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The Silent Sentinel

JULY 2012



Our Creed and Purpose

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.

In addition to perpetuating the memory of departed shipmates, we shall provide a way for all Submariners to gather for the mutual benefit and enjoyment. Our common heritage as Submariners shall be Strengthened by camaraderie. We support a strong U.S. Submarine Force.

The organization will engage in various projects and deeds that will bring about the perpetual remembrance of those shipmates who have given the supreme sacrifice. The organization will also endeavor to educate all third parties it comes in contact with about the services our submarine brothers performed and how their sacrifices made possible the freedom and lifestyle we enjoy today.

A Happy Fourth of July to One and All

U.S. Submarine Veterans San Diego Base

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The Silent Sentinel via Email

To all of my Shipmates and families who currently receive our Great newsletter via the mail who would like it sent via email or continue to receive it via mail, please fill out the form and mail it to the base or myself. We are trying to cut the cost of the newsletter down from \$3700 to about \$1900 a year. By receiving the Silent Sentinel via email will cut down the printing and mailing cost. The other plus to receiving it via email is you can save it on your computer and not have the paper lying around the house.

A subscription to the Silent Sentinel newsletter will be available to surviving family members via internet email, at no charge, upon notification of the Membership Chairman. If a printed hard-copy is preferred, via US Post Office delivery, an annual donation of \$5.00 will be requested to cover costs.

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Would like the SILENT SENTINEL emailed: YES _____ NO _____

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*DUE TO LOGISTICS CONSTRAINTS, ALL INPUTS FOR THE SILENT SENTINEL MUST BE IN MY HAND NO LATER THAN **ONE WEEK** AFTER THE MONTHLY MEETING. IF I DO NOT RECEIVE IT BY THIS TIME, THE ITEM WILL NOT GET IN. NO EXCEPTIONS! MIKE*

July Meeting

Our monthly meeting is held on the second Tuesday of the month at VFW Post 3787, 4370 Twain Ave., San Diego. Our next meeting will be on 10 July, 2012. The post is located one-half block West of Mission Gorge Road, just north of I-8. The meeting begins at 7 p.m. The E-Board meets one hour earlier at 6 p.m.

**Check us out on the World Wide Web
www.ussvisandiego.org**

BINNACLE LIST Al Strunk

Submarine Losses in June Originally Compiled by C J Glassford



- O-9 (SS 70) - 33 Men on Board :
 Foundered, on 20 Jun 1942, During Deep Submergence Tests, off the Coast of New London, Connecticut :
 "ALL HANDS LOST"

- S-27 (SS 132) - 50 Men on Board :
 Grounded on Shoals off Amchitka Island, on 19 Jun 1942, Crew Abandoned Ship, Swam to the Island, and were
 Rescued by PBY's from Dutch Harbor, Six Days Later :
 "NO LOSS OF LIFE"

- R-12 (SS 89) - 48 Men on Board :
 Foundered, on 12 Jun 1943, After Battery Flooded, while off Key West Florida : "ALL HANDS LOST"

- HERRING (SS 233) - 84 Men on Board:
 Sunk, on 1 Jun 1944, by Japanese Army Shore Battery. Off Matsuwa Island, in the Kuriles :
 "ALL HANDS LOST"

- S-28 (SS 133) - 50 Men on Board:
 Sunk, on 4 Jun 1944, During ASW Exercises Off the Hawaiian Islands :
 "ALL HANDS LOST"

GOLET (SS 361) - 82 Men on Board:
Probably Sunk, on 14 June 1944, by Japanese Guard Boat, Auxiliary
Submarine Chaser, and Naval Aircraft Attack, Off Northern Honshu, Japan :
“ ALL HANDS LOST “

BONEFISH (SS 223) - 85 Men on Board :
Sunk, on 18 Jun 1945, by Combined Efforts of Destroyer Escort, and 4 Coastal Defense Vessels, off the Southern
Coast of Honshu, Japan : “ ALL HANDS LOST “

SARGO (SSN 583) - 95 Men on Board :
Oxygen Feeder Line Fire and Explosion, on 14 Jun 1960, in After Torpedo Room, Blaze Extinguished by
Submerging at Pier in Pearl Harbor, with Compartment Sealed, and After Torpedo Room Hatch Open :
“ 1 MAN LOST “

NOTE: My former Operations Officer from the USS Lafayette (SSBN616 Gold), Pete Shoudy, informs me that I neglected to include the USS THRESHER in "Submarine Losses for May." I apologize for this omission. Mike Hyman, Editor



Minutes and Sailing List: Not received

Commanders Corner June 2012

Hello Shipmates!!!!!!!

It's that time again for our Annual Joint SUBVETs Picnic on 21 July from 0900 to 1600 (or when everyone leaves) on Sub Base. We will have lots of food, games, door prizes, and boat tours. Currently we have 2 tours lined up at 1000 and 1300. We have the same limits as last year of 25 people age 8 and older.

You will have to climb up and down ladders and have the ladies wear shorts or pants if they are going on the tours. Please call me or email me to reserve a spot for tours before 9 July. I need to have the list to the PAO a week ahead, but I will be in Groton CT for work until the 17th of July. Again it will be first come, first served. I will take 5 back-up names. Please limit your group to 4 or less, so we can get as many folks on the tour list.

We are going to have our all famous SUBVETs Breakfast on 29 July from 0800 until noon. Please come out to enjoy breakfast with family and friends or come help out. We can always use a few extra hands to serve coffee or clear some tables.

Our National Convention is around the corner and it's time to VOTE for National Officers and a few other offices. The American Submariner has the ballots or you can check online at the National Website. Please vote because our base can make a difference, since we're the 2nd or 3rd largest base for USSVI. Hope to see some of you folks at the convention.

I hope everyone is having a fun and safe summer. See you all at the next meeting.

Sincerely,
Bob Bissonnette
Base Commander, USSVI San Diego Base

Come Join Us at the Annual Joint SUBVET'S Picnic



**Come one,
come all and
have a day of
fun in the Sun!!**

**Lots of food,
games, boat
tours, and door
prizes for all!**

Picnic location is at Smugglers Cove on

Sub Base on 21 July 2012.

Starts at 0900 until 1600.

Tours at 1000 & 1300. Contact Bob

Bissonnette to get on the list. 619-251-7095

Please bring a side dish or a dessert



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US Senate Candidates Spar Over Groton Sub Base

By Michael Melia, Associated Press, June 25, 2012

HARTFORD, Conn. (AP)— Connecticut's leading candidates for U.S. Senate are sparring over who is best-positioned to protect the Groton submarine base, a huge employer that is vulnerable to Pentagon spending cuts.

U.S. Rep Chris Murphy and former U.S. Rep. Christopher Shays are touting their Washington experience as they target former wrestling executive Linda McMahon, who says politicians like them carry some of the blame for the government being in such financial straits.

None of the candidates argues for anything less than an all-out effort to protect Naval Submarine Base Groton. But the posturing over the last week highlights how candidates on both sides are trying to use a theme of government insider versus outsider to their advantage ahead of the November election.

Since the administration of President Barack Obama raised the possibility of base closings in January, Connecticut officials have been rallying to stress the importance of the sub base and the investments made by the state to increase its military value. The base was nearly closed in 2005 by a Base Closure and Realignment Commission, called BRAC, and many fear it soon will be targeted again.

On a visit Monday to Groton, Shays criticized McMahon, his rival for the Republican nomination, for

telling a reporter from The Day on a stop there last week that her support for a BRAC round would depend on the proposed cuts. He noted Congress would have to authorize the process before the Pentagon announces the proposed cuts.

"She just really is frankly pretty clueless about this," said Shays, who served in Congress from 1987 until 2009.

Murphy, a Democrat, also said McMahon's initial comments suggest a lack of familiarity with the law surrounding BRAC. He said in an interview that discussion of a new round of base closings is premature because the government has not achieved the savings that the last round was designed to generate.

McMahon, who has the GOP endorsement in the Aug. 14 primary, has benefited from a political climate that does not necessarily favor experience in Washington. Her campaign lumped McMahon's rivals in with other elected officials in criticizing Congress for not doing more to avoid the need for cuts.

"Congress' failure to act is what has led us to this point of even having a discussion of a possible BRAC," said McMahon spokeswoman Erin Isaac, who added that Congress has not made any "meaningful" attempt to cut spending.

Isaac said McMahon would protect the base through a jobs plan that prioritizes defense spending.

Asked about criticism that her comment showed a lack of understanding, McMahon told reporters Monday that she is worried about fighting for the sub base, not the process.

"What I am stressing is that I will fight, tooth and nail, to keep our sub base open here in Connecticut because it is not only central to our national defense, but also to the economy of Connecticut. So, that's exactly where I'm going to be," she said after delivering a speech at the Connecticut AFL-CIO political convention.

The Groton base pumps \$4.5 billion a year into Connecticut's economy and supports at least 15,000 jobs around the southeastern section of the state. Since escaping the last round of base closings, the state of Connecticut has committed \$50 million for improvements to help increase the value of the base, which is the home port for about 16 nuclear-powered attack submarines.

Former U.S. Rep. Rob Simmons, a Shays supporter who led the charge to keep the base open in 2005, said he believes Shays is the only candidate with the political connections needed to help the base survive another potential BRAC.

“We’re very vulnerable politically. We need a U.S. senator who knows the players and knows the game,” Simmons said. “The consequences are potentially disastrous.”

Robert Ross, the director of the state’s Office of Military Affairs, said whoever wins the Senate seat being vacated by Sen. Joseph Lieberman will have a significant responsibility to help keep the base open. But he said he expects whoever wins will be a quick study.

“They’ll come up to speed very quickly, just like Senator Blumenthal did,” Ross said.

60 Years Of Stuff We Can’t Talk About

Strategy Page, June 25, 2012

This year marks the 60th anniversary of the construction of the first nuclear powered sub, the USS Nautilus. Completed in 1955, the Nautilus served until 1980, at which point it became a museum ship. Since the Nautilus, over 400 nuclear subs have been built, most of them (254) Russian. As was their custom the Russians went for quantity rather than quality. As a result of this, some 80 percent of those Russian boats have since been retired. Not only did Russian subs wear out quickly but they were not able to get to sea as often as their Western counterparts. When they did get to sea they had more problems with radiation and reactor reliability.

Thus, the peak year for Russian nuclear sub patrols was 1984, when they had 230 patrols. That number rapidly declined until, in 2002, there were none. Since the late 1990s, the Russian navy has been hustling to try and reverse this decline. But the navy budget, despite recent increases, is not large enough to build new ships to replace the current Cold War era fleet that is falling apart. The rapid decline of Russia’s nuclear submarine fleet needed international help to safely decommission over a hundred obsolete, worn out, defective or broken down nuclear subs. This effort has been going on for nearly a decade and was driven by the Russian threat to just sink their older nuclear subs in the Arctic Ocean. That might work with conventional ships but there was an international uproar over what would happen with all those nuclear reactors sitting on the ocean floor forever. Russia generously offered to accept donations to fund a dismantling program that included safe disposal (of the nuclear reactors).

While Western nuclear subs can last for about thirty years, Russian models rarely get past twenty. That means two new SSN or SSGN type subs has to be put into service each year to maintain a Russian force of forty boats. Unless the sub construction budget get billions more dollars a year, that is not going to happen. Right now, the priority is on producing a new class of SSBNs (11 more Boreis are planned or under construction). These Boreis are critical because they carry SLBM (Sea Launched Ballistic Missiles) that provide a critical (they are much harder to destroy in a first strike than land based missiles) portion of the nuclear deterrent. The rest of the Russian armed forces, like most of the navy, is in sad shape and unable to resist a major invasion. Only the ICBMs and SLBMs guarantee the safety of the state. So the way things are going now, in a decade or two, Russia will end up with a force consisting of a dozen SSNs and a dozen SSBNs.

The current Russian fleet of nuclear subs is tiny and the Russians would rather keep them tied up at dock most of the time. The crews can do a lot of training at dockside and only go to sea a few times a year, to check on their state of training. Given the number of accidents their subs have had in the past decade, the training the crews are getting now is not sufficient.

Only the U.S. and Britain were able to build nuclear subs that could stay at sea regularly and for long periods. French nukes were nearly as reliable but the Chinese built nuclear boats have, so far, been of lower quality than three decade old Russian designs. India is also in the midst of getting its first generation nuclear subs operational and it has been rough going.

While nuclear subs are a much feared weapon, they have gone sixty years with only one instance of combat. That was in 1982, when a British SSN sunk an Argentinian cruiser (the former World War II era USS Phoenix). Nuclear subs

have been much more active in espionage work. While not as flashy as sinking other ships, it is dangerous, demanding, and rewarding work. Most of these efforts during the Cold War are still secret.

Shipyard Executive: Defense Cuts Will Hurt, Just Not Right Away

By Michael Welles Shapiro, *Daily Press*, June 25, 2012

Newport News Shipbuilding has several years worth of work under contract, a buffer against the deep defense cuts that some defense contractors are bracing for in January, according to a company executive.

But in the long run sequestration would take a toll on the yard.

“I’m not in a hair-on-fire scenario today,” shipyard president Matt Mulherin said in an interview with the *Daily Press*.

“I have about five years of pretty steady work until the impacts of sequestration manifest themselves,” he said.

“One thing most people don’t understand about the Budget Control Act is it’ll be a long time before any big cut in the next fiscal year translates to a downturn for Newport News,” said Loren Thompson, a defense analyst at the right-leaning Lexington Institute. The Budget Control Act is the legislation that triggers cuts to defense and entitlement programs on Jan. 2, absent an agreement by Congress to tackle the federal deficit.

The pain for the Newport News yard is further out, a point that Mike Petters, president of the yard’s parent company, Huntington Ingalls Industries, has made to his company’s investors.

“But still, what if the work isn’t there five years into the future?” Mulherin asked. “This is the largest nuclear shipyard in the United States — the only one building aircraft carriers and one of two building nuclear submarines. If something happened that really impacted this yard, it changes what the Navy looks like.”

“It transcends being a shipbuilder or being the president of the shipyard,” Mulherin continued. “This is something important to the defense of the nation.”

For now the Newport News shipyard, and other shipyards across the country, has some protection because of the long lengths of ship contracts. Newport News Shipbuilding won the contract to build the Gerald R. Ford aircraft carrier in 2008 and the ship isn’t scheduled to be delivered until 2015.

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Virginia-class subs

One of the first major programs to be affected by sequestration would be the Virginia-class attack submarines. The funding for one of the subs set to be delivered in Newport News is mostly paid for in fiscal year 2013 budget, the first year targeted under sequestration.

And pain for any one shipyard program impacts the whole company, Mulherin said.

“We share facilities, overhead pools and suppliers,” he said.

Moreover, Navy suppliers are effected by the cuts sooner. Mulherin said that could lead to job cuts, and some parts makers shutting down.

That in turn would mean the shipyard would have to buy some parts from sole-source suppliers, something that drives up costs.

“Makers of nuclear parts and propulsion systems, when the cuts hit them, it could impair their profitability and force them to forgo investments or fire workers,” Thompson said. “So in many cases they’ll have to spend money less efficiently and that means ships will cost more.”

Mulherin said defense cuts won’t cause an immediate departure from the company’s plan to hire 10,000 workers over the next four to five years to replace retiring and departing workers.

And job cuts for other contractors could put more skilled defense workers in the job market, a potential boon for the shipyard.

“Yeah, we’re always looking for the best, in terms of skill and ability, so we’ll keep our ear to the ground on that.”

Convincing Congress

But the goal remains for the company to convince member of Congress to preserve defense spending.

Since Huntington Ingalls was spun off by Northrop Grumman more than a year ago, it has spent \$4.3 million on lobbying, according to Senate records.

“All the guys from the Virginia area know the shipbuilding industry well but it’s gonna take a broader support than that,” Mulherin said. “So we’re out telling our story to make sure everybody has a good basis of understanding as they start making these difficult decisions.”

“That’s what the government relations folks are doing today, telling the story and making sure people understand the real impact.”

Thompson, the defense expert, said that for shipyards judging that impact today is difficult.

“I had dinner with Mike Petters about a year ago, and something he said sticks in my mind,” Thompson said. “He said the things that happen in the shipyards today are a result of decisions made seven years ago, so it’s possible if we have sequestration in 2013 we’ll only realize what the impact is in 2020.”

Hill Awaits Analysis On Costly Submarine

By Emelie Rutherford, Defense Daily June 26, 2012

As sundry groups examine the Pentagon budget for potential savings, lawmakers are awaiting more insight into a major budget item: a next-generation ballistic-missile submarine.

A report attached to the Pentagon policy law for the current year requires the Navy and Strategic Command to share detailed information on the nascent SSBN(X) Ohio-class submarine replacement program with Congress 180 days after the law’s enactment—which is June 28.

Lobbying groups that are follow the heated debate over the military budget—including the Friends Committee on National Legislation Quaker lobby—are awaiting the report on the costly shipbuilding program.

The Navy won’t say whether the submarine report will emerge this Thursday, because of its policy to not comment on correspondence with Congress, service spokeswoman Lt. Katie Cerezo said.

The House Armed Services Committee (HASC) required the SSBN(X) assessment in its report on the FY ’12 defense authorization act, which President Barack Obama signed into law on Dec. 31, 2011. Committee aides are expected to receive multiple reports from the Pentagon soon, but said the timing on the Ohio boomer document isn’t clear.

The Pentagon is just starting the initial work on the submarine program, which sundry officials have described as a major budget-buster in future years. Navy Undersecretary Robert Work said in April that funding other ship programs during the procurement of the Ohio-class replacement subs in among the worries that “keep me up at night.”

Pentagon budget cuts led Obama to request in his FY ’13 budget proposal to delay by two years previous plans for SSBN(X) production, pushing the start date to 2021. Yet the military’s projected budget could be reduced by an additional \$500 billion over the next decade if lawmakers do not come up with an alternate plan to so-called sequestration cuts scheduled to start next January.

Navy officials say they have worked diligently to reduce cost of the Ohio-replacement submarine program. Recent estimates place the price of the first boomer at \$11.3 billion, with the second ship coming in at \$5.6 billion, and subsequent copies costing less.

The HASC’s report on the FY ’12 defense authorization act calls for the Navy and Strategic Command to submit a report to the congressional defense committees on options to replace the Ohio-class ballistic submarine program. It says the submarine report should include assessments of each option’s procurement and life-cycle costs and ability to meet at-sea and nuclear requirements. The HASC also wants a “description of the postulated threat and strategic environment used to inform the selection of a final option and how each option provides flexibility for responding to changes in the threat and strategic environment,” according to the FY ’12 committee report. The HASC directs the

Navy and Strategic Command to consider five alternate options to the Ohio submarine effort: a fleet of 12 submarines with 16 missile tubes each; a fleet of 10 subs with 20 tubes each; a fleet of 10 subs with 16 tubes each; a fleet of eight subs with 20 tubes each; and any other options the Navy secretary and Strategic Command head “consider appropriate.”

First Qualified Female Submarine Supply Officer Receives Supply Dolphins

From Commander, Submarine Group 9 Public Affairs, June 22, 2012

BREMERTON, Wash. (NNS) — A Sailor assigned to USS Ohio (SSGN 726) became the first female supply officer to qualify in submarines, June 22.

Lt. Britta Christianson of Ohio’s Gold Crew received her Submarine Supply Corps “dolphins” from the Gold Crew Commanding Officer Capt. Rodney Mills during a brief ceremony at Puget Sound Naval Shipyard and Intermediate Maintenance Facility (PSNS & IMF).

“I’m very proud of Lt. Christianson’s accomplishments today,” said Mills, “and I’m glad to welcome her to the elite community of dolphin-wearing submariners, past and present. She is a superb supply officer, an excellent watchstander, and she will be critical to ensuring the ship’s success during our upcoming deployment.”

Ohio is currently undergoing maintenance at PSNS & IMF, having returned to the Pacific Northwest in March after a 14-month forward deployment to the U.S. 7th Fleet area of responsibility.

Christianson, a native of Chippewa Falls, Wis., joined the Gold Crew in November 2011 during Ohio’s deployment. She is one of 13 women - four supply officers and nine submarine line officers under instruction - assigned to Ohio and USS Maine (SSBN 741) at Naval Base Kitsap-Bangor, Wash. Twelve other women are assigned to USS Wyoming (SSBN 742) and USS Georgia (SSGN 729), based in Kings Bay, Ga.

In order to receive her Supply dolphins, Christianson - already a qualified Naval Flight Officer and surface supply officer - was required to demonstrate knowledge in basic submarine operations and engineering fundamentals, perform damage control functions, and qualify as a diving officer of the watch (DOOW).

“I was honored to be given the opportunity to serve aboard a submarine, so receiving my dolphins is like icing on the cake for me,” said Christianson. “It was a lot of hard work, but at the end of the day, two things bring us and our submarine home safely: knowledge of the submarine and our ability to execute the mission, and that basically sums up what dolphins are all about. I owe a lot of my thanks to my captain, chiefs and crew members who trained me and helped me to learn my boat.”

Prior to reporting to their boats beginning in November 2011, Christianson and the other women assigned to Ohio, Maine, Wyoming and Georgia graduated from the Submarine Officer Basic Course in Groton, Conn. In addition, the submarine line officers under instruction graduated from the Naval Nuclear Power School at Charleston, S.C., and underwent naval nuclear prototype training.

Ohio and USS Michigan (SSGN 727) are homeported at Naval Base Kitsap-Bangor and forward deployed to Guam.

Silent Sentinel Editor’s Comment: “[To] demonstrate knowledge in basic submarine operations and engineering fundamentals, perform damage control functions, and qualify as a diving officer of the watch (DOOW)” is all well and good. Nonetheless, it was not that long ago that a Qualified in Submarines E3 could perform this same function except for the DOOW function. Regardless that this female officer is in the Supply Corp., it seems that COMSUBFOR is fast tracking in this case the awarding of Gold Dolphins for descending the Control Room Ladder without incident and for transversing watertight compartments without hitting one’s head. I’d like to know the average qualification time these days for a male Supply Corp. officer—and I’ll take a wild guess and suggest that it’s a lot longer than six months. ***Mike Hyman***

Report: Navy Submarine Hazing Was Sparked By Gay Jokes

USA Today, June 25, 2012

NORFOLK, Va. (AP) — A Navy hazing case that led to the firing of the top enlisted officer aboard a nuclear submarine was sparked by gay jokes about a sailor who said another man tried to rape him in a foreign port, according to an investigative report obtained by The Associated Press.

The report sheds light on a hazing case that led to the reassignment of the “chief of the boat” on the Kings Bay, Ga.-based USS Florida.

The Navy said in March that he was not involved in the hazing, but had knowledge of it and failed to inform his chain of command.

An investigative report says the hazing was directed at a sailor who reported that another man pulled a knife and tried to rape him in the port at Diego Garcia.

Navy Announces Delay In Report On USS Miami Fire

By Deborah Mcdermott, June 20, 2012

KITTERY, Maine — Navy officials said Wednesday that it will be several more months before the investigations into the USS Miami fire are complete.

The Judge Advocate General manual and the safety investigations will not be completed until late summer or early fall, said Gary Hildreth, public affairs officer at Portsmouth Naval Shipyard.

In the days after the May 23 fire, Navy officials said the investigations should only take two or three weeks to complete.

Hildreth said that neither document can be released to the media. However, the Navy will provide information periodically as the investigation work continues.

The fire broke out in the forward compartment of the USS Miami just before 6 p.m. on May 23. More than 100 area and shipyard firefighters worked over a 10-hour period to bring it under control.

According to subsequent Navy releases, the fire was caused when hot material was sucked into a vacuum cleaner. The vacuum was unplugged when the fire occurred.

Damage to the nuclear powered submarine has been estimated at \$400 million.

The investigations will result in a determination of whether the Miami should be repaired or scrapped.

Scotland Rejects Trident Nuclear Submarine Plans

<http://www.snp.org/media centre/news/2012/jun/>

The SNP has criticised the UK Government for its plans to spend £1 billion on a contract renewing the UK’s nuclear-armed submarines for Faslane, despite Scottish public opinion consistently being against Trident.

Angus Robertson, the SNP’s Defence Spokesman, said Scotland’s opposition Trident was overwhelming – with everyone from Church leaders to the STUC and the Scottish Government being against it – and that the UK Government have no democratic mandate to impose it on Scotland.

Mr Robertson said: “People in Scotland do not want Trident. Church leaders, the Scottish Trades Union Council, The Scottish Government and the Scotland’s Parliament are all against weapons of mass destruction being in our waters.

“Despite this the UK Government is prepared to send £1 billion of taxpayers’ money on a needless program and then expect the people of Scotland to accept weapons of mass destruction being dumped here.

“What Scotland needs is a government close to home making decisions based on what the people of Scotland actually wants. Only an independent Scotland can deliver this.”

Commenting on the Disarming Trident document produced by the Scottish

Campaign for Nuclear Disarmament, Mr Robertson said: “I warmly welcome the Scottish CND report—the SNP have a solid commitment to the earliest possible withdrawal of Trident from Scotland and to the pursuit of a world free from nuclear weapons.

“Despite the scaremongering antics of the anti-independence parties we have plans for the development and diversification of HMNB Clyde as a vibrant and sustainable conventional naval base in an independent Scotland.”

Deep Submergence Unit Shifts ISIC, Changes Name

www.navy.mil

NAVAL BASE POINT LOMA, Calif. (NNS)— Deep Submergence Unit’s (DSU) Immediate Superior in Command (ISIC) shifted, June 15, from Commander, Submarine Development Squadron Five (DEVRON-5) to Commander, Submarine Squadron Eleven (CSS-11).

During of an office call at CSS-11, Capt. Brian Howes, Commodore of DEVRON-5 turned over ISIC responsibilities to Capt. Thomas Ishee, Commodore of CSS-11. In addition to the ISIC shift, Deep Submergence Unit officially changed its name to Undersea Rescue Command (URC).

Based on periodic reviews of Submarine Squadron missions, functions and tasks, the decision was made to shift ISIC responsibility from DEVRON-5 TO CSS-11.

“This shift allows more responsive and consistent support and oversight of submarine rescue system operations and maintenance by the entire staff of Submarine Squadron 11,” said Howes. “This responsiveness is driven by the co-location of Undersea Rescue Command and Submarine Squadron 11 in San Diego.”

Staffed with over 130 active duty, Reserve, contractor, and civilian personnel, URC provides a lifeline for distressed submarines worldwide. The official name changed from DSU to URC because that name better represents the mission of submarine rescue.

“My mission is to provide the U.S. Navy with a submarine rescue capability, worldwide deployable,” said Cmdr. David Lemly, commanding officer of URC. “That mission hasn’t changed and that is our primary mission here”.

URC joins more than 100 officers and 1,200 enlisted personnel who comprise CSS-11, which now consists of URC, six Los Angeles-class nuclear-powered attack submarines, three torpedo retrievers, and a floating dry-dock. The squadron staff is responsible for providing training, material and personnel readiness support.

Israel’s Dolphin-Class Submarines: A Potent Deterrent? – Analysis

By S. Samuel C. Rajiv, Eurasia Review

Israel is widely believed to possess the West Asian/Middle East region’s only nuclear arsenal, having achieved this capability during the 1960’s. Of course, Israel does not acknowledge this capability, does not have an articulated nuclear doctrine, has not publicly incorporated its nuclear weapons capability into its security posture and has not tested a nuclear device. This policy of ‘nuclear opacity’ has allowed it to insist that ‘it will not be the first to introduce nuclear weapons into the region’.

As for delivery systems, Israel is believed to have modified US-supplied F-15/F-16 fighter jets to carry nuclear bombs. It also possesses missiles of varying ranges including the ICBM-range Jericho-III. The June 4, 2012 feature in the German magazine *Der Spiegel*, titled “Operation Samson: Israel’s Deployment of Nuclear Missiles on Subs from Germany”, chronicles Israel’s procurement of Dolphin-class submarines and its possible use as a secure nuclear weapons platform. The article features interviews with some senior Israeli and German policy makers associated with the decision to procure the submarines and their acknowledgment of being cognizant of the fact that these platforms could be used as nuclear weapons delivery systems as well.

In the context of the raging controversy over concerns regarding Iran’s nuclear capabilities, the *Der Spiegel* article draws attention to Israel’s nuclear delivery systems. Israel has currently three German-built submarines in its fleet, inducted since 1999. Reports note that the fourth submarine was handed over to the Israeli Navy in March

2012. Another two are set to be inducted before 2017. Israel is expected to sign agreements to get three more submarines in the near future. As and when these submarines are commissioned, some Israeli analysts note that they will ensure 'deep-sea dominance' for Israel.

The Dolphin-class submarines have 10 torpedo tubes, with four of these being larger (650 mm) than the other six (533 mm) to ostensibly carry Special Forces or cruise missiles. Reports note that the larger tubes can launch the Popeye Turbo sea-launched cruise missile (SLCM) which can carry a 200 kg nuclear warhead. This missile was first tested in the waters of the Indian Ocean in 2002. If this 1000 mile range SLCM has indeed been operationalised, it would imply that important targets inside Iran like Natanz or Tehran are within the strategic reach of Israeli submarines from the waters of the Persian Gulf.

Analysts, however, note that these relatively small diesel-powered submarines are primarily designed for coastal patrol purposes and their utility as competent, second-strike platforms will be limited by their operational capabilities. The Dolphin-class submarines are reported to have an operational range of about 2,700 miles. The distance from the ports of Tel Aviv/Haifa to the waters of the Persian Gulf (reduced by about 500 nm if calculated from Eilat) is anywhere between 3000 nm (Oman) to 3800 nm (Kuwait) (reference points at either end of the Gulf for purposes of illustration). With a speed of about 12 knots (snorting speed of 8 knots; maximum speed being 20 knots), the submarines will take anywhere between 10 and 15 days to reach these waters, thus precluding the possibility of launching a punishing strike at short notice. Such a strike can of course be launched by aircraft/missiles in Israel's arsenal rather than by submarines.

Reports over the past few years have been indicating that Israel has been deploying these submarines in the waters of the Persian Gulf, as a deterrent against possible use of strategic missiles by Iran, Syria or Hezbollah. In July 2009, an Israeli submarine had sailed from the Suez Canal to the Red Sea. In May 2010, it was reported that Israel would 'permanently' station at least one of its three submarines in the waters of the Persian Gulf

The reported ability of the submarines to remain unsupplied only for 30 days on station would however mean that, Israel will be stretching the operational effectiveness of its current fleet in maintaining a 'permanent' presence in these waters. Reports published in June 2010 that Manama, Bahrain—where the US Fifth Fleet is based—could be used as a possible base/replenishment centre for Israeli submarines was, however, dismissed by Bahraini officials. Israel also does not have any 'submarine tenders' (submarine replenishment ships) in its fleet.

Israel's current operational fleet also does not have Air Independent Propulsion (AIP) technology, which its future submarines are expected to have. AIP would reportedly allow the submarines to stay underwater for more than 18 days at a stretch. The human factor in sustaining prolonged deployment is another issue. Israel currently has only one crew trained per ship, and issues relating to endurance levels and fatigue will be an issue. Reports note that Israel has embarked on improved training courses for crew with the goal of having at least two crews for each ship, thus enhancing their staying time in water.

The possibility of Israel using these submarines for an effective conventional/nuclear pre-emptive strike against Iranian targets is also constrained by the limited number of missiles that a single submarine can carry. Israel is also unlikely to contemplate launching nuclear-tipped cruise missiles pre-emptively. Such a strike would not only go against its current policy of opacity but would also provide justification and international acceptance for Iran and countries of the region to go overtly nuclear.

The capabilities of the Israeli submarines are in contrast to the massive nuclear-powered ballistic missile submarines (SSBNs) of major nuclear weapon states like the United States. America's current fleet of 14 Ohio-class submarines have 24 missile tubes, with each missile capable of carrying eight warheads over inter-continental distances, ensuring deterrence as well as potential use as an effective first-strike platform.

Given these limitations, the primary role of Israel's current operational fleet of 'Dolphins' is likely to be limited to serve as instruments of 'signalling' strategic intent to potential enemies (read Iran) rather than as platforms that can launch an effective pre-emptive strike or as competent second-strike platforms. Israel of course will be able to better project strategic reach as and when other more capable submarines enter its fleet.

Iran Starts Designing Nuclear Submarine Engine

The Hindu, June 13, 2012

Iran has commenced work on designing a nuclear submarine engine by pooling in elements of domestically developed technologies and using them for wider applications.

Senior naval commander, Rear Admiral Abbas Zamani, told the semi-official Fars News Agency (FNA) that the advances in civilian nuclear technology for use in power generation, agriculture and medicine had laid the foundations for the development of nuclear-fuelled submarines. "Since we have peaceful nuclear technology, we can put on the agenda the building of engine systems for nuclear submarines," said Admiral Zamani.

The Iranian commander added that Iran intended to develop "super-heavy nuclear-powered submarines," that could weigh around 18,750 tonnes.

Iran's recent experiences in successfully repairing heavy conventional submarines could yield useful know-how for the project. The website of the pro-government Kayhan International newspaper cited a statement in May by Rear Admiral Habibollah Sayyari that Iran had repaired heavy submarines, which had amply demonstrated lengthy blue-water endurance.

He pointed out that the Iranian navy's Tareq-class submarine had sailed in international waters and high-seas for 68 days after completing its anti-piracy mission in the Gulf of Aden and the Red Sea. Iran has a fleet of 23 submarines, including three Russian Kilo-class attack vessels, and 12 midget submarines.

In tune with its advancements in nuclear technology, Tehran is considering joint ventures with other countries for developing new atomic power plants to meet a production target of 20,000 megawatts.

Iranian leaders have said that they would not hesitate to leverage some these gains to advance their diplomatic influence in their neighbourhood. Iran's Deputy Minister of Energy, Mohammad Behzad said on Monday apart from "electricity produced by thermal, gas-fuelled, combined cycle, and hydropower plants, nuclear electricity has been added to the country's power export basket".

Iran's forays in nuclear technology are adding a sharper edge to Western concerns about the possible development of atomic weapons by Tehran. But a telephonic conversation on Monday between the European foreign policy chief, Catherine Ashton, who represents the six global powers, and Saeed Jalili, Iran's pointperson for the nuclear talks, signalled ahead of the June 18-19 talks in Moscow that the West was ready to exercise some flexibility. The Iranian daily Tehran Times is reporting that Ms. Ashton agreed during the conversation that the six powers, which include the five permanent members of the U.N. Security Council and Germany, were ready to discuss Iran's five proposals on nuclear and non-nuclear issues. The daily added that Iran wants the P5+1 group to officially acknowledge Tehran's right to nuclear enrichment. It added that Iran is ready to negotiate with the group, its 20 per nuclear enrichment activities. Iran's level of uranium enrichment is of major international concern, as enrichment beyond a 90 per cent level can yield fissile material that can be used in atomic warheads.

Fate Of Submarine Clamagore To Be Decided

By Warren L. Wise, Charleston (SC) Post & Courier

MOUNT Pleasant — For more than 30 years, the submarine Clamagore has served as a tourist attraction at Patriots Point Naval and Maritime Museum.

But the last surviving vessel of its type may soon go underwater one last time.

"She needs a lot of work," said Mac Burdette, executive director of Patriots Point. "The ballasts are paper thin and the hull is in better shape, but we don't have the money to fix it."

He estimates the cost to repair the 1945- commissioned submarine at \$5 million to \$6 million, money the state agency doesn't have and most likely won't come from the state since Patriots Point still owes more than \$8 million on the last ship the state saved from sinking into Charleston Harbor.

That leaves two options, Burdette said Friday.

One is to see what has to be done for it to become an artificial reef off Florida, he said. The other is to see if anyone else wants it.

Asked if there was any consideration for a third option about repairing it, Burdette said, "I can't see us going to the General Assembly and asking for money. There are other more important areas to spend that money."

The state loaned Patriots Point \$9.2 million in 2009 to repair the destroyer Laffey, which sprouted so many leaks it was close to sinking in the harbor before it was hauled up the Cooper River for refurbishment that same year.

Shiny as new, it returned to Patriots Point in January and took over the Clamagore's berth parallel to the World War II-era aircraft carrier Yorktown.

The 322-foot-long submarine was moved to the south end of the carrier in January and has been off limits to visitors since then. Once a new gangway is installed, it should reopen by Fourth of July festivities, Burdette said.

Unlike the Laffey and Yorktown, the Clamagore never saw combat. But Burdette said visitors enjoy going inside the submarine to imagine what the living conditions were like in the cramped quarters.

The Clamagore, named for a fish, called Charleston its home base until 1959 and came to Patriots Point in 1981 as a museum piece. It was decommissioned in 1975 and is the nation's last remaining GUPPY type III diesel-powered submarine. GUPPY stands for Greater Underwater Propulsion Program.

Word of its possible demise brought sadness to former Sailors of the ship.

"It pains us to think it is going to be towed away and maybe made into a reef," said George Bass, treasurer and past president of the USS Clamagore SS343 Veterans Association. "We would hate to see it go."

The group, which once boasted several hundred members, meets every other year in Mount Pleasant for its reunions. Last year 102 attended.

Bass, 85, of Salisbury, N.C., served on the submarine from 1948 to 1957 and is keenly aware of the Clamagore's state of disrepair.

"It's in terrible condition," he said.

He also knows that Patriots Point doesn't have the money to repair it. He has asked congressmen and senators, even media mogul Ted Turner and other well-heeled businessmen for the money, to no avail.

"They all say Patriots Point took it and they should take care of it, but they will never get the funds," he said. "They will have a hard time paying off the loan on the Laffey."

Bass believes they are now fighting a losing battle.

"I guess they will tow it out and make a reef out of it," he said with resignation.

"That would be sad," fellow Clamagore veteran Michael Burk, 62, of Ohio said. "As everybody gets old, though, I don't know who is going to take it."

Burdette said the board will decide on the Clamagore's fate in about three months, but it could take up to a year for it to move, especially if it becomes a reef.

The sub still has batteries and possibly some fuel that would have to be removed, Bass said.

"It would have to be cleaned up," the former submarine electrician said.

The Patriots Point board also approved the agency's \$9.6 million spending plan for the new fiscal year starting July 1, including \$425,000 for advertising, an increase of \$250,000 over the current outlay.

Turkey: British Submarine Found Intact After 94 Years

www.subseaworldnews.com

HMS E14 was located on the ocean bed in the Dardanelles after a search that began in January.

This submarine sailed beneath a minefield and evaded the guns and searchlights; it defeated the forces of the Dardanelles and reached the open waters of the Sea of Marmara in 1915.

During the following two weeks it sank two warships and a White Star cruise liner with 6,000 Turkish troops bound for Gallipoli onboard.

'Secrets' Trial For Officer On [British] Submarine

By Margaret Davis, *belfasttelegraph.co.uk*, June 12, 2012

A Royal Navy submariner from Northern Ireland has appeared in court accused of passing secret coding programmes to an enemy of the UK.

Edward Devenney (29), from Strabane, appeared at the Old Bailey via videolink.

The petty officer is accused of collecting information about programmes for encryption that might be useful to an enemy, and communicating those details to another person.

For legal reasons no plea was taken at yesterday's hearing, and the defence is instructing a security expert as part of its case.

It will be decided in October which parts of the evidence will need to be heard in secret.

Devenney is set to face trial at the Old Bailey on November 13.

He is accused of two offences under the Official Secrets Act. The first is collecting information for a purpose prejudicial to the safety or interests of the state between November 18 last year and March 7 this year.

The second is communicating information to another person in clear breach of the Official Secrets.

Greetings, Shipmates! We have the opportunity to have all Submarine Veterans recognized in a prominent place on the historic Commemorative Plaque Wall at the U.S. Navy Memorial and Naval Heritage Center on Pennsylvania Ave. in Washington, D.C. Known as the Memorial "*Quarterdeck of the Navy*", to date over 600 ships, squadrons, Navy veterans and Navy family plaques have been installed on the Wall. They can all be viewed on the web site: www.navymemorial.org.

