

# Tri State Deck Log



906 Thompson Street  
Martinsburg, WV 25401

***IF you haven't paid your dues, you are now DINK. Please mail to;  
Tom Samuelson  
69 Ranch Trail  
Fairfield, PA 17320***

***Do you want a painting of your Boat? Go to WWW.SUBMARINEART.COM and order a picture today. Great for an office, "I love me wall", or as a gift for a Submarine lover anywhere!***

***"Life is simple, you're either qualified or you're not"***

***February 2013 Issue***

***(Semper Gumby)***

***TRI STATE BASE***

***The Deck Log***

Check out the TRI-STATE BASE WEB PAGE at: <http://www.ussvi-tri-statebase.org>

***2 February 2013***



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#### **TRI-STATE BASE MEMBERS THAT HOLD NATIONAL OFFICE**

**TOM DENTON**

**NATIONAL ARTIST**

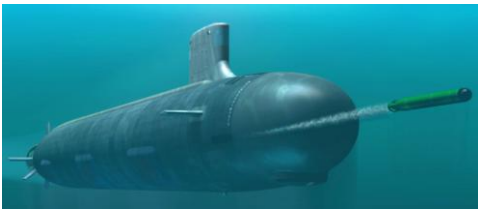
#### **UNITED STATES SUBMARINE VETERANS, INC.**

**TO PERPETUATE THE MEMORY OF OUR SHIPMATES WHO GAVE THEIR LIVES IN THE PURSUIT OF THEIR DUTIES WHILE SERVING THEIR COUNTRY. THAT THEIR DEDICATION, DEEDS AND SUPREME SACRIFICE BE A CONSTANT SOURCE OF MOTIVATION TOWARD GREATER ACCOMPLISHMENTS. PLEDGE LOYALTY AND PATRIOTISM TO THE UNITED STATES OF AMERICA AND ITS CONSTITUTION.**

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### USSVI Tri State Base 2013 Calendar of Events

Mar 2<sup>nd</sup> – Ryan's Martinsburg WV– Vic Chrijapin – Conversion of an operating Sub to a Prototype  
Apr 6<sup>th</sup> – AMVETS Hall Middletown (Catered meal) – Submarine birthday ball  
May 11<sup>th</sup>– Pikes, Gettysburg, PA- (WWII member interviews by Phil Turner, guest speaker)  
May 18<sup>th</sup> –Capitol Base USSVI Memorial Service 1100 at Arlington National Cemetery  
26<sup>th</sup> – Memorial Service @ 1400 Harbaugh's Church  
Parade Preparations at (TBD) following the Memorial Service (tentative)  
27<sup>th</sup> - Memorial Day Parade 0800 at the VFW, Waynesboro, PA  
Jun 8<sup>th</sup> – Annual Picnic @ AmVets, Middletown, MD Noon  
Jul 13<sup>th</sup> – Ryan's Martinsburg WV – midterm Board Meeting following monthly meeting– Bylaw revision discussion  
Aug 3<sup>rd</sup> – Golden Corral, Frederick MD – Appoint Tri State Base Officers Nominating Committee– Bylaw revision vote  
Sep 7<sup>th</sup> – Ryan's Martinsburg WV – Nomination Committee Report of those willing to serve; Christmas Party Committee  
Oct 4<sup>th</sup> - CDRs Dinner Meeting at (TBD) Gettysburg – Open Meeting  
Oct 5<sup>th</sup> – Pikes, Gettysburg PA  
Oct 5<sup>th</sup> – District meeting – Gettysburg, PA after the Base Meeting– Open Meeting  
Nov 2<sup>nd</sup> – Pikes, Gettysburg, PA – Elections  
Nov 11<sup>th</sup> – Veterans Day ceremony @Frederick, MD  
Dec 7<sup>th</sup>– Christmas Party @ AmVets, Middletown, MD 1 PM

As the Tri State Base does some hopping to do its meetings, the below locations are for your use. With these and the Calendar of events, you will always be at the right place on the right day...

**Pikes Restaurant**  
**985 Baltimore Pike, Gettysburg, PA**  
**(717) 334-9227**

**Ryan's**  
**925 Foxcroft Avenue, Martinsburg, WV**  
**(304) 260-0067**

**Golden Corral**  
**5621 Spectrum Drive, Frederick, MD**  
**301 662-5922**

A total of 38 personnel including guests and visitors were on hand for the Feb 2013 meeting; those in attendance were:

Tom Samuelson, Thom & Stephany Peschke, James Ruddy, Doug Smith, Dana & Roxanne Bostwick, Douglas Arnold, Bob & Sharon Lampron, Glen & Sandra Sherrard, Ray & Betty Bussard, Ron Anstey, Dan Glogg, Les Gallipo, Bill Kingery, Victor Chrijapin, Dave Parkhurst, John & Anne Lehman, Steve & Phyllis Howell, Bob & Jennifer Effler, Jim & Pat Wilhelm, Tom Denton, Pat & Roberto Poist, Pete Davio, John & Nina Price, Fred Gressley, Mike Naughton, Don Boos, Richard Stroud





**Birthdays** for the month of **February**:

## **FEBRUARY:**

Brian Alley, Cindy Anstey, Pete Gunn, Pauline Hood, George Kilmer, Norma Lakin, Stephany Peschke, John A. Price, Nina Price, Ronald Ryland, William Smith, Betty Tucker, James Tucker

**The SUBMARINE MEMORIAL DAYS:** The following submarines suffered loss of life in a shipboard disaster, either at the hands of an enemy or by some other means. To honor those lost shipmates, who have departed and are still on their **LAST PATROL**, mark your calendar and fly your flag on the day of the disaster. Also remember them and their families in your prayers.

**THIS IS THE PURPOSE OF THE UNITED STATES SUBMARINE VETERANS.**

Thom Peschke read the February list:

## **FEBRUARY**

### **SUBMARINES LOST**

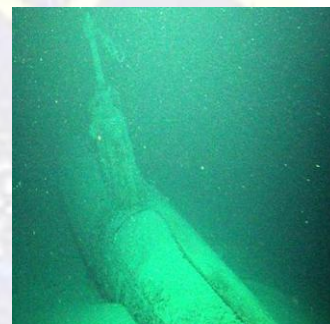
04 1945 USS BARBEL (SS316) - LOST  
11 1942 USS SHARK I (SS-174) - LOST  
16 1943 USS AMBERJACK (SS-219) - LOST  
27 1944 USS GRAYBACK (SS-208) - LOST  
29 1944 USS TROUT (SS-202)- LOST

### **SAILORS LOST**

81  
59  
72<sup>1</sup>  
80<sup>2</sup>  
81

<sup>1</sup>Prior to the sinking of the Amberjack, Chief Pharmacist's Mate Arthur C. Beeman was killed by returning gunfire during battle surface while going to the aid of an injured officer, February 4, 1943.

<sup>2</sup>Prior to the sinking of the Grayback, crewmember, Electrician's Mate, Third Class, Jack D. Forward was killed in a plane crash off Midway, November 13, 1943.



**Tri-State Base** members who have departed on **Eternal Patrol** were then remembered.

<b>BILL HOOD</b>	<b>TOM BLOCK</b>	<b>LOU GRAVES</b>	<b>GORDON YETTER</b>
<b>CALVIN WALTON</b>	<b>JOHN HUSTON</b>	<b>LEONARD SINGEL</b>	<b>ROBERT FORREST</b>
<b>GLENN HILL</b>	<b>KARL WELTY</b>	<b>DAVE GLOTFELTY</b>	<b>BILL COLLINS</b>
<b>TONY CHIMENTI</b>	<b>HAROLD OLIVE</b>	<b>DICK SPRINCE</b>	<b>JOHN LUSHER</b>
<b>LEW HANSEN</b>	<b>GLEN BEARINGER</b>	<b>DON HORST</b>	<b>HAL GOODNOW</b>
<b>B.J. CALVERT</b>	<b>CHRIS KOUNAS</b>	<b>RICHARD E. SAUNDERS</b>	<b>THORNTON "PAT" WHITE</b>
<b>JACK PRISLEY</b>	<b>RUSS SWART</b>	<b>BULL DURHAM</b>	<b>JIM FERRELL</b>
<b>BOB BRITSCH</b>	<b>BOB ATKINSON</b>	<b>HENRY CRANFORD</b>	<b>JOHN POFFENBERGER</b>
<b>JOE HINSON</b>	<b>TED LEHNHART</b>	<b>WAYNE SCHWEITZER</b>	

**Rest your oars shipmates, Rest your oars...**



## NEWEST SHIPMATES

- Doug Arnold -qualified on USS Benjamin Franklin (SSBN 640); retired as Captain in August 2012–



Doug resides in Kearneysville, WV



- Victor Chrijapin, visitor, may be joining – qualified on USS Guitarro (SSN-655)
- Bill Kingery - retired Sonar Technician, qualified on USS Guardfish (SSN-612)



Bill resides in Charles Town, WV

- Bob Honey – qualified on USS Flasher (SSN-613) in 1971
- Peter Davio - qualified on USS Henry Clay (SSBN 625) in 1965; Peter resides in Clarksburg, MD
- Randy Griffin - qualified on USS Barbel (SSN 580) in 1981; Randy resides in Berkeley Springs, WV
- Stephen Howell – qualified on USS Rock (SS-274) in 1956; also served on USS John Hood (DD-655), USS Florikan (ASR-9), USS Ulysses S Grant (SSBN-631), USS Bonefish (SS-582), USS Barbel (SS-580), USS Long Beach (CGN-9), and USS Hull (DD-945); retired in 1989 as CAPT.;



Stephen resides in Martinsburg, WV

- Additional information for new member, Jim Ruddy (qualified on USS Charr (SS-328) in 1962; also served on Sam Houston (SSBN-609) and USS Archerfish (SSN 678)); retired in 1986 as CWO4 – Jim resides in Gerrardstown, WV
- Bob Prunty, visitor

The only way for Tri State Base to grow is if you invite new members. If you see a set of dolphins on a car, please follow up.

## REPORTS:

### Secretary

**Secretary, Dana Bostwick** stated that the minutes from the last official meeting were included in the January Deck Log. The report was approved.

### Treasurer

**Treasurer Tom Samuelson** presented January 2013 Treasurer's Report (The sermon on the amount). The report was approved. He reported that he sent the end of year report to National.

Tom also reported that dues are now due. If you are reading this and haven't paid, you are DINK. So PLEASE pay your dues.





2013 Dues List			
NAME	National	Base	Owes
CALDWELL, Steven	n/a	20	<b>20</b>
GUNN, Pete	n/a	20	<b>20</b>
HEATER, Charles	n/a	10	<b>10</b>
HENNEBERGER, Douglas W.	n/a	20	<b>20</b>
HINES, William J.	n/a	20	<b>20</b>
KINSINGER, Ivan	n/a	10	<b>10</b>
MARTIN, Augustua	n/a	20	<b>20</b>
McCABE, Gilbert, Sr.	Paid	20	<b>20</b>
MUTZABAUGH, Rodney	n/a	20	<b>20</b>
WELDON, Richard Jr.	Paid	20	<b>20</b>
Total Dues Outstanding			<b>180</b>

## WAYS AND MEANS

Storekeeper Don Boos was present, so the store was open. 2013 calendars are still for sale.

## KAPS FOR KIDS

The program needs some Kaps to show when we visit the Hospital. Tom Samuelsen will order a few caps and Doo-rags.

## Membership Tri-State Base Membership as of January 31, 2013

Type	Number
WWII	8
Holland Club	19
New Holland Club	5
Life Members	23
Regular Members	34
Tri-State Members	89
Duel Members	6
Associate Members	4
Total Membership	101

## Benevolence Report by Thom Peschke

Please remember in your thoughts and prayers the following:

- Cheryl Smith, going for mastectomy
- Laurie Ensminger getting a knee replacement
- Mary Patrick suffering from intestinal problems
- Jon Fader is home but is weak. Send cards or call. No visitors
- Terry Kriner recovering at home

Membership Report was approved.

## Correspondence items:

- Email for advertisement for base going to next convention at Minnesota. Discussion was held on whether or not to have an advertisement in the paper, and, if so, how large of an ad. Accepted full page ad offer with donations and accept any donations for local paper additions. Tom Denton will design the page by March.
- Discussion was held on meeting places for future meetings and other events. See the revised calendar above for the current schedule.



## GOOD OF THE ORDER

Correction to the January Deck Log: District Commander Huey Dietrich provided a status report to the base. It was mistakenly reported that he provided the district membership status as of 3 January 2013. These figures were in fact the national membership status.

Bob Effler Vice-Chair on an intelligence committee, which deals primarily with weapons in space, spoke on preparing for sequestration.

Highlights included:

- The Budget Control Act of 2011 requires Congress to cut the budget \$2.3 trillion every 10 years has resulted in them determining how much to take out each year based on the economic situation. This decision determines how much money is allotted to be printed.
- Everyone should write their Congress representatives and voice their concern over the increasing deficit and also get their family members and friends to do likewise.
- Services and agencies have done a lot of planning and are prepared to take on viable options, with their first priority being homeland defense, including security of our home front and maintaining a secure military.
- Things such as recreational services and medical benefits for the military will more than likely be affected either by some programs being eliminated or the costs rising.
- Cyber security is a very serious mission area of the intelligence agencies. This is not just US related. As an example, Bob stated that 30,000 Saudi Arabian computers were shut down recently.
- The Office of Management and Budgeting (OMB) is working continually on the cost of maintaining and improving cyber security.
- General Alexander of Cybercom is very concerned particularly about the power grid..
- Cyber operations occur in our daily lives from ATMs to pumping gas using credit and debit cards.
- Computer owners are strongly encouraged to get a sound firewall, if they don't already have one.
- The real issue is that if it costs a corporation or agency to recover from being hacked, the cost is passed on to the consumer.
- Bob took questions from the audience and addressed issues such as
  - Congress determining what capabilities to keep for a defense system or vehicle, vice eliminating the system altogether
  - Countries having to deal with the proliferation their weapons systems, including supporting their allies.
  - The problem of the 10% cut involved with sequestration, since some programs and agencies have been already cut over the last few years; however, mission critical programs are being looked at in order to maintain them.
  - The ripple effect from sequestration being enormous and affecting all aspects of our lives.
  - We are maintaining our GPS capability, since it critical in everything from communications to defense to transportation.
  - Department of Homeland Security purchasing a large volume of ammunition for training of federal marials to coast guard personnel
  - Addressed issue of US citizens being "spied upon" as not being the practice of DHS or its affiliates, but only on those suspect to being a threat to national security.
  - DoD has a plan to maintain critical areas and minimize the effects of sequestration. It has had a lot of research put into it and could be implemented at any time.
- At the conclusion of Bob's presentation, Thom Peschke proposed to make this an annual event, and base members approved the measure.





Mike Naughton, Northeast Regional Director, discussed about attending District 3 meeting, which our base falls under. District 2, District 4, and District 5 are interested in having a joint meeting. Currently the District 3 meeting is planned on being held in a date for October at Gettysburg American Legion. Mike stated that once the date is fixed, he can contact the other interested districts for the joint meeting. Thom Peschke also emphasized the necessity of getting as close as a potential attendance count as possible. Doug Smith will get with Huey Dietrich, District 3 Commander, about setting up district web site for preregistration and other related district items. Tom Samuelson start the discussion that continued on costs for holding the meeting and how to figure those costs into registration fees. Logistics of getting the required information will be done by the base commanders involved and delegation within the involved districts.

### **OLD AND NEW BUSINESS**

Tom Samuelson suggested way to reduce the cost of raffle tickets by using special color roll tickets such as those on rolls that are used for the 50/50 raffle. This will reduce postage cost by more than half and no printing cost of \$150, with the cost of a roll being around \$8.00. Discussion was also held on possible making the tickets available online and printing by individuals.

### **HOLLAND CLUB**

Try to keep in touch with older members.

### **EAGLE SCOUT PROGRAM**

Tyler Richards received his Eagle Scout Award on February 2, 2013. His project was planting trees along the walking/running path beside the new Route 9. He attends Martinsburg High School and resides south of Martinsburg, WV. Congratulations to Tyler for a great achievement. Photo provided by John Traxler.



We encourage attending any Eagle Scout activity in our base region, when the opportunity arises, in support of the Boy Scout Program. If you are aware of an Eagle Scout Ceremony coming up, please contact John Traxler.





## QUAL BOAT OF THE MONTH



The second **USS *Thresher* (SSN-593)** was the lead boat of her class of nuclear-powered attack submarines in the United States Navy. Her loss at sea during deep-diving tests in 1963 is often considered a watershed event in the implementation of the rigorous submarine safety program SUBSAFE.

The contract to build *Thresher* was awarded to Portsmouth Naval Shipyard on 15 January 1958, and her keel was laid on 28 May 1958. She was launched on 9 July 1960, was sponsored by Mrs. Frederick B. Warder (wife of the famous Pacific War skipper), and was commissioned on 3 August 1961, Commander Dean L. Axene commanding. In 1963 the submarine sank off the coast of Cape Cod, Massachusetts, with no survivors.

### Early career

*Thresher* conducted lengthy sea trials in the western Atlantic and Caribbean Sea areas in 1961–1962. These tests provided a thorough evaluation of her many new and complex technological features and weapons. She took part in Nuclear Submarine Exercise (NUSUBEX) 3–61 off the northeastern coast of the United States from 18–24 September 1961.

On 18 October 1961, *Thresher* headed south along the East Coast. While in port at San Juan, Puerto Rico on 2 November 1961, her reactor was shut down and the diesel generator was used to carry the "hotel" electrical loads. Several hours later the generator broke down, and the electrical load was then carried by the battery. The generator could not be quickly repaired, so the captain ordered the reactor restarted. However, the battery charge was depleted before the reactor went critical. With no electrical power for ventilation, temperatures in the machinery spaces reached 60 °C (140 °F), and the boat was partially evacuated. *Cavalla* arrived the next morning and provided power from her diesels, enabling *Thresher* to restart her reactor.

*Thresher* conducted further trials and fired test torpedoes before returning to Portsmouth on 29 November 1961. The boat remained in port through the end of the year, and spent the first two months of 1962 evaluating her sonar and Submarine Rocket (SUBROC) systems. In March, the submarine participated in NUSUBEX 2–62 (an exercise designed to improve the tactical capabilities of nuclear submarines) and in antisubmarine warfare training with Task Group ALPHA.



Off Charleston, SC, *Thresher* undertook operations observed by the Naval Antisubmarine Warfare Council before she returned briefly to New England waters, after which she proceeded to Florida for more SUBROC tests. While moored at Port Canaveral, Florida, the submarine was accidentally struck by a tug which damaged one of her ballast tanks. After repairs at Groton, Connecticut, by the Electric Boat Company, *Thresher* went south for more tests and trials off Key West, Florida, then returned northward and remained in dockyard for refurbishment until early 1963.

## Sinking

On 9 April 1963, after the completion of this work, *Thresher*, now commanded by Lieutenant Commander John Wesley Harvey, began post-overhaul trials. Accompanied by the submarine rescue ship *Skylark*, she sailed to an area some 190 nautical miles (220 mi; 350 km) east of Cape Cod, Massachusetts, and on the morning of 10 April started deep-diving tests. As *Thresher* neared her test depth, *Skylark* received garbled communications over underwater telephone indicating "... minor difficulties, have positive up-angle, attempting to blow." When *Skylark* received no further communication, surface observers gradually realized *Thresher* had sunk. Publicly it took some days to announce that all 129 officers, crewmen, and military and civilian technicians aboard were presumed dead.

After an extensive underwater search using the bathyscaphe *Trieste*, oceanographic ship *Mizar* and other ships, *Thresher's* remains were located on the sea floor, some 8,400 ft. (2,600 m) below the surface, in six major sections. The majority of the debris had spread over an area of about 134,000 m<sup>2</sup> (160,000 sq. yd.). The major sections were the sail, sonar dome, bow section, engineering spaces section, operations spaces section, and the stern planes.

Deep sea photography, recovered artifacts, and an evaluation of her design and operational history permitted a Court of Inquiry to conclude *Thresher* had probably suffered the failure of a joint in a salt water piping system, which relied heavily on silver brazing instead of welding; earlier tests using ultrasound equipment found potential problems with about 14% of the tested brazed joints, most of which were determined not to pose a risk significant enough to require a repair. High-pressure water spraying from a broken pipe joint may have shorted out one of the many electrical panels, which in turn caused a shutdown ("scram") of the reactor, with a subsequent loss of propulsion. The inability to blow the ballast tanks was later attributed to excessive moisture in the sub's high-pressure air flasks, which froze and plugged the flasks' flowpaths while passing through the valves. This was later simulated in dock-side tests on *Thresher's* sister sub, *Tinosa*. During a test to simulate blowing ballast at or near test depth, ice formed on strainers installed in valves; the flow of air lasted only a few seconds. Air driers were later retrofitted to the high pressure air compressors, beginning with *Tinosa*, to permit the emergency blow system to operate properly.

Unlike diesel submarines, nuclear submarines rely on speed and deck angle rather than deballasting to surface; they are "driven" at an angle towards the surface. Ballast tanks were almost never blown at depth, and to do so could cause the sub to rocket to the surface out of control. Normal procedure was to drive the sub to periscope depth, raise the periscope to verify the area was clear, and then blow the tanks and surface the sub.

At the time, reactor-plant operating procedures precluded a rapid reactor restart following a scram, or even the ability to use steam remaining in the secondary system to "drive" the sub to the surface. After a scram, standard procedure was to isolate the main steam system, cutting off the flow of steam to the turbines providing propulsion and electricity. This was done to prevent an over-rapid cool-down of the reactor. *Thresher's* Reactor Control Officer, Lieutenant Raymond McCool, was not at his station in the maneuvering room, or indeed on the boat, during the fatal dive. McCool was at home caring for his wife who had been injured in a household





accident—he had been all but ordered ashore by a sympathetic Commander Harvey. McCool's trainee, Jim Henry, fresh from nuclear power school, probably followed standard operating procedures and gave the order to isolate the steam system after the scram, even though *Thresher* was at or slightly below its maximum depth and was taking on water. Once closed, the large steam system isolation valves could not be reopened quickly. Reflecting on the situation in later life, McCool was sure he would have delayed shutting the valves, thus allowing the boat to "answer bells" and drive itself to the surface, despite the flooding in the engineering spaces. Admiral Rickover later changed the procedure, allowing steam to be withdrawn from the secondary system in limited quantities for several minutes following a scram.

In a dockside simulation of flooding in the engine room, held before *Thresher* sailed, it took the watch in charge 20 minutes to isolate a simulated leak in the auxiliary seawater system. At test depth, taking on water, and with the reactor shut down, *Thresher* would not have had 20 minutes to recover. Even after isolating a short-circuit in the reactor controls it would have taken nearly 10 minutes to restart the plant.

*Thresher* likely imploded at a depth of 1,300–2,000 ft. (400–610 m).

The Navy has periodically monitored the environmental conditions of the site since the sinking and has reported the results in an annual public report on environmental monitoring for U.S. Naval nuclear-powered craft. These reports provide specifics on the environmental sampling of sediment, water, and marine life which were taken to ascertain whether *Thresher's* nuclear reactor has had a significant effect on the deep ocean environment. The reports also explain the methodology for conducting deep sea monitoring from both surface vessels and submersibles. The monitoring data confirms that there has been no significant effect on the environment. Nuclear fuel in the submarine remains intact.

According to newly declassified information, the Navy sent Commander (Dr.) Robert Ballard, the oceanographer credited with locating the wreck of RMS *Titanic*, on a secret mission to map and collect visual data on both *Thresher* and *Scorpion* wrecks. The Navy used Ballard's search for *Titanic* as a screen to hide the mission. Ballard approached the Navy in 1982 for funding to find *Titanic* with his new deep-diving robot submersible. The Navy saw the opportunity and granted him the money on the condition he first inspect the two submarine wrecks. Ballard's robotic survey discovered that *Thresher* had sunk so deep it imploded, turning into thousands of pieces. The only recoverable piece was a foot of marled pipe. His 1985 search for *Scorpion*, which was thought to be a victim of a Soviet attack, revealed such a large debris field that it looked "as though it had been put through a shredding machine." Once the two wrecks had been visited, and the radioactive threat from both was established as small, Ballard was able to search for *Titanic*. Due to dwindling funds, he had just 12 days to do so, but he used the same debris-field search techniques he had used for the two subs, which worked, and *Titanic* was found.

U.S. submarine classes are generally known by the hull number of the lead ship of the class—for instance, *Los Angeles*-class boats are called "688s" because the hull number of USS *Los Angeles* was SSN-688. The *Thresher*-class boats should thus be called "593s", but since *Thresher's* sinking they have been referred to as "594s" (*Permit* class).

## SUBVETTES







***You ladies kept us going when all seemed hopeless. You have supported us and kept our minds right! If you have any thoughts you would like to share, PLEASE send them to me. I will publish all that I receive.***

Soup is good food, especially on a cold winter day. Here is an easy recipe for 15 bean soup:

### **Fantastic 15 Bean Soup**

#### **Ingredients**

**2 pounds 15 bean packs**  
**2 large onions, finely chopped**  
**2 garlic cloves, chopped**  
**2 quarts water (or more if needed)**  
**1 pound smoked sausage, diced (A lean substitute for this is turkey kielbasa sausage.)**  
**Salt and pepper to taste**

Presoak beans for faster cooking. Combine ingredients and cook in heavy pot over low heat until tender, at least 2 hrs. Mash with potato masher until beans blend into soup. This soup is best served with warm corn bread. This recipe is perfect for crock-pots and slow cookers if cooking time is extended.

### **HUMOR AND WISDOM**

#### **Secure Pumping!**

by Tim Wollenslegel, MM3(SS), USS Henry M. Jackson SSBN-730 Gold

Standing the evening watch as the Aux Fwd (auxiliary forward) I was instructed to pump forward sanitariums overboard. As I was aligning valves from my memory, not my O.I (operation instruction), I had to pump sanitariums from 3 sanitary tanks to another tank and then isolated that tank, pressurized it and then opened the discharge valve to blow it overboard. Well as it seems I forgot to read to tank level of the hard tank as I was transferring the human waste to it. Suddenly I heard the 1MC shout "secure pumping!!" In a panic, I ran down to the sanitary pump to open my O.I. and shut the system down. Down the ladder came a 1st Class shouting at me. I went up a level to assess the damage. It seems that the damage was contained to the Goat Locker (Chiefs Quarters) it overflowed from the sanitary tank and soaked most of the CPO's quarters bunks, bunk pans with what we so fondly called "wrinkle necked trout." I was the most popular guy on board, both loved and hated.

**50 - 50 was won by Jim Wilhelm who won a total of \$ 61 and donated toward ad.**

The meeting was ended with Base Commander Thom Peschke reading Lost Harbor.

There is a port of no return, where ships may ride at anchor for a little space and then, some starless night the cable slips, leaving an eddy at the mooring place... Gulls, veer no longer. Sailor, rest your oar. No tangled wreckage will be washed ashore.

#### **Next and Next**

**Our next gathering is March 2<sup>nd</sup> at Ryan's in Martinsburg, WV**