 10, 2001)*

Electric Boat has named John F. "Dugan" Shipway vice president of submarine full service support. In this newly created position, he will direct Electric Boat's efforts to expand its submarine maintenance, repair and life-cycle support business. Shipway, who retired from the U.S. Navy as a rear admiral after 35 years of service, joined Electric Boat in July 2000 as special assistant to the president. He will continue to report directly to President Michael W. Toner. "Dugan's appointment to this new position reflects our commitment to the maintenance and life-cycle support segment of our business," said Toner. "This work is vital to the future of Electric Boat because it enables us to retain our critical shipyard skills and capabilities in the current low-rate submarine production environment." Before retiring from the Navy in 2000, Shipway served in a succession of high-level posts. These included director of Strategic Systems Programs; commander of the Naval Undersea Warfare Center; deputy commander for submarines at Naval Sea Systems Command; program executive officer for Submarines; and direct reporting program manager for the Seawolf Program. He earned a bachelor's degree in chemical engineering and a master's degree in engineering, both from the University of Louisville.

*Navy awards EB \$42M contract for Virginia-class design work (May 4, 2001)*

The U.S. Navy has awarded General Dynamics Electric Boat a \$42.2 million contract modification for Virginia-class submarine lead-yard services. Under the terms of the contract, Electric Boat will maintain, update and support the Virginia-class design, the related drawings and data for each submarine, including technology insertion, throughout its construction and Post Shakedown Availability phases. EB will also provide all engineering and related services for

maintenance and support of Virginia-class ship specifications. The work is expected to be completed by May 2002.

#### Information from Veterans Administration:

Interviews for the National Survey of Veterans began in February and are scheduled to continue through August 2001. The purpose of the survey is to obtain current information relevant to the planning and budgeting of VA programs and services and to provide data on current characteristics of the veteran population. The data from the survey will enable the VA to follow changing trends in the veteran population, make comparisons of characteristics of veterans who use VA programs versus those who do not, and provide a data resource for policy analyses. The survey has been designed to obtain data about a cross-section of the veteran population, including the seven healthcare enrollment priority groups, female veterans and other minority veteran groups. The survey design calls for 20,000 telephone interviews to be completed by a random selection of veterans. A random digit dialing method will be used to complete 13,000 interviews, and an additional 7,000 interviews will be the result of a random selection of veterans enrolled in VA health care and/or receiving compensation or pension payments. Westat, a survey research firm, is the VA contractor conducting the survey. Data will be collected on socio-demographic and economic characteristics, military background, health status, VA and non-VA benefit usage, anticipated burial plans, and veterans' information sources regarding VA benefits.

April 27, 2001 The First 100 Days — Under The Administration Of President George W. Bush The Department of Veterans Affairs has made substantial progress in supporting President Bush's and Secretary Principi's priority goals to improve the quality and timeliness of the veterans' claims processing Restructure the veterans health-care system to improve access Expand veterans' access to burial options Veterans Claims. The President's FY2002 budget provides a 13 percent increase for the Veterans Benefits Administration (VBA) that will help address one of the Administration's top priorities for VA — improving the timeliness and accuracy of claims processing. That funding commitment will add more than 860 FTE to the VA compensation and pension program to assist with new workload and improve processing accuracy. At his Senate confirmation hearing in January, Secretary Principi said, "President-elect Bush promised a top-to-bottom examination of VA benefits processing. If I am confirmed, I will commission a broad-based and inclusive task force to conduct that examination."

On April 16, Secretary Principi signed the charter establishing the VA Claims Processing Task Force. The task force, representing the private sector, veterans service organizations and government, will examine a wide range of issues affecting the speedy processing of claims, from medical examinations and information technology, to efforts to shrink the backlog and increase

the accuracy of decisions. The panel's final report to the secretary is due in approximately 120 days.

#### Veterans Health Care

The VA Medical Care account budget proposed by the Administration provides a \$1 billion increase to support veterans' health care. That budget includes funds to implement VA Capital Asset Realignment for Enhanced Services (CARES) program recommendations that will improve the quality and accessibility of health care services for veterans. As part of its quality initiative, the Veterans Health Administration commenced a system-wide self-assessment of its management processes using the Malcolm Baldrige Criteria for Performance Excellence. Secretary Principi announced the establishment of six new VA Parkinson's Disease Research Education and Clinical Care Centers in February. Centers are being established in Houston, Philadelphia, Portland, Or., Richmond, Va., San Francisco and Los Angeles.

#### Veterans Burial Options

Secretary Principi has continued and expanded initiatives to increase accessibility of burial options to an aging veterans' population. The Administration's FY 2002 budget proposal funds land acquisitions for new national cemeteries in the Detroit, Pittsburgh, and Sacramento areas; development of a new cemetery near Atlanta; design of a new cemetery in Miami; and expansion and improvements at the Massachusetts National Cemetery in Bourne, Mass., and the Tahoma National Cemetery in Kent, Wash.

On April 3, Secretary Principi accepted the deed for 775 acres of land donated by the estate of a prominent World War II veteran and Atlanta businessman to be developed as a national cemetery to serve an Atlanta-area population of some 400,000 veterans. Construction of that cemetery is included in the President's budget.

#### Other Accomplishments

Secretary Principi and President Bush endorsed and strongly supported Congressional action that increased the maximum amount of service members Group Life Insurance from \$200,000 to \$250,000, effective April 1, 2001. VA coordinated system and procedural changes to implement the new law and notify service members of the program enhancement. Secretary Principi approved VetPop2000, the latest actuarial model providing VA's official estimate of the veteran population and its projection through the year 2029. The new population model and its projections are more accurate, comprehensive and accessible. The data will enhance assessments of legislative and program impact, future costs, work load and resource placement. Secretary Principi opened the new Veterans Enterprise Center in February as part of the VA Small and Disadvantaged Business program. The center is a one-stop resource for veterans who own or want to start their own businesses. It offers information about loans, business



management programs, on-line training and procurement opportunities at all levels of government. The center is a clearing house for information about government small business programs and is associated with the Association of Small Business Development Centers, the Small Business Administration and the Department of Labor.

Four new state veterans' cemeteries built with \$16.2 million in VA grant funds will open in late May and early June (for Memorial Day) — May 21, Agawam, Mass., state cemetery, \$6.8 million VA grant; May 28, Miles City, Mt., state cemetery, \$1.5 million VA grant; May 28, Augusta, Maine, state cemetery, \$4.8 VA grant; and June 10, Beaver Brook, Wis., state cemetery, \$3.1 million VA grant. The VA State Cemetery Grant Program, a 100% grant program established to complement the VA system of national cemeteries, assists states in establishing, expanding or improving state veterans' cemeteries in areas not served by a national cemetery.

### **The Deck Apes and Snipes:**

*Submitted By Billy Grieves Torpedoman Extraordinaire*

The following letter was written to the editor of the Washington "Blow and Vent" and is reprinted here without comment:

Dear Walt:

As for the article on the value of Enginemen, Motor Macs, etc. As far as I'm concerned they were considered a necessary evil on board as all they had to do was to get "we Torpedomen" there so they could get a combat pin and claim to be a hero. I have a question for them all, what would they do if they got on their mighty engines, didn't have torpedoes aboard, the elite torpedo gang to sink and damage ships that they could claim for themselves, and be awarded a combat pin with stars, etc? They must know that sinkings gave them a successful patrol, got the Old Man a Navy Cross and the crew could all wear the combat pin. Without the "elite torpedo gang" they may have gotten squat as I have never heard of any engine being thrown or fired at any enemy ship or help in any sinking. This should answer all arguments and prove once and for all that all the Engine Room and the Black Gang were good for was to get the torpedomen there and back. Actually, they were overpriced, overpaid, overfed, but under worked chauffeurs for the real fighters and combat sailors aboard the Boats. All they did was to drive the boat around wherever the Captain wanted to go. That is true, plain and simple, as any record will show. Hail the Torpedo Gang and all it's valiant size 44 chest and size 8 hat that made the boat a combatant and gave all hands a successful patrol. and actually thru the efforts of this elite gang (Torpedo) allowed the other members of the crew to share in the combat pin that was rightfully earned by the mighty torpedomen and their weapons. In fact to prove the point, originally submarines were known as Submarine Torpedo Boats, not Submarine Engine Boats. That should suffice once and for all times.

John F. Cote,  
CTM(SS), USN (RET)

### **It May be Time to put Your IRA Into High Gear (Just a Suggestion):**

In an era when even average investors are making some pretty risky bets, it is ironic that one of the biggest mistakes investors make with their Individual Retirement Accounts (IRAs) - and retirement

planning in general - is being too conservative. If you put money in CDs and money market accounts, it won't grow fast enough to outpace inflation and taxes. Even a 60-year-old should plan to invest for 25 years. The long-term nature of IRAs makes them ideal for bigger risks, since you can ride out market volatility.

More reasons to invest a little more aggressively. Spending during retirement often increases. Work-related expenditures disappear, but unreimbursed health care, travel and entertainment costs often rise.

Social Security may replace only a small fraction of your current income. The Social Security Administration (SSA) sends an annual statement three months before your birthday to show how much has been deposited and what benefits you should expect. You can request a Personal Earnings and Benefit Estimate Statement by contacting the SSA, 800-772-1213 or <http://www.ssa.gov>. You may be able to retire earlier than planned if you invest wisely. You may then think about setting up your portfolio for moderately aggressive growth no matter what your age, and stick with it. That's the key. IRA Investment Guidelines: (again, only a suggestion) Keep at least 70% of your IRA in good stocks, the rest in corporate bonds and Treasury bills. Asset allocation should be driven by retirement income needs and risk tolerance, not by your age. Stocks are best for money you don't plan to touch for 10 years. Don't ignore "load" mutual funds. Some of them offer superior performance to same-category no-load funds -- especially if their annual fees are lower than those of comparable no-load funds. Compare returns after fees.

"A" share funds, which charge a one-time load upon initial investment, tend to cost less over the long run than "B" and "C" funds, which charge loads annually. B shares also charge back-end loads if shares are sold before a certain number of years. Invest in long-term industry trends rather than hot companies.

Be most aggressive with your Roth IRA. Stock earnings withdrawn from Roth IRAs are tax-free. Earnings from regular IRAs are taxed upon withdrawal. Insure large IRAs. For most people, the bulk of assets is in retirement accounts. Income and estate taxes can be as high as 70%. Life insurance is the best way to protect a six or seven figure IRA from hefty estate taxes. Otherwise heirs may be forced to tap into the IRA to pay steep taxes on withdrawals. Discuss your options with a knowledgeable tax advisor, which I'm not.

### **Personal: The worst Rip-Off of Them All:**

*At least 500,000 Americans will be the sad victims of Identity Theft this year. How not to be one of them.*

When identity theft happens, the criminal uses information about an individual to assume his/her identity in order to steal his money. As a victim, you generally will not be liable for the bills accumulated by the impostors. But you will have the anxiety and frustration of spending months, often years repairing your damaged credit if you can repair it at all.

How It Happens. Some thieves steal your identity the old-fashioned way - by pilfering your wallet or purse. Others dumpster dive, fishing credit card bills or other documents from trash. Some search the workplace for Social Security numbers. Thieves also use the Internet, where with the simple click of a

mouse, your most intimate information is available without your permission. Hackers can easily access personal information such as your name, address, Social Security number and other personal data.

There are steps you can take to protect yourself. Minimize the amount of information a thief can steal. Do not carry extra credit cards or a Social Security card. Only carry what you need. Remove your name from mailing lists. This will reduce the likelihood that you will receive unsolicited, pre-approved credit card offers, which thieves can steal from your mailbox. Never give out personal information - unless you have a trusted relationship with the company and you initiate the contact.

Shred financial documents before you throw them out. Give out little personal information on-line to minimize your exposure to hackers and cyber-thieves. Order your credit reports at least once a year. If you are a victim of fraud, you may catch it early to minimize the damage. Sources, Equifax, Box 105069, Atlanta 30348, 800-290-8749, [www.equifax.com](http://www.equifax.com) Experian, Box 9595, Allen, Texas 75013, 888-394-3742. [www.experian.com](http://www.experian.com) There are many others If you are a victim. Contact the fraud units of the three major credit reporting bureaus. Ask that your accounts be flagged with a fraud alert. Add a victim's statement to your credit reports. This will be kept in your records at the bureaus: example: My ID has been used to apply for credit fraudulently. Contact me at 555-123-4567 to verify all credit applications."

Report the crime. Call the police immediately, and get a copy of the police report. Credit grantors and insurance companies may require you to show this report. I've been wanting to pass these pearls of wisdom on to my subvet shipmates for months. I thought, with the end of the tax year upon us, this may be the opportune time. It's all worked for me, good luck!

#### The All-American Golden Fleece:

This is not a joke, but very interesting. It is a problem that should be addressed by all who know about it. Our Senators and Congressmen don't pay into Social Security, and, of course, they don't collect from it. The reason is they have a special retirement plan that they voted for themselves many years ago. For all practical purposes, it works like this. When they retire, they continue to draw their same pay, until they die, except that it may be increased from time to time by cost of living adjustments. For instance, Former Senator Bradley and his wife may be expected to draw \$7,900,000, with Mrs. Bradley drawing \$275,000 during the last year of her life. This is calculated on an average life span for each. This would all be well and good, except that they paid nothing in on any kind of retirement, and neither does any other Senator or Congressman. This fine retirement comes right out of the general fund. Our tax money. While we, who pay for it all, draw an average of \$1000/month from Social Security. Imagine for a moment if you can structure a retirement plan so desirable that people have extra deducted so that they may increase their own personal retirement income. A retirement plan that works so well that Railroad employees, Postal workers, and others who aren't in it, are clamoring to get in it. That is how good Social Security could be, if only one change were made and that change is to jerk the Golden Fleece retirement out from under the Senators and

Congressmen, and put them in Social Security with the rest of us, and watch how fast they fix it! If enough people receive this, maybe one or some of them along the way might be able to help.

#### Dolphin Tales with a Dash of Salt:

A young officer reported to his first Submarine and was assigned a Maneuvering Watch station on the bridge as an observer. The officer noted that every time the boat got underway the Captain always called down to the pantry to have a cup of B&B sent to the bridge. A few moments later, the leading steward would appear at the bridge, request permission to lay to the bridge, and pass the cup of coffee to the Captain. After watching this a few times, the young officer noticed the Captain always got a full cup of coffee; he also noticed that most other individuals, who brought coffee to the bridge, always ended up with about a half of cup, as they were spilling it while climbing to the bridge. After being aboard a few months, the officer approached the leading steward and asked him how he always managed to get a full cup to the Captain, while everyone else spilled theirs. While looking the young officer straight in the eye, the steward said; Sir, I know the Captain, he don't like a half cup and the only way I can get a full cup to the bridge is just before I start the climb, I always take a full mouth of coffee, climb the ladder and just before I reach the bridge, I put that mouthful back into the cup.



'Cowboy Cooking'  
by Bob 'Dex' Armstrong



Thanks Cowboy. Your post is posted in a scrap book my wife is putting together. Ray Stone and I met about a year ago. I had visited a local hardware store and was wearing a ballcap I had picked up at a boat reunion. Some fellow asked if I was a submariner.. I told him that I rode The Boats a long time ago...Then he said "Do you know Ray Stone (Olgoat)?" That's like saying..."Oh, you're from Chicago...You know Bill Smith?" I had never heard of Ray Stone... If he fell out of a tree and landed on me, I wouldn't have known who he was... We exchanged cards and I forgot about the whole thing. I was living a quiet life in a quiet neighborhood where no one knew or gave a hoot in hell about submarines. Ray made contact... Within hours we discovered we had chased the same gals, had an uncanny network of similar associations and a past propensity to engage in conduct qualifying us for membership in the lunatic fringe. He told me about this magic wonderland called Rontini's BBS and his 'treehouse', The Stone's Scurvy Skivvy Sack. It was Ray Stone who introduced me to this wonderful magic slate that Rontini has so generously provided.... and it was Ray who talked me into what has been a magic carpet ride. The posts on Rontini's not only fuel this lunacy but knock the cobwebs off long forgotten incidents that I have tried to daisy chain into a romp through youthful indiscretion with the finest men I ever had the honor to associate with... and that includes Doc, the Harrisons, Old Gringo, Cowboy, RamJet, my old shipmate Hemming, and all the others whose toleration and acceptance has come to be one of the finest presents an old worn-out sonuvabitch can find on his doorstep. I keep wondering when the day will come... And it will arrive, when someone posts... "Someone shoot the

bastard and make him pipe down." Cowboy, I'm me... I'm not that fat, overindulgent fellow someone posted a photo of... I am a 155 lb. nonrated qualified idiot who lives in that worn out carcass and who appears like the genie out of the lamp for these stories. If Ray Stone quits buying beer and quits screwing with the lamp, I'll crawl back in and secure the horsecrap valve. But as long as you old pasted together burnt out smoke boat sailors keep saying it's OK, I'll crank 'em out 'til the stupidity locker runs dry. Cowboy... Did you ever eat Cowboy Meatloaf a la Requin? We had a cook called Stumpy or something like that. He and a sonarman named Jac Snider wore cowboy boots... Funny, the dumb stuff you remember. Stumpy and Snider were from New Mexico, where folks eat stuff so gahdam hot it oughtta be against the law. We had been out doin' stuff that forced us into operating at ultra quiet. You remember, where the old man passed the word to "Rig for ultra quiet... Secure air conditioning and refrigeration, *You remember*. It got hotter than the hubs of hell and you sat on the potato lockers in the crews mess in sweat-soaked dungaree shirts listening to your armpit hair grow, watching the reefer temperature gauge inch toward the point where the corpsman announced that all the contents therein was now condemned and had to go over the side. At some mystical point the Navy had determined meat thawed out and rapid decomposition set in and good steak became rotten shark chow. Just prior to "rig for rot", Stumpy broke out three boxes of steaks and popped the metal bands. He handed out his collection of butcher knives and had us cutting the steaks in two inch wide strips. He couldn't use the powered meat grinder so he set up his hand-cranked grinder and began grinding steak. "Whatcha doin' cookie?" "Makin' Cowboy meatloaf." If I had had the ability to see into the future, I would have taken that knife and cut the sonuvabitches' throat.... But like the rest of the clowns in the after battery, I kept cutting strips and passing it into the galley.

Anyway, the closest I'd ever been to cowboys had all taken place at the local movie house. Stumpy had a mason jar full of little white jelly bean size peppers. As he cranked, he kept tossing in a couple of these blasting cap peppers. When he had a pile of ground meat and peppers a couple of feet high, he added shredded up stale Wonderbread, some eggs and God knows what else. We just wandered around in the bliss of total ignorance while a cook who had direct links to the culinary arts of hell packed breadloaf pans and put them in the oven. Had I had any inkling of what that diabolical sonuvabitch was pulling out of that jar and tossing in that hand grinder, I would have broken all known speed records moving aft, would have clawed my way through the after trim tank and done my damndest to swim back to Norfolk.

Cowboy meatloaf and arc welding had the same mother. You can duplicate the sensation by sticking a flame-thrower down your throat and squeezing the trigger until fire shoots out your hip pockets or you can lick the manifold of an Indianapolis race car during the victory lap. That stuff should not be circulated without a warning label reading, "DO NOT EAT WITHOUT ASBESTOS SKIVVIES AND A MIDAS INSTALLED COLON." We sat there eating that napalm

loaf... Each of us afraid that if we didn't eat it, we would be a big sissy and catch a lot of crap from all the other idiots eating it for the same reason. Given a choice between another helping of Cowboy meatloaf and French kissing a lightning bolt, I would go for the latter hands down. If you have to eat that concoction to be a cowboy, I'm signing up to be a sheepman. Cowboying scares the hell outta me... Cowboy, if I ever get to Reno, I'll take you up on the beer... But if you eat that mason jar pepper seasoned stuff, I'll just be passing through hoping to link up with a can of Spam.. Thanks again... As I say I'll read your post again in the morning for a dose of mental Viagra.

### Hunley Tours

For the first time the public will be able to see inside the H. L. Hunley submarine. The Friends of the Hunley and the Hunley Commission are pleased to announce a tour schedule of the submarine at the Warren Lasch Conservation Center. Since January, the public has not been able to see the boat in person due to the excavation. A new and exciting feature about the tours is that the public will actually be able to see inside the submarine. Four hull plates were removed during the excavation, and the public will be able to get a look and feel of what the nine-man crew went through during their journey. Pictures of some of the treasured artifacts from the H. L. Hunley will also be displayed. "It is a chance to see the ultimate story of sacrifice and duty. It is the submarine that will speak to you. It is the grand mama of all modern submarines, which speaks silently to its viewers. Enjoying these tours help us with the growing support of our volunteers to preserve the Hunley for generations to come," said Senator Glenn McConnell, Chairman of the Hunley Commission on. "I would encourage the public to not only come and view the Hunley but also see pictures and descriptions of some of the artifacts first hand. Now that we have recovered Lt. George Dixon and his lantern and other significant artifacts the public can not only see inside the Hunley, they can see what was in it," said Warren Lasch, Chairman of the Friends of the Hunley. The new tour schedule will be on weekends-only, starting June 16th and running through September 3rd. TOUR DATES @ June 16 & 17 @ June 23 & 24 @ June 30 & July 1 @ July 5, 6, 7 & 8 @ July 14 & 15 @ July 21 & 22 @ July 28 & 29 @ August 4 & 5 @ August 11 & 12 @ August 18 & 19 @ August 25 & 26 @ September 1 & 2 Times for the tours are Saturdays from 9:00 a. m. to 5:20 p. m. and on Sundays from 12:00 to 7:40 p. m. Tickets will go on sale at 8:00 a.m. Friday, May 25th. Tickets are \$10.00 and can be purchased on the Internet at [www.etix.com](http://www.etix.com) or by calling a toll free number, 1-866-866-9938. Phone lines will be open from 8:00 a. m. to 5:00 p. m. seven days a week. You can purchase tickets on-line 24 hours a day. There will be a \$3.00 service charge for orders made by phone and a \$2.00 service charge for orders made on the Internet. The video tours of the H. L. Hunley will continue at the Warren Lasch Conservation Center. These tours are open from 9:00 a.m. to 4:00 p. m., Monday through Friday. Tickets are \$5.00 at the door and do not need to be pre-ordered. The video tours do not include the submarine.

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