

# 2001/2003 NEWSLETTER OF THE YEAR



## The Topeka - Jefferson City Base Scuttlebutt



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United States Submarine Veterans Incorporated

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## BACK TO OLATHE, TRADITION OR A GOOD WAY TO START THE NEW YEAR'S MEETING?

By Art Randall

With a Little Help from George Arnold

### THE ANNUAL FIRST QUARTER BUSINESS MEETING IN OLATHE

Each year we go to Branson for the Christmas Season and the next meeting we have is in Olathe. Don't get me wrong, I like Olathe, except for the Holiday Inn.

I don't know how you all felt, but I felt very comfortable this year being there as the camaraderie was especially welcomed.

The Topeka-Jefferson City Base's First Quarter Business Meeting began at 1400 hours on 12 March 2005 at the Machine Shed, in Olathe, Kansas with nineteen members in attendance.

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During the meeting, wives once again departed for an afternoon of serious shopping. Since we have met at the Machine Shed in Olathe several times, the wives guests already knew where they wanted to go and took off with all the plastic they could carry! (Whatever happened to cash?)

For the interested, a more detailed listing of information about meeting can be found in the Yeoman's minutes elsewhere in this edition.

One of the highlights of the meeting was the unveiling of a new Topeka-Jefferson City Base Banner, compliments of Larry Meyer. It is a beautiful banner, done in the base colors and will prove to



be very beneficial for future events.

Who knows, maybe it will be carried in future parades to complement the Base Float, or as a banner carried by

marching members leading the float!

Jack Peddicord "took his leave" during the Business Meeting returning with two full page ads for the Convention Program sold to the Machine Shed manager. Well Done, Jack!

Also during the meeting, Don Cole presented TJC Base Life Memberships to George Bruss and Mitchel Whisman.

Following the business meeting, some members met in the local watering place (the Machine Shed) and once again amplified some sea stories!



Recognize any of the above reprobate curmudgeons?

Once the wives returned from shopping the sea stories stopped, well, not really stopped, just delayed for awhile to keep the wives happy... everyone knows you can't keep a "Sea

Story Junkie away from “Sea Stories too long, even if it is to tell the family dog or cat the latest one remembered!

## THE SOCIAL HOUR AND EVENING MEAL

The well attended social hour began at 1700 hours. It was very good to once again greet shipmates in a social atmosphere. That, more often than not, if we were all truly honest, is one of the real reasons we joined USSVI and TJC and which keeps us members of world-wide this organization of submariners!

The evening meal was served “Country Style” with an abun-



“East LA mahn.” “Asi es la vida,” (loosely translated “So goes life”). But since the Machine Shed just sprung for \$150 worth of Ads. It might have seemed a mite tacky to make a big deal of it!

dance of food! The service was excellent, as always and the food very good.

We did receive a little surprise when told the price of the meal didn’t include tax and tip as we had thought, but as they say in



The evening was highlighted by Commander Don Cole as he expressed his sincere and heart felt appreciation to several members for their support over the past two years.

And Jack Peddicord expressed his sincere and similar heart felt appreciation and thanks to the Honor Team for the funeral services they conducted for a WWII SubVet member of the Muddy MO Squadron that sailed on Eternal Patrol in February.

The scheduled Program was to have been presented by two Navy Recruiters, however they did not make it! Maybe next time! Like a Pro, Commander Cole adjusted to their absence and didn’t miss a beat!

The “all smiles” winner of the 50/50 raffle was Susan Ryan as Robert Emery found the right ticket for her.



We hope to see more members wives and guests at our June meeting to be held in Liberty, MO as there is lots of history there to see as well as a large Shopping Mall just a few minutes away for the inveterate shoppers. For

some it will be a “New Ground Experience,” Mall as you can see on the “Next Meeting” page!

Many thanks to those that attended the Olathe meeting. You help keep USSVI’s purpose and Creed in focus and in perspective by “...respectfully maintaining and perpetuating the memory of those submariners who have made the ultimate sacrifice for our nation and to acknowledge the accomplishments of all submariners, from our beginnings to those who will serve on the cutting-edge vessels of tomorrow—our past, our present, and our future.”

“The Brotherhood of the Dolphin” is a very select group of men! Also a special thanks to the ladies who serve alongside and with us. You also are a very special group of people and a group for which the wearers of the dolphins will be eternally grateful.

## SOME WARM “AFTER OLATHE” THOUGHTS!

Other than the forgoing, nothing more of real importance occurred... best of all there were no untoward political agendas among the members! Bottom line? We all had time to just relax and enjoy one another’s company. That, in our book ought to be the “uniform of the day,” at every meeting. This year, however had a lot of good tidings with which we could all relate and enjoy together!

For many of us, it was nice to see long time friend, shipmate and Veteran TJC member Dave Eberhart join us and share his mighty and endless and bottomless repertoire of sea stories. Even when he starts to tell one we’ve have already heard, we all seem to love hearing it again.

Wonder how he ever was able to have so many enviable experiences to relate, while the rest just sit drinking beer, listening and thinking, “What a mis-spent youth the rest of us must have had while in the Navy... or we just don’t want to abhor our shipmates by relating what we really did in our early and more youthful years!

With Dave at the helm, you kind of feel that you are kneeling at the feet of a great Guru and you are lapping up every word that emanates from the mouth of this great sea-story Wizard!

Most of us have been having “Eberhart withdrawal,” between meetings and since he is finding it more and more difficult to make them, it is good to have him join us now and again to bring us back to the reality of those great days of our Navy youth, so many years ago!

So, since Dave’s life has changed somewhat I says to myself, “Self? “Why not invite Dave to write a column in each Scuttlebutt to share with us all again his remarkably yet believable sea stories! In this issue you can read Dave’s first column on the subject, appropriately titled, “Sea Stories by Dave.” Without a doubt Dave is still the quintessential TJC sea story Guru... maybe even in all of USSVI. I guarantee, Dave will never disappoint you!

# THE CAPTAIN'S QUARTERS

By Don Cole

## The TJC Change of Command

This will be the last Captain's Quarters article written by me as it is time to pass the gavel to my relief



I have enjoyed representing TJC as your Commander. Before I leave I want to thank those that made my job a lot easier without whom we probably could never have accomplished what we did, or undertaken the programs supporting those accomplishments.

First and foremost a sincere heartfelt thanks to the wives for putting up with our sea stories most of which they have heard so many times they can no doubt tell them with equal aplomb.

During the last two years we have accomplished more than I ever imagined, not because of me but because of the outstanding members we are so fortunate to have in this organization.

Following is a list of what I believe to be our most significant accomplishments and achievements, noting the members that were responsible for their initiation and/or completion.

1. Honor Team (Dale Moses, George Arnold, Bret Cortright, Kelly Dunn, Robert Emery, Bill Gardner, Joe Robinson, Joe Ryan, Mark Speaker, Herman Smith and Red Stubbs)
2. I-70 Project (Art Randall, Herm Smith, Melody Green and George Arnold).
3. Highway Ceremony (George Arnold and Art Randall)
4. Base Float (Dale Moses and Robert Emery)
5. Convention preparation and management (Art Randall, George Arnold, Nolan Beatty, Dale Moses, Robert Emery, John Moore, John Riley, Jack Peddicord, Bret Cortright, David Williamson, Don Alcott, Dorothy and Charles Finlay and many more)
6. Members actively involved in hosting crew members from the USS Jefferson City. Three Base members take the lead every year. (George Arnold, Melody Green and George Bruss)
7. TJC members combined with WWII members took part in the Veteran's Day ceremonies at the Missouri State Capital (George Arnold, George Bruss, Herman Smith and Ron Kauffman)
8. George Arnold is actively involved in the Jefferson City Veteran's Council.
9. Our members continue to take an active role in the Jefferson City Submarine Committee three of which are committee members (Chairman George Arnold, Vice Chairman Herman Smith Secretary and Crew Visit Coordinator Melody Green.
10. Two TJC members are members of MAVO, the Missouri Association of Veterans Organizations, (George Arnold represent-

ing Missouri Submarine Veterans and Art Randall, representing the US Submarine Veterans, Inc., in and for the State of Missouri.

11. George Arnold Coordinates the USS Jefferson City's unofficial Website accompanied by Art Randalls Texting. George is also involved in the Deterrent Park program.
  12. District and TJC Sponsorship of a Great Lakes Recruit Division (Art Randall)
  13. Dale Moses working on 50-1c3 Base Incorporation.
  14. Members assuming National Office (Art Randall & Bret)
  15. An award winning Newsletter. (Art Randall and his capable staff of contributors and proof readers.
  16. John D'Aloia, Bret Cortright and Aaron Peters working on Kansas Memorial Highway memorial dedication and signage!
  17. John D'Aloia volunteering to be the Host for the USS Topoka crew when in town.
  18. Most of all I thank George Arnold for all his help that got me through these last two years.
- In June there will be the TJC Base Change of Command. I am sure we will continue to grow and strengthen under the new leadership.

We now need to support our new Commander and continue to work toward the best US SubVets Convention that the our members world-wide have ever seen! Thank you all for a memorable once in a lifetime experience.... as Commander of the TJC Base! I hope that I have served you all as well as you all have served me and our Base. Semper Fi!

*Don*

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## FOR THE RECORD

By  
Art Randall

### Why are the Chief's Quarters "The Goat Locker?"

Entertainment on liberty took many forms, mostly depending on the Coast and opportunity. One incident which became tradition was at a Navy-Army football game. In early sailing years, live-stock would travel on ships, providing the crew fresh milk, meats, and eggs, as well as serving as ships' mascots.

El Cid. (meaning Chief) was the mascot aboard the USS New York. When its crew attended the fourth Navy-Army football game in 1893, they took El Cid to it, which resulted in the West Pointers losing.



El Cid (The Chief) was offered shore duty at Annapolis and became the Navy's official Mascot. This is believed to be the source of the old Navy term, "Goat Locker" as El Cid was the Chief and Mascot in Annapolis' luxurious "Goat Locker!"

## THE EXECUTIVE OFFICER SAYS...

By Bret Cortright

### Ahhhhh!!!! The Magic of Spring

Well it's time for the Scuttlebutt to hit the streets again and to the Editor's perpetual agony and dismay, I am once again late with my submission.. at least I am consistent. But this time I've good reason; it's Spring.



With Spring comes the greening of lawns and trees, the blooming of flowers and of course the endless school concerts and plays. There are graduations and confirmations to attend, the beginning of baseball season and the "official" start of the riding season, our editor can appreciate that (Only if it is Harley riding, the Editor is quick to intone), and oh, I almost forgot, Spring is when taxes are due – face it, Spring is just a busy time of the year. It is also said that in the Springtime a Young Man's fancy turns to love. I wouldn't know about that, age is a great eraser of time, they also say!

For the Topeka-Jefferson City Base, Spring also means that "Float the Boat" will soon be leaving drydock and setting sail (sort of) in the parades of our communities.

Float Skipper Dale has orders for the float to sortie on May 7 in Richmond, Missouri. A grand time it should be and all hands are invited to participate.

Another aspect of this particular Spring is that the National Convention is now only five months away. Five months, that seems incredible!!!

Just yesterday it was a year away and the day before yesterday we had just won the bid in Peoria and thought we had plenty of time... four years, the same time we had for our first enlistment and that seemed to be, on the front end, a "lifetime!"

Time is getting short, decisions must be and are being made and the finalization of it all must and soon occur and all come into place!

The speakers are lined up, the rooms are filling up and hopefully by the time Scuttlebutt reaches your hands, the Banquet band will be under contract. Spring is a wonderful time, it's my favorite season even though it is extremely busy.

About this time last year, I dedicated my entire article on the history of Memorial Day. While I won't bore you with that again, I will encourage you all to fly your flags and pay honor to those heroes who have gone before us.

If I don't see you in Richmond on May 7th, I hope to see you all come June in Liberty.

*Bret Cortright*

## THE HISTORY OF NORTHROP GRUMMAN - NEWPORT NEWS

**Editor's Note:** In the last Issue of Scuttlebutt, the history of the Electric Boat Company was chronicled. This issue will be the story of the Newport-News Ship Building Company. Both purchased a full-page Ads in our Convention Program.

By 1882, railroader Collis P. Huntington, had established the successful Chesapeake & Ohio railroad to transfer coal from the Ohio Valley to its eastern terminus at Newport News, VA. He next sought to build a shipyard to repair ships servicing this transportation hub. The new shipyard was known as the Chesapeake Dry Dock & Construction Company, chartered in 1886.

In 1891, Newport News Shipbuilding (NNS) delivered its first ship, a tugboat named Dorothy. By 1897, NNS had built three warships for the U.S. Navy – Nashville, Wilmington and Helena.



After the death of Collis P. Huntington in 1900, the company issued \$5 million in bonds and \$6 million in preferred stock to the Huntington family members and began building and repairing a great variety of ships.

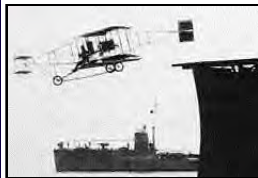
In 1907 President Teddy Roosevelt sent the Great White Fleet on its round-the-world voyage to demonstrate the United States as a force to be reckoned with. Seven of the 16 great battleships were built by NNS.

In 1906, the British-built Dreadnought, a revolutionary new design of warship, launched a great naval race worldwide.

Between 1907 and 1923, NNS built 6 out of a total of 22 dreadnaughts for the U.S. Navy – Delaware, Texas, Pennsylvania, Mississippi, Maryland, and West Virginia – and all but the first would see service in World War II.



As war loomed, NNS expanded to meet the demand for more warships. Between 1918 and 1920, the company delivered 25 destroyers and employment peaked at over 12,000. In 1910, in the waters off Newport News, Eugene Ely successfully flew his Curtiss-Hudson plane off the cruiser Birmingham, proving the feasibility of the aircraft carrier. NNS went on to build Yorktown and Enterprise, two of the most famous fighting ships in WW II.



By 1940 the Navy had ordered seven additional aircraft carriers and four cruisers. Clearly, NNS had all the Navy work it could handle for several



years to come. Still, the company reacted swiftly to fill additional requests for merchant ships, known as "Liberty ships" that were so desperately needed during the war. It founded the North Carolina Shipbuilding Company, on the banks of the Cape Fear

River and launched its first Liberty ship before the end of 1941 and built 239 in all.

At the peak period in 1943, more than 31,000 employees worked to deliver ships to the Navy. For its tremendous contributions during the war, the Navy awarded the company its prestigious "E" pennant for excellence in ship construction. No other shipbuilder had delivered such an array of ships – or built them better – or faster – than NNS. In the post war years, NNS focused on conversion and repair work and took on new challenges, building the famous passenger liner United States, which set a transatlantic speed record, that still stands today.



During the late 1950s and early 1960s, a general slump in shipbuilding occurred. NNS not only survived the slump but prospered due to a strategic decision to move into nuclear power.

In 1954, NNS, together with Westinghouse and the Navy developed and built a prototype nuclear reactor for a carrier propulsion system. later designing the first nuclear-powered super carrier, Enterprise, "The largest, most powerful, most modern ship of all time", launched in 1960.

In 1959 NNS launched its first nuclear-powered submarine, Shark (SSN 591). In the same year, NNS also helped design and build the first ballistic missile submarines, the Polaris Class, launching Robert E. Lee (SSN 601) in late 1959.

In the 1970s NNS again expanded its operations, investing \$250 million in the development of a new North Yard. In the new yard, NNS built two of the largest tankers ever built in the western hemisphere and also constructed three liquefied natural gas carriers – at over 390, 000 deadweight tons, the largest ever built in the United States. In 1981 NNS turned out a variety of Navy products, including Nimitz Class nuclear aircraft carriers and Los Angeles Class nuclear attack submarines.

In 1996 then owner Tenneco spun off NNS into an independent company. NNS opted to focus on its core defense products -- aircraft carriers and submarines. Through niche acquisitions, strategic alliances and internal improvement initiatives, the company expanded.



On Nov. 7, 2001, NNS signed a merger agreement with Northrop Grumman and combination creates a \$4 billion world-class shipbuilding enterprise with expertise in every class of nuclear and non-nuclear naval ship.

Upon the firm foundation Huntington left 115 years ago, NNS is poised to pursue its goals for the future: strengthen its core defense business, effectively manage technology insertion and systems integration, become the life cycle manager for its products and deliver superior value to customers.

## **IT'S A DIFFERENT NAVY TODAY!**

### **Submariner Gets \$100,000 Reenlistment Bonus**

By

**Chief Journalist David Rush (SW/AW)**

#### **Commander Submarine Force U.S. Pacific Fleet Public Affairs**

**Pearl Harbor, Hawaii March 3, 2005** - Chief Electrician's Mate Robert Cruanes, Reactor Control Division leading Chief Petty officer stationed aboard USS Bremerton (SSN 698), is slated to receive \$100,000 by staying Navy as part of the Enlisted Supervisor Retention Pay program.

According to the Navy Personnel Command, nuclear-trained Sailors with at least six years of service but no more than 10 can get as much as \$65,000. Sailors eligible for the Enlisted Supervisor Retention Pay can get even more, up to \$ 100,000 if they meet the requirements.

The Enlisted Supervisor Retention Pay program is separate from the Selective Reenlistment Bonus and is designed to keep senior enlisted supervisors in critical jobs. Those who accept the supervisor bonus are not eligible for the Selective Reenlistment Bonus

"I would have reenlisted with or without the bonus," Cruanes said. "This was icing on the cake." As a submariner who holds a nuclear Navy Enlisted Classification (NEC), Cruanes credits the Navy's latest bonus increase for senior Sailors with addressing the gap the Navy saw in leadership in the 12-17-year career mark.

"It's for the Zone 'C' reenlistment under the Enlisted Supervisors Retention Bonus for the nuclear trained ratings," Cruanes said. "It just started last November." The ceremony included gifts for those in attendance at his ceremony.

"I was the first one on my boat under this new program," he said. "I gave out \$100,000 candy bars to all the people at my reenlistment. I thought they would appreciate that." According to Cruanes, he has been fortunate to get reenlistment bonuses, and even more fortunate to see them grow over the years.

"The bonuses for the nuclear ratings have always been there since I have been in the Navy, but it seems like they are getting better and better," he said. "My first bonus was \$12,000 and for my second I got \$60,000. That time we were in the Persian Gulf, so it was tax-free."

Although the bonus was a factor in reenlisting. Cruanes said he loves his job and the camaraderie of submariners. I love being in the Navy; there's a sense of doing something worthwhile.

"Whenever I retire, I can look back and say I made a difference," said Cruanes. "I tell my Sailors the Navy's not for everyone, but I have heard from a lot of my friends who have gotten out of the Navy that they miss the people that they worked with and that they were doing an important job."



## THE YEOMAN'S SHACK

By **E. Dale Moses**

Topeka-Jefferson City Base  
Minutes of Meeting Held  
13 March 2005

Machine Shed - Olathe Kansas

**N**ineteen Members in attendance: Robert Emery, Dale Moses, Don Alcott, Art Randall, Don Cole, Bret Cortright, John Moore, John D'Aloia, Joe Ryan, Kelly Dunn, Jack Peddicord, George Arnold, Dave Eberhart, Jim Wilde, George Bruss, Joe Robinson, Mitch Whisman, Dave Williamson and Charles Brock.

**Call to Order:** Commander Cole called the meeting to order at 1400 hours. Robert Emery lead the salute to the Flag and Pledge of Allegiance. George Arnold gave the opening prayer. The minutes of the December meeting were read by the Base Yeoman and approved as read.

**Financial Report:** Base Finance Officer Dave William presented the Base Finance report (copy attached) was approved as read.

**Members in Sickness:** - Mark Speaker is back in the hospital; a card was passed for him.

**Unfinished Business:** The next Convention meeting is scheduled for March 20th in Liberty at 1700 hours.

**Slate of Officers presented:** The Commander read the Slate of Officers for the upcoming election. Candidates are: Bret Cortright - Commander; Robert Emery - Vice Commander; Mark Speaker - Base Secretary and Dale Moses - Base Treasurer. The Commander requested three times for any nominations from the floor. None were submitted. Ballots will be e-mailed/snail-mailed prior to the next meeting in June, at which time the new Officers will be installed.

**Kansas Highway Signage** – no progress has been made. John D'Aloia to make some contacts.

**Convention Program Advertisement** status– Art Randall presented the status of Ads for the Convention Program. There are about 18 pages left to fill. Other members added that they were pursuing leads. This lead to a lengthy discussion on the Convention. This discussion was not structured and will be repeated at up-coming Convention Committee meetings.

**Deterrent Park Brick Update-** Done, thanks to Past Commander Arnold.

### Committee Reports:

**Membership** – George Arnold gave the current status of membership. Currently we have 86 total members including 10 associate members; 3 honorary; and 73 Primary Members. Some have not paid for 2005 and will be dropped on April 1st.

**Holland Club** – No Report.

**Honor Team** – Dale Moses stated that the Honor Team has performed one service for WWII SubVet Charlie Rutledge on December 21st, 2004. Dale stated that the Honor Team now has

matching jackets and is fully outfitted. Dale presented the Base with a check in the amount of \$100.00 from the Missouri Funeral Honors Program for Charlie Rutledge.

**Retired/Veteran Affairs** – No Report.

### New Business:

**TJC Website:** Dave Eberhart stated that the Base Website costs about \$98/year for the Server. and Domain Name Dave has been paying for it, but will be traveling and would like to know who would be responsible for the Website. George Arnold moved that the Base pay for the website and URL. Bret Cortright seconded the motion. Motion passed.

**Life Membership Certificates** were presented by Commander Cole to George Bruss and Mitch Whisman.

**Fund Raising** – Robert Emery reported on the 50/50 raffle or an item raffle to be held today for the benefit of the "Float" project.

**Flags** – Dale Moses discussed the need for State flags for the Convention. Dale made a motion to purchase a Missouri and Kansas State flags, on Flag Pole, and three Eagles for the Flag pole and existing poles, with one spare Eagle. Jim Wilde seconded the motion. Motion passed.

### Good of the Order

**Float Project** Dale Moses gave an update on the Float project and listed some potential parade sites and dates. He also encouraged all to assist in their home-town area. All who have assisted had a great time and the crowd loves the Float.

**Benediction:** Chaplin Dunn gave a closing prayer.

**Adjournment:** Commander Cole adjourned the meeting at about 1530 hours.

Respectfully submitted

E. Dale Moses, Base Yeoman

## FOR THE RECORD

By  
**Art Randall**

**Those 13 Buttons on our Trousers had nothing to do with the Thirteen Original Colonies or indeed any fabric of history!**

There is no relationship between the 13 buttons on the trousers and the 13 original Colonies. Before 1894, the trousers had only seven buttons and in the early 1800s they had 15 buttons.

It wasn't until the broad fall front was enlarged that the 13 buttons were added to the uniform and only then to add symmetry of design.

# NEW CREW



# MEMBERS

By  
**Rodney Mann**  
Personnel Officer

## NEW MEMBER SINCE LAST EDITION

*Please Welcome Aboard Our New TJC Shipmate*

**Richard E. Brotbeck**  
1481 Spruce Ave.  
Liberty, Missouri  
Joined March 28, 2005  
Wife: Sheryl

Qualified USS Thomas Jefferson (SSBN618) 1979  
**Welcome Aboard Richard and Sheryl**

## TOPEKA-JEFFERSON CITY BASE MEMBERSHIP STATUS AND UPDATE



By  
**George Arnold**  
Past TJC Base Commander

**A**s of 12 March 2005, our TJC Base has a total membership of 86. Seven of which are Dual Members and three are Honorary Members. Thus the number of TJC Primary Base Members, is 76.

Currently we have three submarine veterans that are considering joining our Base. They all have the necessary information and we are just waiting for their Applications to arrive... and that is all good news for our Base's growth and retention record.

However, the Base currently has nine members that have not paid their 2005 Base Dues and five that have not paid their 2005 National Dues. These members will be dropped on 1 April 2005, unless they become current, in accordance with the National and TJC Base Bylaws.

We certainly do not want to drop anyone. So please, if you have not paid your Base and National 2005 dues, please do so immediately. Send your check in the amount of \$30 (\$20.00 National and \$10 Base) made out to "TJC Base, USSVI" to George Arnold, 23132 W. 71st Terr., Shawnee, KS 66227-5503.

National has developed a very professionally appearing gold

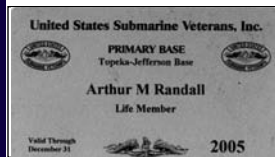
## DISBURSING OFFICER'S REPORT

Topeka Jefferson City Base, USSVI

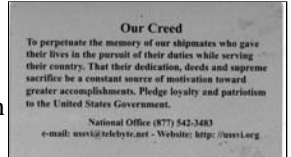
Financial Summary Report 12/6/05 to 3/6/05  
(un-audited)



Balance Forward	\$1131.69
Total Deposits	\$2308.64
Total Expense	(\$901.00)
Current Balance	\$2539.33
Sub Accounts (within totals)	
Scuttlebutt	\$34.31
Ships Stores	(\$91.83)
Inventory Costs	no current data
Retail Value	no current data
TJC Net Worth	<u>\$2539.33</u>



plastic membership card for USSVI non-life members, which has our Base name printed as your Primary Base.



**Note:** Art Randall was the initiator, designer and Chairman of the "New Card" Committee. The above Cards are pre-production prototypes and have been placed here as an example of the new cards. These Cards will be to new members in their first year of annual dues paying membership. Subsequent years the member will be given a vinyl overlay with the new year shown thereon. Holland Club and Life Members will not be issued the cards as they already have their permanent Cards.

It also identifies you as either a Regular or Associate Member. This card is a permanent card with vinyl "year," overlays (similar to AAA and AARP), provided starting in 2006. Therefore, in the future you will not receive a new card each year, but will receive an updating vinyl overlay to place on the card. For those Base members that are Life Members of National, George will provide you with a local TJC yearly membership card. At this time 65% of our Primary members are Life Members of USSVI and 43% are TJC Base Life Members

If you have any questions regarding membership and/or dues payment, contact George Arnold at seafox@kc.rr.com or at the address given above. Our goal for 2005 is for each member to recruit at least one new member for the Base. Remember, everyone is a Recruiter. If you need blank applications, contact me.  
Green Board

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## OUR CHAPLAIN WRITES..

By Kelly Dunn

In Matthew 6:26 it is written that Jesus said, "Look at the birds of the air: they neither sow nor reap nor gather into barns, and yet your heavenly Father feeds them. Are you not of more value than they?"

### Our "Right" to Die?



It is nearly certain that every person reading this column has heard the name Terri Schiavo.

Terri Schiavo was the 41 year old woman who, according to court appointed doctors, had been in a "Persistent Vegetative State" for the past 15 years and had been kept alive with a feeding tube inserted into her stomach.

The controversy was because while nothing officially was written, legal or otherwise, her husband Michael Schiavo claimed that Terri told him that she "did not want to live that way," meaning, Terri's wish was not to be kept alive by artificial means.

Terri Schiavo's parents, Bob and Mary Schindler, vehemently disputed Michael Schiavo's claim saying that Terri had been responsive to them as they visited with her. The Schindlers and Michael Schiavo waged a fifteen-year tug-of-war legal marathon resulting in a bitter, no-holds-barred, public spectacle.

Not only had there been a war raging between Terri Schiavo's parents and her husband, but this sad saga is but one of many battles in their war of values. The reason emotions were running sky-high was because the ramifications of this heartbreaking situation go far beyond the scope of its specific details.

The issue at hand in the Terri Schiavo case is forcing our society to deal with a crucial question:

### What is the Value of Life?

Are people who do not have the capacity to care for themselves worth the time, effort and expense to be kept alive? Or, does everyone have intrinsic value and the basic right to life with dignity?

I have to admit that I am honestly surprised by the comments I have heard even in my own circles. I teach a class on Basic Christian Doctrine at my church and some of the students were using terms such as, "quality of life" and "drain on the family." I wish they and others like them had a better understanding of the biblical view of the Terri Schiavo case. (yes, there is a biblical view) and it is this:

### Life is Sacred

We are all created in the image of God and He places an inherent value on everyone.

I do not presume to judge the motives of anyone. Who knows what the true motives are of those involved in the Terri Schiavo case? Who knows where the truth lies with this horrible tragedy?

I do not know, but I am certain of at least three truths:

- 1) There is One who does know the truth.
- 2) The Day of Reckoning is coming for us all.
- 3) None of us will get away with anything when we meet face-to-face with the ever-seeing, all-knowing ultimate Source of Righteousness and Justice.

Never forget that God has placed an incalculable value on each of us... including Terri Schiavo.

Your TJC Base Chaplain

Kelly Dunn

*"For you created my inmost being; you knit me together in my mother's womb. I praise you because I am fearfully and wonderfully made; your works are wonderful, I know that full well. My frame was not hidden from you when I was made in the secret place. When I was woven together in the depths of the earth..."* Psalm 139:13-15

**A ten minute Sales Pitch by Jack Peddicord brought \$150 of Ad Revenue to our Base!**





**CENTRAL REGION NEWS**  
 Sadly Written this issue By Art Randall



**SHIPMATE JOHN H. FREDRICKS  
 DIES AT THE AGE OF 63  
 Tuesday, March 15, 2005**

**J**ohn H. Fredricks Qualified on the USS Cutlass (SS478) in 1967. He was discharged from the Navy as TM1(SS). He joined US SubVets in 1992 as a Life Member and was one of the key players in the development and subsequent growth and success of the Houston, Texas Triton Base. He was the Triton Base Commander at the time of his death. He also was a Past National Commander of USSVI. He will be missed by those who knew and worked with him to build USSVI and the Triton Base. He lived in Deer Park, Texas with his wife Delores.

I represented the USSVI Board of Directors and the Central Region at the Funeral held on March 21, 2005, accompanied by Ray Wilgeroth, the new District 5-A Commander of Texas. John will be missed by all those who knew and who worked with him to grow USSVI, the Triton Base as well as other SubVet Organizations including Texas WWII Chapters and USSVI Bases. Rest You Oar John... for all that you have done!



**CONVENTION  
 PROGRESS  
 NOTES**  
 BY CONVENTION VICE  
 CHAIRMAN  
**GEORGE ARNOLD**



**O**n April 10, 2005, a request was forwarded to all Committee Chairmen requesting they submit a status report for their committees. Listed in this report are the responses from those that submitting those reports as requested.

**Finance:** Information received from John Moore: "We presently have \$23,418.50 in the bank with a deposit of \$1,839 yet to be made. This will give us a total of \$25, 257.00 as of 4/15/05.

**Memorial:** Received from Don Cole:

a. We are having problems pinning the Navy band down as they will not make a commitment for the Memorial more than 60 days out. A back up band is currently being pursued.

(Continued on Page 11 Column 2)

**THE USS SAN FRANCISCO  
 IN DRYDOCK**



**BIRTHDAY BOYS**

**Happy Birthday Shipmates, Happy Birthday!**

**This is Your Month... Enjoy Every Day of it!**

**APRIL**

Tom Leopold  
 Michael L. Jensen  
 Kelly Keith Dunn  
 Donald E. Pinkston  
 George M. Arnold  
 Mark E. Speaker  
 Fred J. Sigher  
 Charles J. Werns

**Here's To Your Health**



**MAY**

Frank M. McMillan  
 John R. Riley  
 Mitchel K. Whisman  
 Bret S. Cortright  
 Robert Williams  
 Steve Corsale

**Wealth**



**JUNE**

Ronald D. Haddock  
 Art Linkletter has been quoted to have been the first to observe:

**And Most of All  
 Happiness**

*"Old age is not for  
 Sissies."*



**AMEN ART...  
 AMEN!**

**All Year Long!**

## TRACKSIDE©

by  
John D'Aloia Jr.



**T**erri Schiavo. Eternal rest grant unto her Oh Lord. Our nation was tested these past few weeks. So fitting during the time of our Lord's Passion, God gave us an opportunity to demonstrate an understanding, as our Founders understood, that our nation's continued existence rested on our acceptance of God's Law, on our readiness to protect innocent life, on our recognition of the transcendental foundation of our existence.

Our elected officials failed. Our courts failed. We failed. Terri Schiavo was murdered. It was a barbaric murder by starvation with a godless mob clamoring for her death, a godless mob reaching for straws to paper-over their inhumanity and their rejection of Our Lord Jesus Christ.

It was premeditated murder presided over by judges who had not the wisdom to reach beyond the words in statutes and put into practice the basic principles of our society as set forth in the Declaration of Independence.

Certainly a right to life is easier to find in our laws than the shadowy "right to privacy" which serves as a rationale for murder by abortion. Larry Kudlow, writing in National Review, found inexplicable the court system's determination to take Schiavo's life.

He wrote: "I say inexplicably because the courts have chosen to disregard the morality of life, the religious belief in life, the culture of life. Inexplicable because all Americans of faith believe that in situations like this we should, as President Bush said, "...err on the side of life." But the courts have chosen to disregard this thought - this belief."

Throughout our nation's history, that is, up to now, leaders and statesmen have acknowledged God's primacy. George Washington said: "Let it simply be asked where is the security for property, for reputation, for life, if the sense of religious obligation desert the oaths, which are the instruments of investigation in Courts of Justice?"

John Altevogt, a Kansas commentator, was a bit more blunt: "Welcome to Nazi America. Terri Schiavo died this morning from starvation, considered a crime against humanity in civilized countries."

Maddening, is that Terri Schiavo, a human being, was treated thus, yet those who urged her death by starvation demand that the nation go out of its way, spare no expense, to save the life of insects, or whales, or baby sea lions.

Their world view is upside down and perverted, just as perverted as when they advocate the killing of babies, in or out of the womb. It is a selfish world view that places them and their fleeting, material pleasures ahead of preparing for eternity. Satan must be stoking Hell's fires in anticipation of a bumper crop. The fall-out of this tragic event is not a pleasant thought. The legal mur-

der of Terri Schiavo places additional judicial precedents on the record, making it easier for someone else to be killed who happens to be a burden on someone.

The husband's hearsay evidence was sufficient to sign Terri Schiavo's death warrant. Next time, it could be anyone's word if the person whose life is on balance is not wanted by society's rulers. How short a time it took to go from Nancy Cruzan to Terri Schiavo.

In Cruzan, the Supreme Court rebuffed an attempt to pull the tubes because there was not clear and convincing proof that she had stated that she would want it thus. (The Cruzan decision was written by Chief Justice Rehnquist.) The supporters of euthanasia must be ecstatic.

As the Sanhedrin found willing liars in an attempt to condemn Jesus, so will they be able to find those who will testify that the unwanted one was desirous of being accelerated out of this life.

There are principles that must be applied in cases such as Terri Schiavo's. You will not find them in a constitution or a statute book. They are principles based on Christian theology, principles in conformance with God's Law, principles based on two words: ordinary and extraordinary.

While the application can get complicated and beyond what can be discussed herein, it boils down to the principle that a human being has a natural right to food and water. Terri Schiavo had a right to food and water.

Food and water were not, are not, extraordinary medical treatment. Had the principles been applied, Terri Schiavo's end of life would have been determined, as it should have been, by God, not by man playing god.

Have we reached the societal state feared by Dr. Richard Weaver who wrote in 1948: "We approach a condition in which we shall be amoral without the capacity to perceive it and degraded without means to measure our descent." If not reached, mightily closer.

See you Trackside.

A handwritten signature in dark ink, appearing to read "John", written in a cursive style.

## FOR THE RECORD

By  
Art Randall

### What Company Built the Holland S -1?

If you said, "The Holland Torpedo Boat Company" you were only partly right! In 1899 Financier Isaac Rice founded the Electric Boat Company for the purpose of acquiring the Holland Torpedo Boat Company, (aka Crescent Shipyard, of Elizabeth Port, New Jersey), to bring the 54-foot submersible vessel developed by John Philip Holland and which would be known as the Holland S-1, the first submarine of the US Navy's new Submarine Force, to completion!

# SEA STORIES

By Dave

**Editor's Note:** *Dave Eberhart and I met at the first Ozark weekend of USSVI. From our first meeting, I was and still am, amazed at his repertoire of Sea Stories.... and I envied and still envy, his many and varied experiences. I felt and still do feel cheated by my rather uneventful, boring droll (as sea stories go) tour of duty. So, over the last few years, I simply weave some of Dave's into mine and what a difference mine now make!*



*So, in thinking about sprucing up the Scuttlebutt a little, I thought we ought to have Dave write a Sea story article each issue. He agreed. So, this is the first column of "Sea stories," By Dave (Eberhart that is) who better could it have been. Following is Dave's first article for Scuttlebutt.*

The stories are, and probably always have been, the fare of men of the sea. I have a picture in my mind of a Viking crew all huddled together in their Long Boat, ducked down low for protection against the cold North Atlantic, chewing on dried Cod and salted meat, chugging mugs of Mead and regaling each other with tales of victorious battles and beautiful Irish maidens they met while pillaging an Irish coastal village.

The only difference between the Vikings and Sub Sailors is that, being none to fond of 28 degree salt spray, we sit around a table munching on Beer Nuts and Pretzels, spinning yarns and sipping on a tasty one.

Now everyone knows that the only difference between a sea story and a fairy tale is the introduction. Still, our fascination with a good sea story is in the art of the telling, always keeping in mind there's a nugget of truth however slight in all good sea stories.

We listen with rapt attention to every detail. It's not that the teller is "lying", simply that time, memory and a few cocktails tend to give a different vision of events, which brings about the evolution of the story. For instance, in the first telling the introductory clause is "I once heard" which soon becomes "I once saw" and eventually, after a few more years of telling and retelling, the Bard becomes the bloody hero of an epic tale.

Even a premier story teller, like my old friend Art Randall, once confided in me that he couldn't always recall which boat, what time frame or even if he was actually involved in some of his stories. (Sorry Art if I spilled the beans, but you know there are no secrets on a Smoke Boat.) Sailors just don't really care how straight the facts are-it's the quality of the story that counts.

I have noted over the years that very few sea stories are tragic. It seems that Sub Sailors have a way of turning some rather unpleasant situations and conditions into humor. Head doctors be damned-it's our way of coping! For those of you, like me, that enjoy a good stroll down memory lane, go to (<http://www.olgoat.com/substuff/abr.htm>) called the "After Battery Rat."

Keep in mind that there is less than six months to convention time (and the gathering of story tellers). I'm willing to bet my last pair of clean skivvies that every writer there will swear each word of their story is gospel. Editor: "Eat your heart out Dex!"

- b. Transportation: (School Buses) are again 60 days out before final arrangements can be made.
- c. Porta Potties again 60 days out.
- d. Dale is still working on an MC.

BBQ has been contracted for including tent and chairs.  
(Chairs for both the Memorial and the BBQ)

Overall this Committee appears to be in very good shape.

Boat Reunions: Received from Nolan Beatty.

- a. Nolan is communicating periodically with each Boat Reunion Coordinator. So far, there are 27 Reunions during Convention Week; some are at the Hyatt, some are off-site. Each boat that has requested it has been assigned a "meeting/banquet room" at the Hyatt and each Boat Reunion activity of which Nolan is aware (whether it's a meeting or a banquet) is listed on the Convention Detail Schedule which is available on the convention website: [tjcsbase.org/convention](http://tjcsbase.org/convention)
- b. Nolan plans on making some "door signs" at Kinko's that has the Boat name to be placed on easels provided by the Hyatt.

Convention Program Booklet: Received from Art Randall.

- a. "Thanks to all of you that have taken the time to prospect the hills, valleys, by-ways and roadways to fill the Program with good Ads, but you are also bringing money to the coffers of TJC.
- b. Following is a summary of the Advertisers that will, as of April 15, be in the Program (Full Page Ad unless otherwise noted.) Asterisks denote trade-outs in the form of a donation to the banquet door prize cache of an equal or higher value than the cost of an Ad.
- c. We have four more months to sell more Ads (we have room for 20 more Ads for the Program. Even if you cannot attend the convention or Base meetings you can still find willing prospects and sell Ads in or out of your Community, personally or by phone. Remember 50 cents of each \$1.00 paid for an Ad goes right to TJC's Bottom line, our only expense is the cost for printing the Program.

Help yourself, by helping your Base help your Shipmates. If you know of or have an opportunity to sell an Ad and do not try your best to close it for whatever reason, don't spite your shipmates by ignoring or "Washing your hands of it." ask another member that has a penchant for selling, to either help you, or let them sell it themselves. Bottom line? 28 Ads have been sold by seven of our 86 (8%) members (Dale, Art, Nolan, Jack, John D'Aloia and George. One was sold by Dorris Arnold and she's not even a member! What's wrong with this picture? The Ads sold were:

1. Electric Boat Company – Art Randall
2. Northrop-Grumman Newport News – Art Randall
3. Anheuser Busch KC Distributors – Art Randall
4. Boulevard Beer – Art Randall
5. Majestic Steakhouse – Nolan Beatty
6. Hallmark Cards – Art Randall
7. The Machine Shed – Jack Peddicord
8. Comfort Suites - Jack Peddicord
9. Broome Chevrolet – Jack Peddicord
10. Broome Cadillac – Jack Peddicord
11. McGrogan Military Patches – Art Randall
12. Paul Wittmer – Art Randall\*
13. Greenboard Enterprises – Art Randall\*\*

14. Superior Patches – Art Randall
  15. Six Base/Chapter Consortium including Dorado, Ozark Runner, USS Springfield Bases, Dry Docked Dolphins, Ill-Mo Rebel Squadron, Muddy MO chapter WWII Chapters, “Welcome Ad” to all shipmates and guests, from their submarine shipmates in Missouri and Kansas – Art Randall
  16. Barbel Base (Arizona) Congratulations to Submarine Veterans 1/4 Ad – Art Randall
  17. Bank of Odessa – Jack Peddicord
  18. Heritage Motors – Jack Peddicord
  19. Peter K. Connoly, Author of “The Last Slider” – Art Randall
  20. Sea Fox Association – 1/4 page – George Arnold
  21. Jack Stack Bar-B-Que – Nolan Beatty
  22. Re/Max of Kansas City – 1/4 page – Dale Moses
  23. First Central Bank – 1/4 page. Jack Peddicord
  24. Comfort Suites – Jack Peddicord
  25. Odessa Animal Clinic – James Peddicord
  26. submarine store.com - Art Randall
  27. US Naval Submarine League - D'Aloia
  28. Owens Steakhouse - Dorris Arnold
- \*Door Price Donation of 1,000 page Compendium (Retail Value \$100) of all the Submariners lost during WWII.
- \*\*Door Prize Donation of a Dolphin Golf Bag adver tised in American Submariner. (Retail Value exceeds \$180.00)



**MEMBER  
IN THE  
SPOTLIGHT**  
By  
Art Randall



**M**ark Edward Speaker was born in Ida Grove, Iowa on 11 April 1937, the first son of Wion Edward and Florence M Speaker.

He was raised on a grain/livestock farm near Schaller, Iowa and fed (slopped) hogs, chickens, cattle, and milked cows while in school along with field work on the farm. After graduating Schaller High School in 1955 he began working for local farmers and telephone companies.

On 21 December 1959 Mark and a high school classmate decided to enlist in the Navy provided that Boot Camp was in sunny California. In January 1960 a flight to San Diego began nine weeks of training with no Iowa winter. However, week seven found him with a fractured foot due to marching. Fitted with a walking cast he hobble to classes while classmates marched.

Since his younger brother served nearly four years on Destroyers, home ported in California, he requested the same. After graduating Boot he took two weeks leave with orders to report to ComSubPac Staff, assigned to the drivers' pool transporting staff around the island.

Soon, he was offered a day at sea on the USS Blackfin playing hide 'n seek with ships and planes outside Pearl. A practice torpedo was fired which Sonar reported was homing back on the boat. It hit and ripped a hole in the sail thus ending his first submarine experience.... Whoopee!

Serving as the Admiral's driver Marl was promoted to YN3 assigned to staff Ordnance advancing to YN2. Soon after, President Kennedy extended his rate during the Cuban Missile Crisis.

The staff personnel officer offered him an assignment aboard the Blackfin (SS322) during which he could qualify in submarines, while on a goodwill cruise to the Seattle Worlds Fair. On his return to home base he received his Dolphins.

Then, reporting for temporary duty aboard USS Seafox he caught a plane to Pearl and then to San Diego for discharge. Two weeks later he was released from active duty and launched his civilian career as a Property Appraiser, retiring from Pettis County in 2002.

He is a member of the Sedalia VFW and American Legion Posts and the TJC and Sea Fox Association Honor Teams. He is a Past Senior Member of American Society of Appraisers designated ASA, Past State Director and a Missouri and Iowa licensed Real Estate Broker and past member American Mensa Limited and Intertel.

Congratulations Mark on being our fifteenth “Member in the Spotlight” Ed: Mark is just another example of another Yeoman “What done good!”

## WHAT' WRONG WITH THIS PICTURE?

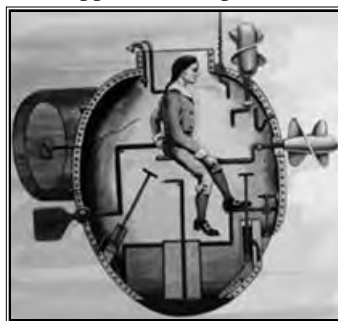
By  
Art Randall

There is something technologically wrong with the picture of the CNS Turtle shown below, even though it is the most widely recognized painting of the Continental Navy's submarine that attacked the British Flagship, HMS Eagle, anchored near Bedloe's Island (today's Liberty Island, upon which rests the statue of our gallant lady “Liberty”)

In the dark of night, on September 6th, 1776, Ezra Lee of Old Lyme Connecticut, a Sergeant in the Continental Army, navigated the Turtle (the first submarine in history to attack an enemy vessel) from New Jersey out to Bedloe's Island.

Arriving he tried to use a drill (to which was attached a time detonated bomb) to enter the hull near the rudder. Trying for an hour or so, sweating profusely and needing air, after finding that the rudder area had been sheeted with copper, thus impenetrable using his wood boring drill, he decided to abort the mission and return to New Jersey. Why was such a Mission as portrayed by this picture unlikely?

Don't know? Turn to Page 16 Column 2 to find the answer! If you do know, Congratulations on your engineering perceptiveness and prowess!



# TO KNOW OUR NAMESAKES

## USS TOPEKA IN THE NEWS

### USS TOPEKA WINS SECOND CONSECUTIVE BLUE "M" AWARD

Naval Submarine Base, Point Loma California (NNS) USS Topeka's (SSN 754) medical department set the standard for Pacific Fleet medical readiness aboard submarines and awarded the Medical Blue "M" Jan. 1 for the second year in a row.

The "Defender of the Heartland" medical department earned the highest scores during an annual review by the Commander, Submarine Squadron 11 medical team.



While maintaining the highest medical standards can be a difficult task for any size medical department, maintaining those standards with a department of just one Sailor is even harder.

Hospital Corpsman 1st Class (SS) Scott Hantsch, a Binghamton, N.Y., native, sets the bar high. As the department head and only member of Topeka's medical department, one could almost say the medical award is Hantsch's accomplishment.

## USS JEFFERSON CITY IN THE NEWS

### SUBMARINE FORCE RECOGNIZES TOP JUNIOR OFFICERS

*By Chief Journalist (SW/AW) Mark O. Piggott, Commander, Naval Submarine Force Public Affairs*

NORFOLK, Va. (NNS) -- The Submarine Force recognized its top junior officers from the fleet as part of the annual Junior Officer of the Year (JOOY) program held in Washington, D.C., March 3-4.

The Junior Officer of the Year competition is a squadron-wide competition that measures shiphandling, tactical, navigation and casualty control ability.

"I am very honored to be selected for the JOOY award," said Lt. Ronald M. Ibbetson, reactor controls assistant, USS Jefferson City (SSN 759). The Colby, Kan., native and 2000 graduate of the U.S. Naval Academy credits his success to mentoring by his commanding officer.

"As a submariner, the required knowledge is extensive and includes knowledge of engineering, tactics and navigation," he explained.

"Commander Caudle is a leader who inspires great things in his people. He is not only extremely intelligent and confident, but also has a deep understanding of people and how to motivate them."

## ABOUT THE USS JEFFERSON CITY OFFICIAL SEAL



The JEFFERSON CITY (SSN 759) Seal reflects the ship's ties to the State of Missouri and to her namesake city. The ship's name is printed in bold letters with a picture of the Missouri State capitol building rotunda, the prominent Jefferson City landmark, substituted for the "O".

The central feature of the Seal is a side profile of a submarine and a passenger and small packet Missouri River steamboat. The steamboat represents the IATAN which ferried Union troops across the Missouri River to occupy Jefferson City in 1861 when Confederate forces threatened to seize the city's federal armory.

The steamboat and submarine superimposed over the state of Missouri represents the significance of naval vessels, IATAN and JEFFERSON CITY, to the history of Missouri and the City of Jefferson.

The motto is derived from Thomas Jefferson's first annual message to the Congress of the United States, in which he identified the nation's need to have naval forces.

"With respect to the extent to which our naval preparations should be carried, some differences of opinion may be expected to appear; but just attention to the circumstances of every part of the Union will doubtless reconcile all. A small force will probably continue to be wanted for actual service."

"What annual sum beyond that you may think proper to appropriate to naval preparations would perhaps be better employed in providing those articles which may be kept without waste or consumption, and be:

**'In Readiness When Any Exigence Calls Them Into Use.'**

# NEXT BASE MEETING

## LIBERTY, MISSOURI

Friday, June 10 to Sunday, June 12

### LODGING

Days Inn

209 N. State Route 291 Liberty, MO 64068

(816) 781-8770

\$55.00 Plus Tax Per Person Per Night

Includes Continental Breakfast

Please Reserve Rooms Prior to May 10

### MEETING/ MEAL INFORMATION

Meeting, Socials and Meals at the  
VFW/American Legion VFW Post 4043

B Hwy Liberty, MO 64068

(816) 781-0184

### AGENDA

Arrival - Friday 10 June, 2005

Gather at VFW/American Legion Post

Saturday Breakfast on Your Own

1000 Ladies Meet Days Inn Lobby to Plan Day

1400 - 1630 Business Meeting at

VFW American Legion Post

Ladies Free for Shopping and/or Sightseeing

1700 - Social at VFW/American Legion Post

Dinner at VFW/ American When We Are Ready

### MENU

Steak or Grilled Chicken Breasts, Baked Potato, Roll,  
Salad, Beverage and Dessert, \$12.99 PP

Contact Dale Moses (816) 415-0567 or e-mail at  
donutdad@primary.net for Dinner Selection

### DEPARTURE

Sunday June 12, Breakfast on Your Own

### THINGS TO SEE AND DO IN LIBERTY

#### Jesse James Bank Museum

Site of the first U.S. daylight, peacetime bank robbery.  
Located on the northeast corner of the historic Liberty,  
MO square. Hours 9am-4pm Mon.-Sat.

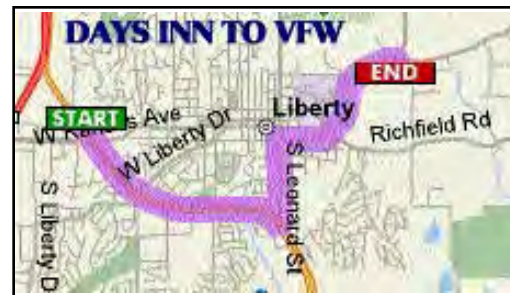
<http://www.claycogov.com>

(816) 781-4458

103 N Water St. Liberty, MO 64068

#### Liberty Jail Historical Site

Provides interesting exhibits, A/V presentations, sculpture and artwork to help visitors learn about the significant events that took place in the jail. Other aspects of Church history are also introduced. The visitors center is open from 9am-9pm daily for free guided tours.



(816) 781-3188 216 N Main

St. Liberty, MO 64068

### SHOPPING

Antioch Shopping Center

Nine Miles from Days Inn

5307 Center Mall



## THE SCUTTLEBUTT NEWSLETTER

SCUTTLEBUTT is a quarterly publication of the Topeka-Jefferson City Base of the United States Submarine Veterans Inc.

#### Commander and Vice Commander Contacts

CDR Don Cole - doncole66@worldnet.att.net (816) 470-6137

212 Park Avenue, Richmond, Missouri 64085

VCDR Bret Cortright - brecortright@jocoks.com (913) 268-9025

#### Base WebSite

<http://www.tjcsubbase.org>

The Editor will consider publishing submarine related articles contributed on a no-fee basis. Text is limited to 1,500 words, and should be written in MSWord (pictures/objects should be in JPEG format) saved and sent to the Editor by e-mail or floppy disk. Materials will not be returned unless accompanied by an SASE. Submarine related advertisements are also accepted, please contact Editor for information and pricing.

All communication including a request for placement on the Scuttlebutt mailing list should be directed to Editor Art Randall at artrandall@aol.com or calling him at (636) 532-5091.

#### Contacting TJC Chaplain

Anyone needing to contact Chaplain Kelly Dunn may call 816-468-8332, or e-mail him at kdunn1956@yahoo.com

# ECHOES, SOUNDINGS AND REALITIES FROM THE PAST

## The World War II Japanese I-401 Submarine Aircraft Carrier Found... off the the Coast of Oahu!

**D**eep sea diving scientists of the University of Hawaii have discovered another monster lurking in the waters off Oahu.

During recent test dives, the Hawaii Undersea Research Laboratory's Pisces submarines found the remains of the Imperial Japanese Navy's I-401 submarine, a gigantic underwater aircraft carrier built to bomb the Panama Canal.

"We thought it was rocks at first, it was so huge," said Pisces pilot Terry Kerby. "But the sides of it kept going up and up and up, three and four stories tall. It's a leviathan down there, a monster."

The latest HURL discovery is from the I400 "Sensuikan Toku" class of submarines, the largest built prior to the nuclear ballistic missile submarines of the 1960s.

They were 400 feet long and 39.3 feet high, could reach a maximum depth of 330 feet and carry a crew of 144.

Each carried three fold-up bombers inside a watertight hangar, plus parts to construct a fourth airplane.

The bombers, called Seiran or "Mountain Haze," could be made ready to fly in a few minutes and had wing floats for return landings.

Fully loaded with fuel, these submarines could sail 37,000 miles, one and a half times around the world.

Three were captured at the end of the war, as well as a slightly smaller test design called the I-14.

Their first mission was called "Operation PX," a plan to use the

aircraft to drop infected rats and insects with bubonic plague, cholera, dengue fever, typhus and other diseases on American West Coast cities.

When the bacteriological bombs could not be prepared in time, the target was changed to the Panama Canal. I-400 (above) and the I-401 were captured at sea a week after Japan surrendered in 1945.



The commander committed suicide and the huge submarines' mission was never completed. I-400, I-401 and I-14 were ordered to sail to Pearl Harbor in late 1945 with an American

prize crew, that smuggled Japanese war souvenirs in the aircraft hangars.

Also to be evaluated were the I-201 and I-203, two top-secret Imperial Navy submarines that were twice as fast as American designs. The submarines were greeted with ceremonial brass bands in early 1946, but within a few months it was decided to scuttle the Japanese designs, partly because Russian scientists were demanding access to them.

On May 31, 1946, I-401 and the other four top-secret Japanese submarines were sunk by torpedoes from the American submarine USS Cabezon. I-401 was last seen sinking by the stem,

"It's about 820 meters down, off the coast of Barber's Point," said HURL Acting Director John Wiltshire. "The bow is broken off just

forward of the aircraft hangar - it looks like it came apart as it was sinking, as the two pieces aren't far apart and they're connected by a set-to.

"The main hull is sitting upright on the bottom, and it's in great shape," said Kerby. "The I-401 numbers are clearly visible on the sides of the conning tower, and the antiaircraft guns are in almost perfect condition."



# HOW LARGE IS OUR WORLD-WIDE BROTHERHOOD?

**T**here are presently 46 countries that own and operate submarines. Singapore is the newest submarine operating country. Syria's submarines were removed from service a few years ago and have been stricken from the list. The size of these submarine forces range from one to more than a hundred.

Many of these submariners wear insignia that signify their association with submarines. Some are automatically awarded while others must be earned through a year or more of study and hard work.

## COUNTRIES CURRENTLY OPERATING SUBMARINES

- \*ALBANIA
- \*ALGERIA
- \*ARGENTINA
- \*AUSTRALIA
- \*BRAZIL
- \*BULGARIA
- \*CANADA
- \*CHILE
- \*CHINA, PEOPLE'S REPUBLIC OF
- \*CHINA, REPUBLIC OF (TAIWAN)
- \*COLOMBIA
- \*CUBA
- \*DENMARK
- \*ECUADOR
- \*EGYPT
- \*FRANCE
- \*GERMANY
- GREECE
- \*INDIA
- \*INDONESIA
- \*IRAN
- \*ISRAEL
- \*ITALY
- \*JAPAN
- \*KOREA, NORTH
- \*KOREA, SOUTH \*LIBYA
- \*NETHERLANDS
- \*NORWAY
- \*PAKISTAN
- \*PERU
- \*POLAND
- \*PORTUGAL

- \*ROMANIA-RUMANIA
- \*RUSSIA (Including Former Soviet Union)
- \*SAUDI ARABIA
- \*SINGAPORE
- \*SOUTH AFRICA
- \*SPAIN
- \*SWEDEN
- \*TURKEY
- \*UNITED KINGDOM
- \*UNITED STATES
- VENEZUELA
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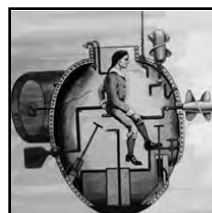
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## WHAT'S WRONG WITH THIS PICTURE?

A few days after Ezra Lee abandoned and hid the Turtle, the British found and destroyed it, never to be seen again. Neither Bushnell nor his partner Phineas Pratt ever pursued building a submarine again. No one knew what the Turtle looked like as historians tried to chronicle its exploits following War's end!

A few still living gave descriptions from what they heard. So the Turtle as we know it today was the result of hearsay accounts passed down for years each believing they understood what was told to them. Take a look at the horizontal (forward movement) and vertical (upward movement) "screws." The screws shown as told, could never have been



used for such navigation. They are, as you can see, Archimedes Screws, great for lifting water, lousy for naval navigation. And so it is chronicling



hearsay history, and so it was also with the Turtle's history!



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**FOR THE RECORD**

**By  
 Art Randall**

**Why is it called a "PEA" Coat?**

Sailors who have to endure pea-soup weather don their pea coats to ward off the chill and cold of the weather, but the coat's name isn't derived from the weather at all!

The heavy topcoat worn in cold, miserable weather by seafaring men was once tailored from Pilot Cloth... a heavy, course, stout kind of twilled blue cloth with the nap on one side.

The cloth was sometimes called "P" Cloth. the initial letter of "pilot" and the garment made from it was called a P- Jacket — later Pea Coat. The term has been used since 1723 to denote coats made from Pilot Cloth.

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