

The USS Sam Rayburn



SENTINEL

Spring 2016

2016 SPRING EDITION

From the President of the SRA

The planning of our 10th reunion in Branson, Missouri 2017 is well under way. Darrell (Doc) Rushing is the Chairman for this reunion. Although Doc is dealing with some health issues he will continue to plan the reunion. Please contact Doc if you can be of assistance in helping plan the reunion. It would be of great help if all SRA members have their dues up to date by the end of this year. More information regarding reunion plans and events will be passed on in the next Sentinel along with reunion applications and costs. Knowing Doc, this is not a reunion you will want to miss!

I would like to invite all of you to keep the memories of our deceased shipmates alive, I ask that you contact the spouses or family members of any deceased shipmates and make them aware of the following SRA By-Law. Article VII Section 5 Membership "Associate membership will consist of family members of deceased SAM RAYBURN shipmates and MTS graduates. All other Associate

Continued on Page 2

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Are your SRA Dues Up to Date?

Check if you are up to date on your dues. Darrell (Doc) Rushing knows and you can drop him an email if you are not sure. Darrell can be reached at:

Darrell Rushing,
16269 My Road,
Miles, TX 76861.
Email boatdock635@aol.com

2 Yrs is preferred at \$15/per yr payable to **Sam Rayburn Association**

NOTE: It is important to you and your shipmates to keep your SRA dues up to date. Our reunion, every couple of years, cannot happen without you. We are looking forward to seeing everyone in Branson MO in the November of 2017.

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applicants will be voted on at the next business meeting.” As Associate members they will be required to maintain membership at \$15.00 per year and pay in two year increments. Lets try to recruit as many new Associate members as possible for the Branson Reunion.

Smooth Sailing,
Dalton Duncan
SRA President

In 2016 the Florida Department of Motor Vehicles (DMV) has started issuing a unique military license plate dedicated to Submariners. Proof of submarine service is required to obtain this plate, unlike many other military designated plates. I was able to get this plate by showing my DD-214. It is possible to fur-



ther specialize the plate with five characters. Example SS635. Each specialty plate is issued by the state and designed by committee. States update their plates on a semi-regular basis. *By Dalton Duncan*

SAM RAYBURN STOREKEEPER

Earl Johnson agreed to continue in the position of storekeeper for SRA under the condition he would only be selling items at the reunion. If you are interested in patches, hats etc please visit the following website and place your order. Thank you for the consideration.

<http://www.unlimiteddetails.com/submarines.html>



FROM THE EDITOR TOM SPRAGUE

It is my pleasure to bring you another edition of the Sam Rayburn Association Newsletter. I hope everyone looks forward to and enjoys the SRA Newsletter. I try to find interesting articles that may be of interest to a diverse society we are all a part of.

If you have an interesting story please send it to me. If you are surfing the internet and find an interesting article about Americas finest please send me the link or the story. If it is of interest to you then it may be of interest to some of our other readers.

2017 Reunion Preparations

Preparations are in process for 2017 reunion. As most of you know it will be in Branson MO. The dates are set for the week after Veterans Day starting on Sunday afternoon November 12 to 16, 2017, and the host hotel is now planned to be Grand Plaza Hotel in Branson. We are blocking 50 rooms with rates starting at \$93 per night. No need to make reservations at this point we will have all the information available this fall.

If you have not heard Darrell (Doc) Rushing is undergoing treatment for cancer. I talked with Doc in May and he is in good spirits and is looking forward to attending the 2017 reunion. Seeing that Doc is a fellow Texan I have offered to set-up and give him a hand with whatever he needs help with. Doc has already visited Branson and has had initial discussions with the hotel. We are looking into a number of venues to have a lot of fun at. I am hoping in the Fall Newsletter we will have more specific information about the reunion, along with more specific hotel information. In the fall it will be one year to the reunion. So get out your calendars now and mark off the dates. Branson in the Fall is spectacular. It rivals New England during the Fall.

Thank you to the officers of the Sam Rayburn Association (SRA)



Dalton & Amy Duncan
SRA President
From Indialantic FL



Jack & Becky
Rininger
SRA V President
Allegan MI



Darrell (Doc) & Ann
Rushing
SRA Treasurer
Miles TX



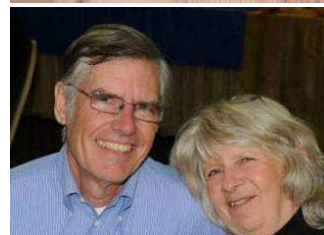
Al & Iola Kaldor
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SRA Storekeeper
Thaxton MS



Stan Feinberg
SRA Datakeeper
and Webmaster
Holliston MA



Tom & Dawn Sprague
SRA Editor
Dripping Springs TX



The Navy Hunts for Its Next-Generation Nuclear Submarine

Martin Matishak, The Fiscal Times, Jan 5, 2016

The Defense Department has given the U.S. Navy the green light to begin entertaining proposals for the service's next ballistic missile submarine, an effort that could cost nearly \$350 billion over its lifetime. A Pentagon spokeswoman told Bloomberg on Tuesday that Frank Kendall, the agency's top weapons buyer, told the Navy it could release a request for proposals for the development phase of 12 Ohio-class replacement subs.

The service wants to buy 12 boats to replace the current force of 14 Trident Ohio-class ballistic missile submarines, which entered into service in the early 1980s. Navy officials have pegged the cost of the Ohio replacement program, also known as the SSBN(X), at around \$139 billion dollars. The effort's lifetime cost will come in at roughly \$347 billion.

The Navy budgeted \$1.4 billion for research and design in fiscal year 2016, and the development phase, which will last for years, has an estimated cost of \$15 billion. The Congressional Budget Office says first submarine could cost \$13 billion.

The service has put a premium on the shipbuilding effort, which officials argue is essential for maintaining the country's nuclear triad and keep up with aggressive naval pushes by Russia and China.

On Tuesday, Chief of Naval Operations Adm. John Richardson released his first strategic guidance document since taking the service's top job and singled out the submarine modernization effort as a way the U.S. can maintain its maritime superiority. "This is foundational to our survival as a nation," he writes.

Capitol Hill lawmakers, some with major shipyards in their districts or home states, have heard the service's pleas and re-

sponded in kind.

The fiscal 2015 defense policy bill authorized a special account for the SSBN(X) effort, dubbed the "National Sea-Based Deterrence Fund." The thinking goes that the sub effort is so large and so expensive that it should be considered a "national" program and therefore funded from accounts throughout the Pentagon, rather than strictly from Navy coffers, thus avoiding painful budget cuts to other shipbuilding programs.

However, congressional appropriators have resisted the move, countering that a special account for the boats would set a bad precedent and that the "national" tag could easily be applied to other expensive weapon platforms, such as the Air Force's \$400 billion F-35 Joint Strike Fighter, and have left the account empty.

Kendall has also derided the deterrence fund as a gimmick that does nothing to alleviate the budget pressures the department has been under the last several years.

The first submarine is expected to be purchased in 2021, with an initial fund request coming in fiscal 2017. Who will bid on the program is less mysterious, since General Dynamics and Huntington Ingalls Industries are the country's only submarine builders.

=====Holy Humor=====

Good Samaritan

A Sunday school teacher was telling her class the story of the Good Samaritan. She asked the class, "If you saw a person lying on the roadside, all wounded and bleeding, what would you do?" A thoughtful little girl broke the hushed silence, "I think I'd throw up."

Did Noah Fish?

A Sunday school teacher asked, "Johnny, do you think Noah did a lot of fishing when he was on the Ark?" "No," replied Johnny. "How could he, with just two worms."



SAILOR REST YOUR OAR

*Names of Ship mates that have passed
Since our last edition of the SRA Sentinel or
we have recently learned about.*

Ernie Crowl

Marion E. Crowl departed on eternal patrol on Jan 7, 2016. Ernie served on Sam Rayburn in the Blue Commissioning Crew from January 1964 - May 1966. He retired from the Navy with 20 years of service at the Rate of ENC (SS). Ernie was born on October 26, 1932. Ernie was a resident of Peoria, Illinois at the time of his passing. He served in the US Navy from 1951 to 1971 during the Korean War, Vietnam War, and the Cold War. He was a member of the Navy Marine Club Ship 34 and VFW Post 2602 both in Peoria Heights Korean War Veterans Association in Bartonville Fleet Reserve Association and Chairman of the Veteran's Assistance Commission. He married Rise Deanne Woodruff on April 30, 1988, in San Diego, Calif. Rise survives the passing of Ernie and still lives in Peoria.

Sailor, rest your oar

When your final dive is made, and your battery's running low,
You'll know there lies a boat for you many fathoms here below,
With your annunciators jammed on full and your depth gauge needles bent,
Your accumulator's dry of oil and your air banks all are spent,
It's then you get to wonderin', "is my life's boat rigged for dive?"
Your guessing drill commences, "am i dead or still alive?"
You pace the flooded decks with scorn and curse the flaws of man.
Into realms of rex you've stepped, and here you'll make your stand.



Pride Runs Deep



U.S. Submarine Force

To live your life, as sailors must, at the bottom of the sea.

There's one you'll have to reckon-that one, my friend, is thee.

Will your conscience do you justice when the final muster's in?

Did you lead the kind of life you should in every port you've been?

The answers to these questions and many, many more,

Are locked in the hearts of sailormen from Cannes to Singapore.

So, when your day for mast rolls 'round. the choice is up to you,

Sailor chart your course of life right now. chart it straight and true.

Now's the time to flood your tanks and trim up 'fore and aft.

It's a trifle late when the klaxon sounds to square away your craft.

Your final billet lies below, on "old ocean's" floor.

So, be ready when that last word's passed. Sailor, rest your oar!

In memory of the
USS Scorpion
(SSN 589)

The Scorpion was lost on 22 May 1968 along with the 99 crew members. The Scorpion was one of two nuclear Submarines lost flying the US Navy flag.





US submarine threatened Royal Navy to act on Spain

Published on May 9th 2016. Published by Express. First of all you need to understand Gibraltar (at the 8 mile wide entrance to the Mediterranean) has been a British protectorate since the treaty of Utrecht in 1713.

THE commander of a US nuclear submarine threatened to ram a Spanish customs vessel trying to block its path unless the Royal Navy vessel escorting it took action.

Last week a Royal Navy patrol boat fired warning flares across the bow of the Spanish vessel during the altercation just outside Gibraltar waters. It has now been revealed that the Royal Navy's unprecedented actions were ordered by USS Florida's no-nonsense captain Nathan Martin who warned the Royal Navy to sort the situation out or he would intervene. It was the first of two such actions by Spanish vessels that day. The second, in British waters, involved a Garda Civil police boat. The US submarine was making a routine visit to Gibraltar's submarine base on April 16. It had already surfaced but was still in international waters when its path was intercepted by a Spanish customs vessel.

Strict security protocols, partly prompted by the successful Al Qaeda attack on the US destroyer USS Cole in 2000, require the captain of any US warship to prevent uninvited vessels from getting too close to their ship.

Despite being escorted by the Royal Navy patrol boat HMS Sabre, the Spanish vessel crossed the submarine's path several times. Captain Martin was nearing the end of his 77-day operational tour on the submarine when the altercation took place. A Royal Navy source with access to the "After Action" report about the incident said it was a very difficult and tense situation.

The source said: "The US commander was very concerned about his vessel and our officer was worried about sparking an international incident, a wrong decision could end your career in a situation like this and spark confrontation. "The US has very strict protocols about vessels getting close to their nuclear submarines, in a very no nonsense manner he made it clear he wanted things sorted or he would resolve the incident, and all he could do was ram the boat.

"It was a very tense situation. The Spanish had not responded to our transmissions on the emergency channel to steer away and the US commander was not prepared to wait any longer. "He made it very clear in his radio transmission that he wanted our people to act, or he would sort the situation out himself and, while he remained polite, he was very direct in conveying the message that he wasn't prepared to allow the Spanish vessel to continue harassing his boat. "If our patrol boat had not fired flares, there is no question from the report that he would have rammed the Spanish vessel." The Spanish clearly resent the Americans using Gibraltar, but this is not the way for a fellow EU and NATO member to behave.





Sailor recount of a *This is no BS Story*

While refit was on going I was sent to the tender with no idea what was about to happen. I discovered afterwards the Navy didn't want sailors to have dental problems while on patrol. This is normally taken care of while on off crew. But, in my case I had recently reported aboard. The dentist gave me pain medication and started work. I found out later he had removed four wisdom teeth that had never given me a moments bit of trouble. The roots of these teeth had grown around the jaw bone and at times I think he had his knee in my chest trying to break them loose. I never felt a thing in fact thought it was comical. When I left the dental office I was higher than a kite. Back aboard the boat I strolled through the missile house, tossed my records into the Doc's office and headed for AMR-1. The next thing I heard was ***"Carl! Come back here. Where do you think you are going?"*** What do you mean, I am going back to work was my response. ***"No, you're not! You are going to your bunk. I just looked at your medical file and see what they gave you and what they did to you. Go to your bunk."*** Less than an hour later I was screaming in pain and thought the top of my head was coming off. Four my fellow submariners carried me up to tender sickbay. I remained there for two days and nights loaded with pain killers.

Each morning and evening Captain Fitzpatrick would stop before going home and prior to going aboard the boat to see me. Try to visualize a large compartment with several beds and in walks this officer with scrambled eggs on the brim of his hat. We were all lying in bed but felt like we should be at attention. He left after a brief conversation and the sailor next to me asked, "who was that?" "That was My Captain," I answered. Everyone in sick bay were amazed and I was bursting with pride espe-

cially after several more visits. I don't remember how I found out but Captain Fitzpatrick went to the Admiral over this incident and the Dentist Captain received a reprimand.

Thank you Carl Rammel for the above story. If you have a similar story you would like to share please send it to the Editor Tom Sprague.

=====Humor in Uniform=====

The family of a retired Master Chief with 30 years in the Submarine Service reluctantly decided that at age 92, he needed more care than they could provide. The only decent place close to their home was a nursing home for retired military. They approached the facility and were told that, while Army vets got first choice, they would take vets of the other services if there happened to be an opening; which, by good fortune, there was.

A week after placing the retired Sub sailor there, his sons came to visit. "How do you like it here, Pop?" they asked. "It's wonderful," said the old sailor. "Great chow, lots to do, and they treat everyone with great respect."

"How so, Pop?" "Well, take Harry, across the hall, 88 and was in the Air Force. He hasn't worn the uniform in 30 years, but they still call him 'General.' Then George, down the hall, used to lead the Army band. Hasn't conducted a note in 40 years, but they still call him 'Maestro!' And Bob used to be a surgeon in the Navy, has not operated on anyone in 20 years, but they still call him 'Doctor.' "

"That's fine for the other guys, Pop, but how do they treat you?" "Me? They treat me with even more respect. I'm 92, haven't had sex in 10 years, and they still call me, 'That F***ing Bubblehead!'" OOOG-AH



Keel Laying Held In Rhode Island For New Navy Submarine

Jennifer McDermott, A. P., Apr 4, 2016

The keel has been laid for the future USS South Dakota, the nation's 17th Virginia-class attack submarine. The milestone was marked in a ceremony Monday at the Rhode Island manufacturing plant for General Dynamics' Electric Boat. The submarine's sponsor is Deanie Dempsey, wife of former Joint Chiefs of Staff chairman and retired U.S. Army Gen. Martin Dempsey. She is an advocate for military families and volunteers with military support organizations.

"I am beyond honored and thrilled to be here and to start this relationship with all of you," she said. In a Navy tradition, Dempsey wrote her initials on a metal plate, which were made permanent by a welder and will later be mounted on the submarine. The nuclear submarine doesn't have a traditional keel running the length of the ship and is being built in modules. It is said that the sponsor's spirit and presence guides the ship throughout its life. Dempsey said she takes the responsibility seriously.

Martin Dempsey, who was in the audience, said he loved the tradition of the ceremony and the "heartfelt passion" for building submarines that it showcased. "The merging of men and machines is really remarkable," he said.

Groton, Connecticut-based Electric Boat and Newport News Shipbuilding in Virginia build two Virginia-class attack submarines annually under a teaming agreement. The South Dakota features improvements designed to increase stealth, including quieter machinery, said Rear Adm. Michael Jabaley, the Navy's program executive officer for submarines. Construction began in March 2013, and the submarine is now 65 percent complete. Its contracted delivery date is August

2018.

Jabaley said. "With the undersea environment constantly changing and becoming more crowded with capable threats, the Navy has decided to use South Dakota as a prototype ship that will include significant investments in stealth beyond anything seen to date." The submarine is expected to cost about \$2.5 billion, according to the Navy. The stern section served as the back drop for the ceremony.

U.S. Sen. Mike Rounds, a South Dakota Republican, said "a new symbolic link" is now formed between South Dakota and the Navy.

South Korea Navy Launches New Missile-Armed Submarine

YONHAP NEWS AGENCY, S.Korea, Apr 5, 2016

SEOUL – South Korea's Navy on Tuesday launched its seventh Son Won-il class submarine that is capable of firing off guided missiles, and can contribute to the country's overall military readiness.

The 1,800-ton diesel-electric submarine incorporates the latest technology and possesses a formidable weapons system that can enhance the fleet's fighting capability.

The vessel, named Hong Beom-do after a South Korean independence fighter, is also known internationally as a Type 214 attack submarine. It measures 65 meters from stem to stern with a beam of 6.3 m, the submarine has a maximum speed of 20 knots. It is capable of carrying torpedoes and guided precision attack missiles with a crew of 40 sailors.

Major missions of the submarine include anti-warship and anti submarine operations and mine laying. After the launch, the vessel will undergo a shakedown cruise and join the fleet in July 2017. "With its capacity to launch precision attacks on warships, submarine or any other land-based targets, the Hong Beom-do would play a pivotal role in the national defense," Amd. Jung said.



The US Government Just Launched A Self-Driving Submarine To Counter Russian And Chinese Ships

Mike Murphy, Quartz, Apr 8, 2016

The future of naval warfare may well not involve any sea-men. Today, April 7, the US Defense Advanced Research Projects Agency (DARPA) and the Office of Naval Research unveiled Sea Hunter, a prototype autonomous sub-marine that could one day be used to counter advancements in the Russian and Chinese Navies, according to Reuters.

The diesel-powered vessel can explore the ocean on its own for weeks, or months at a time, with a top speed of 27 knots (about 31 mph). It can be controlled remotely, but Sea Hunter can maneuver around obstacles on its own, obeying international maritime law, much like a 132-foot-long, underwater, version of Google's self-driving cars.

This machine however is meant to track other submarines, especially the newer, quieter diesel-powered subs—which the Russians and Chinese have recently started deploying—that are difficult to spot using traditional tracking methods. The robot ship is expected to cost the US government about \$20 million, with a daily operating cost between \$15,000-20,000, which, according to Reuters, is far cheaper than the average operating cost for a US military vessel. "We're not working on anti-submarine (technology) just because we think it's cool," author Peter Singer, a security expert at the New America Foundation think tank, told Reuters. "We're working on it because we're deeply concerned about the advancements that China and Russia are making in this space."

Sea Hunter was christened in Portland, Oregon, and will be shipped to San Diego, California, where DARPA engineers will spend the next two years testing its auto-

nomous abilities, according to IEEE Spectrum. While the ship is not the first robot vessel—the US government already uses remote-controlled underwater bots in a range of different activities—it's the first one that can scour the world's oceans on its own, thousands of miles from those monitoring it.

"You really don't want that to be a remote-controlled vessel," Sea Hunter's program manager at DARPA, Scott Littlefield, told IEEE Spectrum. "You want it to be fairly autonomous so that it can do things like obstacle avoidance on its own without being joysticked around by a person."

In maritime lore, ships without crew are usually referred to, as Defense One reminds us, as "ghost ships." They were often ships adrift at sea that the crew had abandoned, and are always creepy.

This robot ship, although it will may eventually spend its days soullessly roaming the seas on the behalf of the US, is not meant to invoke fear in those worried about the increasing automation of the militaries around the world, something the UN has expressed. Any decisions on whether the ship would engage another vessel with "lethal force," deputy defense secretary Robert Work told Reuters, would remain with humans. "There's no reason to be afraid of a ship like this," Work said.

=====Holy Humor=====

Unanswered Prayer

The preacher's 5 year-old daughter noticed that her father always paused and bowed his head for a moment before starting his sermon. One day, she asked him why. "Well, Honey," he began, proud that his daughter was so observant of his messages. "I'm asking the Lord to help me preach a good sermon."

"How come He doesn't answer it?" she asked.



Top Navy Official: Russian Sub Activity Expands To Cold War Level

Jim Sciutto, CNN, Apr 15, 2016

WASHINGTON – Russia is deploying its ballistic missiles and attack submarines in numbers, range and aggression not seen in two decades, according to a top U.S. Navy official. In an exclusive interview, the commander of U.S. Naval Forces in Europe told CNN that the buildup reflects an alarming strategic world view.

"NATO is viewed as an existential threat to Russia, and in the post-Cold War period, the expansion of NATO east-ward closer to Russia and our military capability they view as a very visceral threat to Russia," Adm. Mark Ferguson said. Ferguson spoke from his base in Naples, Italy, home to U.S. Naval forces in Europe and the Navy's 6th Fleet.

Adding to U.S. apprehension, Russia is deploying new submarines that are harder for U.S. naval forces to track and detect following years and billions of dollars in investment. They are quieter, better armed and have a greater range of operation. "The submarines that we're seeing are much more stealthy," Ferguson said. "We're seeing (the Russians) have more advanced weapons systems, missile systems that can attack land at long ranges, and we also see their operating proficiency is getting better as they range farther from home waters."

The U.S. currently has 53 submarines in its inventory, but because of decommissioning and budget decisions, Ferguson said that figure will drop to 41 by the late 2020s. "We cannot maintain 100% awareness of Russian sub activity today," retired Adm. James Stavridis, a former NATO supreme allied commander, told CNN. "Our attack subs are better, but not by much. Russian subs pose an existential threat to U.S. carrier groups." The

increased Russian sub activity is backed by a much broader military expansion.

Russia is adding or upgrading some 12 naval bases across the Arctic Circle – expanding its capability to send subs in numbers through the crucial Greenland-Iceland-U.K. gap into the Atlantic – and closer to U.S. and NATO territorial waters. They also stationed six submarines in the Black Sea recently, giving them greater reach in the Mediterranean. More worrying to the U.S., Moscow is also adding entirely new categories of submarines with greater capabilities to its arsenal. "They have increased the readiness levels of the force," Ferguson said. "They are operating it with more ... out-of-area deployments, and what we are seeing is an improvement in the readiness of that force as well."

The U.S. believes the new activity is designed to achieve multiple objectives, including denying NATO and the U.S. the ability to operate within Russia's so-called "near abroad." Ferguson said that one important goal for Russia "is to build their own naval capability in the undersea domain to begin to deny NATO and the United States the ability to maneuver on the maritime flanks of NATO." Increasingly alarmed by Russia's new sub developments, the U.S. and its NATO allies are launching new training exercises in anti-submarine warfare and deploying new systems, including the P8 Poseidon reconnaissance aircraft.

Russia's growing military activity extends above the surface as well. A Russian fighter jet's fly-by of the USS Donald Cook this week – coming within 30 feet laterally and 100 feet vertically – is behavior U.S. naval commanders have not witnessed since the Cold War. "We had radio calls in both English and Russian and the aircraft didn't respond and proceeded on a course directly at the ship," Ferguson said. "While we had seen these interactions before, this one was different because of the proximity to the ship, and the altitude and the flight path that it took."



Tucson Visits Sasebo During Indo-Asia-Pacific Deployment

Lt. j.g. Jimmy Dinh, USS Tucson Public Affairs, NAVY NEWS SERVICE, Feb 9, 2016

SASEBO, JAPAN – Los Angeles class attack submarine USS Tucson (SSN 770) arrived at Fleet Activities Sasebo, Feb. 8, for a visit as part of its deployment to the Indo-Asia-Pacific region. The visit strengthens the already positive alliance between the U.S. and Japan through the crew's interaction with the Japanese community. It also demonstrates the U.S. Navy's commitment to maritime security in the U.S. 7th Fleet area of operations.

"Japan is one of our closest allies in the Pacific and the Japanese-American relationship emphasizes our shared dedication to regional peace and stability," said Cmdr. Michael Bequette, commanding officer. Tucson's crew has the ability to operate in varying environments and is always prepared to tackle any mission that comes its way. "This will be Tucson's first visit to Japan on this deployment and many crew members are excited to experience the rich culture of Japan," said Senior Chief Electronics Technician Billy Daly Jr., chief of the boat. Many of Tucson's crew members are excited to experience Japanese culture. "Being able to visit other nations like Japan and to be immersed in their culture is one of the best perks in the U.S. Navy," said Logistics Specialist 2nd Class Corey Thuringer. "I am excited to share this experience with my fellow shipmates."

Measuring more than 360 feet long, Tucson is one of the stealthiest submarines in the world. This submarine is capable of supporting a multitude of missions including anti submarine warfare, anti surface ship warfare, strike, surveillance, and reconnaissance. Home ported in Pearl Harbor, Tucson can operate in all oceans of the world. Tucson is the 59th Los Angeles class attack submarine and

the 30th of the Improved Los Angeles class attack submarines to be built. Twelve vertical launch tubes for Tomahawk cruise missiles and four torpedo tubes provide Tucson with great offensive capabilities and strategic value. Tucson's stealth, endurance, mobility and responsiveness make it a formidable force in multiple mission roles.

STARS AND STRIPES

Navy Returning To Former Cold War Base In Iceland

Steven Beardsley, STARS AND STRIPES, Feb 9, 2016

NAPLES, ITALY – The Navy is turning to a former Cold War air base for a familiar mission – hunting Russian sub-marines. The service is asking for funds to upgrade an aircraft hangar at its former base in Keflavik, Iceland, as part of the Defense Department's fiscal 2017 budget request, according to Navy officials. The hangar will house the P-8 Poseidon, successor to the sub-hunting P-3 Orion once stationed at the base. Naval Air Station Keflavik was home to thousands of service members who supported Navy and Air Force fighter jets, tankers and rescue helicopters before closing in 2006.

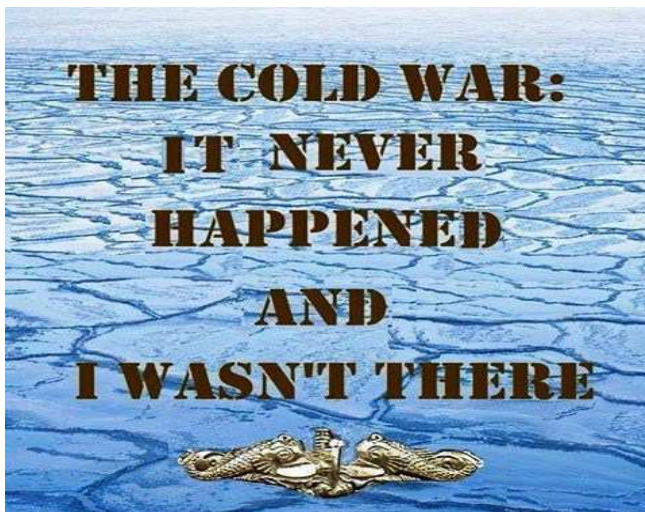
The Navy now routinely sends P-3's to Keflavik from its air base in Sicily to patrol for Russian subs in the North Atlantic, a Navy official said. The P-8 will fill the same role once the hangar is updated with new wiring, flooring and a rinse station, the official said, speaking on condition of anonymity because he wasn't authorized to speak on the record about the project.

Russian submarines are patrolling the North Atlantic more frequently than at any time since the end of the Cold War, U.S. and European defense officials say. Suspected Russian subs have been spotted repeatedly



off the coast of the United Kingdom, as well as Norway and Finland in the past year. Deputy Secretary of Defense Bob Work visited Keflavik last September to explore new uses for the installation. Icelandic media reported that he raised the possibility of reopening the base. For now, the Navy is only interested in deploying maritime patrol aircraft for short durations, the official said. The Navy could eventually create a permanent patrol mission at the base, the official said, which would likely resemble the Navy's maritime patrol force at its air base in Sigonella, Sicily, where squadrons rotate out every six months.

The Navy's return to Keflavik revives an American presence that ended when the service shifted its focus in Europe away from the North Atlantic and toward the Mediterranean. Established in 1951, the base is strategically located midway between the U.S. East Coast and Europe, making it ideal for patrolling the frigid waters between Greenland, Iceland and the U.K. Iceland's government has maintained the property since the Navy departed, keeping many facilities like hangars intact and in place. Iceland, a NATO member, has no military. Keflavik was home to about 2,500 Navy and Air Force personnel when the base closing was announced in 2006. One year later, the Navy moved its Europe headquarters from London to Naples, Italy, where it oversees bases in Spain, Sicily and Greece.



WEST: U.S. Navy Anti-Ship Tomahawk Set For Surface Ships, Subs Starting In 2021

Sam LaGrone, U.S. NAVAL INSTITUTE NEWS, Feb 18, 2016

SAN DIEGO – Any U.S. Navy ship or submarine capable of firing a Tomahawk Land Attack Missile (TLAM) could be armed with an 1000-nautical mile anti-ship cruise missile in less than a decade, service officials told USNI News on Wednesday during the West 2016 conference.

Included in the Fiscal Year 2017 budget request to Congress is a \$434 million ask over the next five years to modify 245 Raytheon TLAMS with a maritime attack capability, Vice Adm. Joseph Mulloy, deputy chief of naval operations for integration of capabilities and resources, told USNI News in a Wednesday interview. “It won’t be all the Tomahawks but a good number of them coming off the line will have it,” he said. “It’s going for surface first and the submarines will encapsulate it.”

The budget moves follows a Naval Air Systems command (NAVAIR) proved a Block IV TLAM – a long range land attack weapon – could be guided into a moving maritime target during a test in early 2015.

The Navy had briefly fielded an anti-ship Tomahawk in the 1990s but the lower fidelity of contemporary sensors made the missile risky to use at long ranges for fear of hitting an unintended target. Following the test, Deputy Secretary of Defense Bob Work called the prospect of a modified anti-ship Tomahawk, “a game changing capability.” According to the plan laid out in the Navy budget (and blessed by big Pentagon) the maritime attack modified Tomahawk will enter the surface force in 2021 for live testing and then trickle out to every platform that can fire the missile – currently the Ticonderoga guided missile cruisers, Arleigh Burke guided missile destroyers the Navy’s attack submarine fleet (SSNs) and the



four Ohio-class guided missile submarines (SSGNs). The modification will be part of the Navy's recertification and life extension of older Tomahawks, which – with new FY 2017 funding for new TLAMS – will be ultimately an inventory of 4,000 missiles.

When the service was programming the FY 2017 budget – which dipped three-and-a-half percent below 2016 projections – it told the Office of the Secretary of Defense it would like to have the capability but didn't have the funds. OSD agreed and added the line item to the service's budget, Mulloy said. The move not only fits into the surface Navy's ongoing distributed lethality philosophy that seeks to improve the offensive power of the service's surface assets as quickly as finances allow but also adds a new weapon for submarines to take on surface threats.

Both the surface navy and the submarine force have had limited missile space to take on a myriad of threats and the Navy – until recently – had invested little into new ship-launched anti-surface missile efforts. But with the increasing speed of development of both China and Russia's anti-surface weapons in the last several years, the ability to pierce the so-called anti-access aerial denial (A2/AD) bubbles designed to keep U.S. forces at arms length has become an increasing concern to the service.

"[Along with] our surface brothers and sisters, we got to get the long-range missile so we're not held out by that A2/AD bubble and we have the stick to hit inside," said Vice Adm. Joseph Tofalo, commander, Naval Submarine Forces (COMSUBFOR), said on Wednesday. "We need to diversify the kinds of targets our missiles can hit to include the introduction of an anti-ship version of the Tomahawk missile."

The Navy's submarines previously fielded a sub launched version of Boeing's Harpoon anti ship missile (UGM-84A) but retired the line in 1997. The introduction of the anti-ship TLAM would be the first anti-surface weapon

in the sub force since the Harpoons left the fleet.

News of the maritime TLAM follows Secretary of Defense Ash Carter's announcement of the development of an anti-surface mode of the super sonic Raytheon Standard Missile 6 anti-air weapon (AAW). Combined with the Tomahawk investment, the pair will be the first new anti-surface system the service has fielded in decades.

"There's a lot of things that we can do to make smart investments now to continue to change the calculus of our potential adversaries so as we execute the strategy they'll wake up and say, 'We didn't see that one coming,'" said Vice Adm. Thomas Rowden, commander U.S. Surface Forces Pacific (SURFPAC).

Spaghetti

For several years, a man was having an affair with an Italian woman. One night, she confided in him that she was pregnant. Not wanting to ruin his reputation or his marriage, he said he would pay her a large sum of money if she would go to Italy to secretly have the child. Furthermore, if she stayed in Italy to raise the child, he would also provide child support until the child turned 18.

She agreed, but asked how he would know when the baby was born. To keep it discreet, he told her to simply mail him a post card, and write 'Spaghetti' on the back. He would then arrange for the child support payments to begin.

One day, about 9 months later, he came home to his con-fused wife. 'Honey, she said, 'you received a very strange post card today.' 'Oh, just give it to me and I'll explain it later,' he said. The wife obeyed and watched as her husband read the card, turned white, and fainted.

On the card was written: Spaghetti, Spaghetti, Spaghetti, Spaghetti, Spaghetti. Three with meatballs, two without. Send extra sauce.



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SEAPOWERS

Pacific Commander: 'Can't Get Enough' Virginia-class Submarines

Richard R. Burgess, Seapower Magazine,
Feb 23, 2016

ARLINGTON, Va. — The commander of U.S. forces in the Pacific and Indian Oceans praised the Navy's Virginia-class attack submarines (SSNs) and stressed the value of them in surveillance and in countering Chinese and Russian naval forces.

Testifying Feb. 23 before the Senate Armed Services Committee on Capitol Hill, Adm. Harry B. Harris Jr., commander, U.S. Pacific Command, said in response to a question from Sen. Kelly Ayotte, R-N.H., the Virginia-class attack submarine "is the best thing we have" and that he "can't get enough of them fast enough."

The Virginia-class SSN, built by General Dynamics Electric Boat and Huntington Ingalls Newport News Shipbuilding, is the Navy's newest attack submarine, of which 12 are in commission, four of them stationed in the Pacific.

Ayotte said Navy officials told her that only 62 percent of requests from combatant commanders for attack submarine missions were being met. Harris responded that the gap is "about 62 percent" but that the exact numbers were classified.

"We experience an attack submarine shortfall in the Pacific," Harris said. "I would maintain that the Pacific is the principal space where submarines are the most important war fighting capability we have."

Responding to Ayotte about the importance of presence, Harris said, "If you don't have presence, you better have reach. That reach comes from submarines and aircraft and the like. We need the new SSBN [ballistic-missile submarine, the Ohio Replacement] in the 2020s and we need the new long-range

bomber as well."

Harris also said the United States "must invest in advanced [unmanned] underwater vehicles [UUVs] and go forward with it, not only in anti-submarine warfare and all the things that UUVs can provide us in that regard, but also in mine warfare."

Addressing the build-up of modern submarine forces in the region, Harris said that he was concerned about the Russian and Chinese submarines as they increase in their capability.

"The Russian submarine force, in my opinion, did not take a hiatus when the Cold War ended," he said. "So now we have the Drogoukiy class SSBN, now in their Far Eastern fleet. The Chinese are building the Jin class SSBN, which has the capability — if mated with the right missile — to threaten the entire United States.

"I face a submarine shortage in the Pacific," Harris said. "My requirements are not being met. That's a function of numbers and global demand. I'm also worried about that shortfall between requirements and presence."

DARPA's unmanned sub-hunter set to revolutionize naval warfare

By Allison Barrie, Published
February 18, 2016, FoxNews.com

A new vessel will patrol the world's oceans hunting and tracking enemy submarines — and it will execute missions without a single human aboard. The Defense Advanced Research Projects Agency (DARPA) that pioneers tech for the US military, created the Anti-Submarine Warfare Continuous Trail Unmanned Vessel (ACTUV) program. Reston, Va.-based company Leidos is working with the agency to develop the ground-breaking ship. On Tuesday DARPA tweeted a picture of ACTUV being prepared for sea trials in the spring.



From concept: to prototype -- this is ACTUV today, being prepped for sea trials this spring. DARPA <https://youtu.be/DQB2oDwgd9k>

Without a human crew, this drone vessel will be able to execute important missions independently like tracking and trailing an enemy sub over thousands of miles – not just for a day or two, or even a few weeks – this drone could hunt the enemy for months.

The ACTUV enemy submarine hunter is expected to be about 130 feet long. DARPA has announced that it will be revealed for the first time on April 7 when it will also be christened in Portland, Oregon.

In addition to hunting enemy subs, ACTUV will be capable of a wide range of missions, such as reconnaissance and counter-mine deployments. It could also be useful to re-supply troops.

What's the threat?

The rise of tough-to-detect and track diesel electric sub-marines poses a significant challenge to the U.S. Navy. ACTUV is designed to excel at tracking these ultra-quiet subs. Diesel electric submarines come at a relatively cheap price point of about \$250 million, while giving their owners the advantage of stealthy movements beneath the surface due to their virtually silent engines. How quiet is quiet? Reports suggest that some of these subs can be 15 decibels more quiet than a humpback whale. Iran claims to have fleets of these sneaky subs.

How ACTUV will be a game changer

Enter ACTUV, which could roam the oceans for thousands and thousands of miles executing missions. For next level tracking, the vessel will be armed with state-of-the-art sensors allowing it to detect the quietest of enemy subs. The idea is that it will be nearly impossible for a hostile sub to slip the ACTUV when the unmanned vessel is on its tail.

Despite being smaller than traditional subs, the ACTUV will be able to achieve speeds that exceed diesel electric propulsion submarines - and for a fraction of the cost. ACTUV will have “logic” that allows it to not just identify other vessels, but also predict how they will behave. The sub hunter will be so smart that it should be able to interact, counter and outmaneuver manned enemy vessels. It will be able to run operations as part of a team with other unmanned vessels operating beneath the water and on the surface. The sub hunter could also work in cooperation with manned vessels.

And get this – ACTUV is designed to figure out and comply with maritime laws, such as regulations to prevent collisions. When ACTUV enters service, it will give the U.S. military a range of advantages. Rather than send out a destroyer or a nuclear sub, ACTUV could be deployed, freeing up those assets and keeping costs down. ACTUV will offer lots of versatility, such as launching from and returning to a pier – rather than having to deploy from a ship like other UUVs (Unmanned Underwater Vehicles). ACTUV will also give the Navy a vessel with far better endurance. It will also be able to carry far more weight than lots of the drone surface vessels launched from ships.

What's Next?

After the big reveal in April, ACTUV will continue to be tested and refined.



Editor Comments — I am sure many of you have watched the movie “American Sniper” The film was released in late 2014 and became one of the most profitable pictures in history. The film is of course about the life of one of the most famous American Snipers in history. The film covered a major portion of the life of Christopher Kyle. The most interesting part of his story came after he was killed, while Chris was trying to offer help to another PTSD sufferer. The following accounts were collected from the internet. There is not a specific author but the accounting of many people. The funeral was held at Cowboys Stadium and more than 7,000 attended the ceremony. Afterward, a funeral procession of 200 motorcycles, motor coaches, police cars and other vehicles traveled 200 miles to the Texas State Cemetery in Austin, where Kyle was interred. There were people waving American flags paying their respects all along the way. The following is an account of what happened behind the scenes.

Texas Goodbye to a Fallen Hero

Although this event took place in February of 2013, it still tells a great story.

This is why America will remain strong. We take care of our own as well as others who may not deserve being taken care of. I just wanted to share with you all that out of a horrible tragedy we were blessed by so many people.

Chris Kyle was Derek’s teammate through 10 years of training and battle. They both suffer / suffered from PTSD to some extent and took great care of each other because of it.

2006 in Ramadi was horrible for young men that never had any more aggressive physical contact with another human than on a Texas football field. They lost many friends. Chris became the armed services number #1 sniper of all time. Not something he was happy

about, other than the fact that in so doing, he saved a lot of American lives.

His wife Taya asked him to leave the SEAL teams as he had a huge bounty on his head by Al Qaeda. When he left the SEALs he wrote the book “The American Sniper.” 100% of the proceeds from the book went to two of the SEAL families who had lost their sons in Iraq. That was the kind of guy Chris was. He formed a company in Dallas to train military, police and I think firemen as far as protecting themselves in difficult situations. He also formed a foundation to work with military people suffering from PTSD. Chris was a giver not a taker.

He, along with a friend and neighbor, Chad Littlefield, were murdered trying to help a young man that had served six months in Iraq and claimed to have PTSD. Now I need to tell you about all of the blessings.

Southwest Airlines flew in any SEAL and their family from any airport they flew into free of charge. The employees donated buddy passes and one lady worked for four days without much of a break to see that it happened. Volunteers were at the two airports in Dallas to drive them to the hotel.

The Marriott Hotel reduced their rates to \$45 a night and cleared the hotel for only SEALs and family. The Midlothian, TX Police Department paid the \$45 a night for each room. I would guess there were about 200 people staying at the hotel, 100 of them were SEALs. Two large buses were chartered (an unknown donor paid the bill) to transport people to the different events and they also had a few rental cars (donated). The police and secret service were on duty 24 hours during the stay at our hotel.

At the Kyle house, the Texas DPS parked a large motor home in front to block the view from reporters. It remained there the entire



five days for the SEALs to congregate in and all to use the restroom so as not to have to go in the house. Taya, their two small children and both sets of parents were staying in the home.

Only a hand full of SEALs went into the home as they had different duties and meetings were held sometimes on a hourly basis. It was a huge coordination of many different events and security. Derek was assigned to be a Pall Bearer, to escort Chris' body when it was transferred from the Midlothian Funeral Home to the Arlington Funeral Home, and to be with Taya. A tough job.

Taya seldom came out of her bedroom. The house was full with people from the church and other family members that would come each day to help. I spent one morning in a bedroom with Chris' mom and the next morning with Chad Littlefield's parents (the other man murdered with Chris). A tough job. George W Bush and his wife Laura met and talked to everyone on the Seal Team one on one. They went behind closed doors with Taya for quite a while. They had prayer with us all. You can tell when people were sincere and caring.

Nolan Ryan sent his cooking team, a huge grill and lots of steaks, chicken and hamburgers. They set up in the front yard and fed people all day long including the 200 SEALs and their families. The next day a local BBQ restaurant set up a buffet in front of the house and fed all once again. Food was plentiful and all were taken care of. The family's church kept those inside the house well fed.

Jerry Jones, the man everyone loves to hate, was a rock star. He and his wife made sure that we all were taken care of. He donated the use of Cowboy Stadium for the services as it was determined that so many wanted to attend.

The charter buses transported us to the stadium on Monday at 10:30 am. Every car, bus, motorcycle was searched with bomb dogs and police. I am not sure if kooks were making threats trying to make a name for themselves or if so many SEALs in one place was a security risk, I don't know. We willingly obliged. No purses went into the stadium! We were taken to The Legends room high up and a large buffet was available. That was for about 300 people. We were growing. A Medal of Honor recipient was there, lots of secret service and police and Sarah Palin and her husband. This was a very formal military service.

The service started at 1:00 pm and when we were escorted onto the field I was shocked. We heard that about 10,000 people had come to attend also. They were seated in the stadium seats behind us. It was a beautiful and emotional service. The Bagpipe and drum corps were wonderful and the Texas A&M men's choir stood through the entire service and sang right at the end. We were all in tears.

The next day was the 200-mile procession from Midlothian, TX to Austin for burial. It was a cold, drizzly, windy day, but the people were out. We had dozens of police motorcycle riders, freedom riders, five chartered buses and lots of cars. You had to have a pass to be in the procession and still it was huge. Two helicopters circled the procession with snipers sitting out the side door for protection. It was the longest funeral procession ever in the state of Texas. People were everywhere. The entire route was shut down ahead of us, the people were lined up on the side of the road the entire way. Firemen were down on one knee, police officers were holding their hats over their hearts, children waving flags, veterans saluting as we went by. Every bridge had fire trucks with large flags displayed from their tall ladders, people all along the entire 200 miles were standing in the cold weather. It



was so heartwarming. Taya rode in the hearse with Chris' body so Derek rode the route with us. I was so grateful to have that time with him.

The service was at Texas National Cemetery. Very few are buried there and you have to apply to get in. It is like people from the Civil War, Medal of Honor winners, a few from the Alamo and all the historical people of Texas. It was a nice service and the Freedom Riders surrounded the outside of the entire cemetery to keep the crazy church people from Kansas that protest at military funerals away from the proceedings.

Each SEAL put his Trident (metal SEAL badge) on the top of Chris' casket, one at a time. A lot hit it in with one blow. Derek was the only one to take four taps to put his in and it was almost like he was caressing it as he did it. Another tearful moment.

After the service Governor Rick Perry and his wife, Anita, invited us to the governor's mansion. She stood at the door, greeted each of us individually, and gave each of the SEALs a coin of Texas. She was a sincere, compassionate, and gracious hostess.

We were able to tour the ground floor and then went into the garden for beverages and BBQ. So many of the Seal team guys said that after they get out they are moving to Texas. They remarked that they had never felt so much love and hospitality. The charter buses then took the guys to the airport to catch their returning flights. Derek just now called and after a 20 hours flight he is back in his spot, in a dangerous land on the other side of the world, protecting America.

We just wanted to share with you, the events of a quite emotional, but blessed week.

Punch-line: To this day, no one in the White House has ever acknowledged Chris Kyle.

However, the President can call some sport person and congratulate him on announcing to the world that he is gay??? What the hell is happening to our society, our honor and our pride??

NOTE From the Editor: Yes I live in Texas just out side of Austin. I remember this accounting although I was not aware of the above recount of what happened behind the scenes. This makes me proud to be an American much less a native Texan. It is my hope that this may inspire each of you to greater heights and involvement in our country and be an active person in your community.



Crosley Relieves Kevin Roach as CO of USS La Jolla (SSN 701)

Commander, Submarine Force Atlantic Public Affairs, www.navy.mil, Dec 4, 2015

NORFOLK, Va. – Capt. James E. Crosley relieved Cmdr. Kevin K. Roach, as commanding officer of the Los Angeles-class attack submarine USS La Jolla (SSN 701) during a change of command ceremony held at Naval Station Norfolk, Va., Dec. 4. Originally assigned to Commander, Submarine Squadron One and home ported in Pearl Harbor, Hawaii, La Jolla arrived at its new homeport in Norfolk, Va., Nov. 17, to begin its 32-month conversion to a Moored Training Ship (MTS).

Guest speaker was retired Vice Adm. Bruce Grooms. "It is an honor to be here today and participate in this wonderful ceremony," said Grooms. "Thanks to Cmdr. Roach for the invitation to share in this special moment, and congratulations to Capt. Crosley for his continued service in command as he leads the effort to convert the La Jolla into the first Los Ange-



les-class Moored Training Ship. “A successful command begins with the leadership and the culture and the climate they foster. Cmdr. Roach, his executive officer and chief of the boat are a fantastic team, dedicated to making La Jolla the very best it could be. Each and every one should be very proud of yourselves, your boat and the legacy you leave behind. Capt. Crosley, your talents and expertise are exactly what is needed as you prepare to make La Jolla the training platform of the future.”

Once converted La Jolla will be designated Moored Training Ship (MTS 701), and will be assigned to the Nuclear Power Training Unit (NPTU) at Naval Support Activity in Charleston, S.C. At NPTU, the ship will provide a platform for Naval officers and enlisted personnel to train in the operation, maintenance and supervision of Naval Nuclear Propulsion Plants. “If I have had success at all it is because so many people have helped and influenced me, and most of all my family,” said Roach, a 1995 graduate of the University of Texas with a Bachelor’s of Science in Mechanical Engineering. “I have had the distinct pleasure of serving with some great submariners, also. Crew, I am amazed at your commitment and perseverance. You are the heart of the ship, and you bring her to life. In her final year of 33 years of operations your herculean effort resulted in an 80 percent operations tempo steaming more than 30,000 miles sailing the Eastern, Western, Northern, and Southern Hemispheres. “As if that was not enough, you are part of the most complex engineering endeavor that our Navy has attempted since putting reactors on submarines – the creation of the next MTS. In all aspects of our profession you have made me proud. It has been said that we take the best and brightest of our nation’s youth and put them on watch in the most complex machines ever devised by man, deep beneath the sea – as sentinels, first lines of defense for are nation. You are those

sentinels, you are the best and brightest and it has been my privilege to sail with you. So let me say it one last time as your commanding officer - LA JOLLA RED AND GOLD!”

Roach will report to the Center for Special Operations at MacDill Air Force Base in Tampa, Fla. Crosley’s last assignment was as the Strategic Forces, Nuclear Weapons, and Force Protection directorate head on the staff of Commander, Submarine Force Atlantic.

“When the La Jolla opportunity first presented itself, I assumed I would be put in charge of a lifeless piece of hard ware in need of continued technical management,” said Crosley, a 1990 graduate of Virginia Polytechnic Institute and State University with a Bachelor of Science degree in physics. “What I have found is a living, breathing command with great leadership opportunities and numerous decisions at hand which will impact the lives of this crew as well as generations of nuclear trained operators.

“Cmdr. Roach, you have done a spectacular job in leading the La Jolla through the difficult transition from an operational war fighting machine. The standards you have embedded into the culture on La Jolla will serve the crew and me well as we enter another transition period where the focus becomes putting the ship back together and re-gaining operational proficiency.

“For the crew, I can’t express in words how honored I am to work with all of you. In the last month, I have been consistently impressed with your level of dedication and performance. There have been many opportunities to let the standards slip and take on a victim mentality, but I am 100% confident you are dedicated to success and look forward to leading us to that success in becoming the Nuclear Navy’s premier training platform from 2018 to 2038.”

La Jolla is the first Los Angeles-class sub-



marine to undergo conversion to a NPTU. The current NPTUs in service at Charleston are Daniel Webster (MTS 626), a converted Lafayette class ballistic-missile submarine, and **Sam Rayburn** (MTS 635), a converted James Madison class ballistic missile submarine. **Sam Rayburn** was reclassified as MTS 635 in July 1989 and will remain in service until May 2019. Daniel Webster was designated MTS 626 in August 1990 and will remain in service until November 2022.

La Jolla will remain in service for the majority of the conversion until its reclassification to MTS around Aug 2017 a few months before the boat is scheduled to complete conversion. La Jolla is expected to provide 20 years of service as a MTS.

Commissioned Oct. 24, 1981 at Naval Submarine Base, New London, Conn., La Jolla was the first warship named after the township of La Jolla, Calif., and the 14th ship of the nuclear powered Los Angeles-class fast-attack submarines. It is 362-feet long, and displaces 6,900 tons. The submarine can be armed with sophisticated Mark-48 Advanced Capability (ADCAP) anti-submarine torpedoes and Tomahawk Land Attack Missiles. Along her illustrious 33-year career serving the U.S. Submarine Force, La Jolla had many 'firsts' under her belt, including the first of the Los Angeles-class of submarines to be home ported in San Diego; the first to participate in the Japan Maritime Self Defense Force and Korean Maritime Self Defense Force's first multi national exercise, Pacific Reach 2004; the first to deploy overseas with the advanced AN/BQQ-5D sonar system on board; and the first to be fitted with the Deep Submergence Rescue Vehicle (DSRV).

=====Humor in Uniform=====

When World War II broke out, a school chum of my mother's joined the army and was later sent to Britain. After crossing the Atlantic by boat, the Swift Current town boy took the train to London, arriving at Waterloo Station.

This country boy, finding himself in a busy train station thousands of kilometers from home, lugged his duffel bag to a bench and sat down, feeling dispirited and lonely. Soon after, a Royal Air Force fellow sat down next to him. Noting "Canada" on his seatmate's shoulder flashes, the flyer said: "You must be feeling lost, mate. I know what it's like. I'm going to Canada. I've been posted to a little place called Swift Current. Ever heard of it?" "Yeah," the Canadian responded with a smile. "My dad's the mayor."

Trying to explain to our five-year-old daughter how much computers had changed, my husband pointed to our brand-new personal computer and told her that when he was in college, a computer with the same amount of power as ours would have been the size of a house. Wide-eyed, our daughter asked, "How big was the mouse?"

One Sunday morning not long after I was posted to CFB Borden, Ontario, for temporary duty, I was hitchhiking from the base chapel back to my quarters. After a car picked me up, the driver offered to make a small detour and take me right to my front door. As we drove, my Samaritan told me that hitchhiking on base was prohibited and I was lucky the Base Chief Warrant Officer hadn't caught me or I'd have been given extra duties and confined to barracks. I admitted I was unaware of the regulation and thanked him for the advice. Just before he dropped me off, I asked who he was. My new base commander, he said.

During basic training at Camp Wainwright, Alta., my son Sam was constantly upbraided on parade for his disheveled appearance. Late one night, with the help of a neater soldier, he worked extra hard to shine his boots and iron his uniform. At inspection the next morning, the Warrant Officer passed Sam by without a glance, only to stop in his tracks, wheel about, return to look Sam up and down, and bark, "Whose uniform have you got on, Hall?"



From the Editor Tom Sprague

I know many of you have taken a nap or two in the past year, so I am catching up on some old promises of past issues of the SRA Newsletter. Back in 2014 I posted a picture of the USS Albacore (AGSS 569). The picture was of the tail of the Albacore

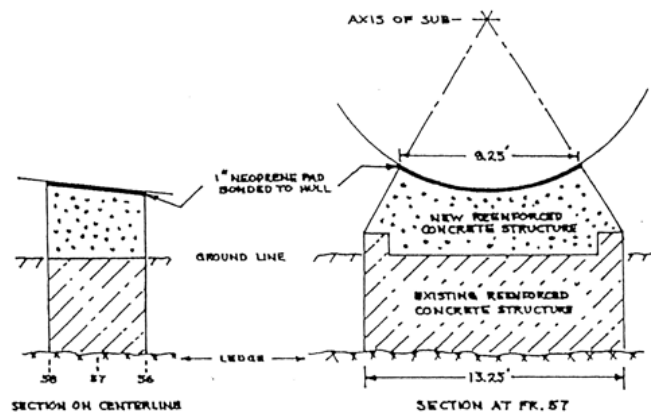


The question was if any one recognized the picture. In the Winter 2014 Edition of SRA Newsletter I received a response and then promised to print more of the story of how it got to its final resting place. As I said this is a NO BS story and I found it very interesting. Now for the remainder of the story of how the Albacore got to its final resting place.

On October 1, 1972, Albacore was decommissioned. Her unreliable pancake engines had finally caught up with her and test operations were severely curtailed and eventually canceled. Plans to replace the pancake diesel engines would have required adding a 12-foot section to the hull. The cost of such a modification and the resulting increase in drag was unacceptable. In April of 1980, the Chief of Naval Operations advised the Secretary of the Navy that "The Navy has no further requirement for this ship as an operational R&D platform" and that "authority is requested to dispose of Albacore as a target of destruction for experimental purposes." On May 1, 1980, Albacore was

stricken from the Navy List.

What started out as the Bring Back the Albacore Committee became the nonprofit Portsmouth Submarine Memorial Association (PSMA). The group faced four challenges: To raise necessary funds; to get the Navy to release the Albacore to the group; to find a suitable site; and to determine how to move her to her display site. A search of waterfront property failed to identify a suitable piece of land along the Piscataqua River. However, a possible solution was to move the Albacore onto a dry land site. What better way to display Albacore's sleek hull, X-configured stern and counter-rotating propellers than by having her completely out in the open and visible. A parcel of land was located at the intersection of the Route 1 By-Pass and Market Street that belonged to the Maine-New Hampshire Interstate Bridge Authority. When approached, the Authority Board agreed that this was an appropriate use of the land and wound up selling the land to the Association. Both houses of Congress passed the necessary bill to release Albacore to the Association and on November 7, 1983 President Ronald Reagan signed the bill. The Albacore began its move to its final site in May of 1985.



Gene Allmendinger, a professor of naval architecture at the University of New Hampshire and a member of the PSMA, designed a set of reinforced concrete cradles that would serve as her supports on dry land. The problem was how to



get her there. The final resting site was a quarter of a mile from the river and 27 feet above sea level. Of the three different methods considered, the one selected was a marine railway. Albacore would be floated onto a specially designed cradle which would be moved on rollers on twin tracks. A heavy duty winch would pull the submarine laden cradle out of the water and up a ramp.

To get the boat from the Piscataqua River to the cradle, it would be necessary to remove a railroad trestle, cut through a four lane highway and dredge a channel to the end of the marine railway. Gaining permission and approvals to do all this was a major task with over 20 separate permits and approvals required. A complicating factor was that the move had to occur at the time of the highest monthly tide. Finally, all permits and authorizations were in hand and, on May 4, 1985, the process of moving Albacore to her final resting place began.

With just minutes to spare, she was lined up over the cradle when a major problem arose. A protective cap on the end of her propeller-less propeller shaft prevented Albacore's stern from mating up exactly with the cradle. On the following day, the repaired winch slowly moved the boat and cradle perhaps 30 feet before disaster struck. With the full weight of the submarine on it, the beams of the cradle buckled and the cradle slipped off the tracks. At the next high tide, the boat was moved back as far as possible from the river and allowed to settle in the mud as the tide receded.



For months Albacore would lie in the mud like some oversized beached whale while possible engineering solutions were evaluated. The plan finally adopted was to build a large coffer dam, or bath tub, around the submarine, fill it with water, float the boat and pull it to the back end of the tub. By building ever higher walls around the boat, a series of canal locks would lift the submarine and allowed her to move inland toward her final destination.

Deciding upon a method for moving Albacore was the easy part. Now began the permitting process which entailed convincing the Army Corps of Engineers, among others, that the coffer dams would hold water and not collapse. With the water level in the final coffer dam 6 1/2 feet above the Route 1 By-Pass, the Corps had to be satisfied that the water would be contained and that there was a very low risk of a blow out and catastrophic flooding. The University of New Hampshire School of Engineering provided technical assistance in providing an analysis of soil mechanics, structural geometry and the system for lining the coffer dam with poly sheeting to minimize water leakage.

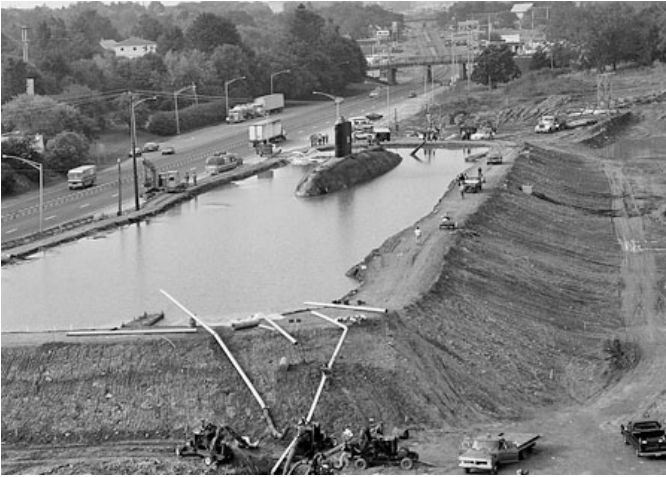
Filling the coffer dams with water was another problem. The available pumps did not have the volume capacity. Walter Pratt of Rensselaer, NY donated and delivered free of charge 12 huge pumps. Another problem to be solved was that the pumps would run out of gas every three hours and they would need to be running 24 hours a day. Buzz Hanscom, owner of a local fuel company, loaded up one of his tanker trucks and kept the pump tanks filled and never charged a penny.

With all details complete, it took three days of round-the-clock operations to complete three floods and lifts and move Albacore into position. With the water level falling, Albacore settled perfectly on her concrete cradle at 4:30 pm on October 3, 1985. She was finally home.

You can read the above story and more about



the Albacore by visiting the following website
www.ussalbacore.org



Next time you are in upper New England take some time out of your busy schedule and take a look at the Albacore knowing what it took to get her to the final resting place. I cannot wait to see this boat and get the full tour.

Lobster Anyone!

Report to the Captain's Office! Wow! What now? While in the shipyard with the boat torn apart everyone including the Captain had offices on a barge. The office for the Captain was on an upper deck and it was probably not a good thing to be called there. I couldn't think of any reason to be concerned but still?

All my worries were for naught as Captain Orzalli had a business proposition for me. It seems as though the Captain was partners with a man that had a license to lobster. His goal may have been to obtain a license but there was a five year residency requirement. Now this partner and Captain Orzalli had lobster pots set and had lost some mostly in the channel between PNSY and ME. Either by accident or purposely the buoys were being cut loose. Enter the Sam Rayburn ship's diver (Me). The Captain proposed the lobster in each pot recovered were mine. Needless to say I was more than happy to accept this offer. I would ride out in a boat with the Captain and his partner, they would say there should be one here. Suited up in diving gear down I would go and sure enough I'd find a pot. Now I was not allowed to pull the pot. Only the partner with the license could do that. Once I located the pot I would bring the rope up to the partner who then hauled in my lobster! Needless to say "I ate pretty good the whole season".

There was another diving activity I did for Captain Orzalli, he had a boat moored near his home. Somehow a rope had fouled the screw and he asked if I would remove it. Rule #1 when diving in ME or NH waters wear a wet suit including a hood even in summer. The rope was really wound tight, I had a dull knife and forgot my wet suit hood. Have you ever had a brain freeze when eating ice cream? Well every time I dove I would get a brain freeze worse than any I ever got eating ice cream. I finished the job was taught a lesson to not forget the hood next time. (Thank you to Carl Rammel for this story)

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