

**“SIGNAL EJECTOR”**



**MOBILE BAY BASE**

**NEWSLETTER JANUARY 2012**



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**Commander's Podium:**

**Hello Shipmates and a Merry Christmas and Happy New Year. Hopefully we won't have any snow.**

**We had another great December meeting at the Oyster House, with a good turn out and of course great food.**

**Jim Berry is laid up with a kidney stone. They won't be able to get to it until after Christmas. Jim may have found a source for tile for the Drum. We are working on that.**

**This coming year is going to be an exciting and busy one for the Drum. In January Lesley and I will be going to South Florida for the premier of the movie "USS Seaviper". Yep, they finally finished it and sold it to a distributor. It will be released in theaters in the UK and on DVD everywhere else. I will let you know when it is available. The plan is to have a premier in Mobile in April during the WWII/SER Regional Conference.**

**In May there will be a boat reunion; sorry I don't remember which boat right now. There are also a couple of other boat reunions in the planning stage. In June we will have the Drum crew reunion. Sometime during the year a new book will come out about the Drum and Silversides. In the spring we hope finally to be done with #6 Fuel Ballast Tank. From what I have seen in the other tanks, we will not have as much repair work to do so it may move faster.**

**We are still looking for someone to take over the Newsletter and for any ideas all of you might have for activities you would like to be involved in. If there are any suggestions about what you would like to do at the meetings please get in touch with any of the officers, or bring them up at our meeting. Jim, Phil, and Bill are still having a great time talking with visitors. Anyone that wants to can also come and enjoy talking with the visitors about what submarine life was like.**

**I hope all had a great holiday and are looking forward to the coming year.**

**Tom**

**RESTORATION AND MAINTENANCE OF THE USS DRUM (SS-228)  
LOCATED AT THE USS ALABAMA BATTLESHIP VETERANS MEMORIAL PARK  
US SUBMARINE VETERANS' CHARITABLE FOUNDATION  
MUSEUM SUBMARINE FUND  
USS DRUM (SS-228) RESTORATION AND MAINTENANCE PROGRAM**

**SUBMARINES LOST DURING THE MONTH OF JANUARY**

<b>USS S-36 (SS-141)</b>	<b>January 20, 1942</b>	<b>While on her 2<sup>nd</sup> War Patrol, she ran hard aground on a reef and radioed for help. The entire crew was rescued by a Dutch ship after they scuttled her.</b>
<b>USS S-26 (SS-131)</b>	<b>January 24, 1942</b>	<b>While on her 2<sup>nd</sup> War Patrol in the Gulf of Panama, she was rammed by the USS PC-460 and sunk within seconds. The CO, XO and one lookout on the bridge were the only survivors. Lost a total of 46 officers and men.</b>
<b>USS Argonaut (SS-166)</b>	<b>January 10, 1943</b>	<b>Lost on her 3<sup>rd</sup> War Patrol while attacking a convoy off Rabaul. She had torpedoed a Japanese destroyer, who along with two other destroyers depth charged her. As she attempted to surface, the destroyers sunk her by gun fire. 105 officers and men were lost.</b>
<b>USS Scorpion (SS-278)</b>	<b>January 5, 1944</b>	<b>While on her 4<sup>th</sup> War Patrol in the East China Sea, it is assumed she was sunk by a mine, with the loss of 77 officers and men.</b>
<b>USS Swordfish (SS-193)</b>	<b>January 12, 1945</b>	<b>Lost on her 13<sup>th</sup> War Patrol somewhere near Okinawa, probably to a mine, with the loss of 83 officers and men.</b>

**Editor's Corner**

I hope to identify news releases and articles of interest to all members. This will allow me to keep us up-to-date on some of the changes that affect the Submarine Services around the world, and also not to take the blame for editorial errors. I look forward to comments and ideas to improve the "Signal Ejector."

**Successful Sub Operations Underscore Strike Potential**

*Aviation Week, December 8*

The recent successful submarine operations of U.S. Navy SSN attack boats and SSGN guided-missile vessels showcase the need to maintain and augment the strike

potential for the subs, as well as the value of performing or supporting intelligence, surveillance and reconnaissance (ISR) missions.

While underscoring the subs' success, though, the operations also highlight a potential impending hole in Navy strike ability when the SSGNs leave the force in the coming decades. They also highlight the importance of building up a stockpile of additional Tomahawk Land Attack Missiles (TLAMs).

While the Navy has plans to boost SSN attack ability, they cannot match SSGNs for pure delivery power - as was apparent during the recent Libya operations.

"Once the international community decided that a no-fly zone over Libya was required, the submarines' strike capability was displayed ... with the coordinated takedown of the Gadhafi regime's vast anti-air and coastal defense systems," says Rear Adm. James Foggo, commander of Submarine Group Eight and sub chief for Allied Naval Forces South, in a recent blog.

"Overall, USS Scranton, USS Providence, USS Florida and HMS Triumph fired 122 submarine-launched TLAMs at Libyan targets of interest," Foggo notes.

"A whopping 93 of these missiles came from the SSGN, USS Florida."

The subs did more than launch TLAMs. "Over 25 submarine-months of surveillance was provided, resulting in critical, often sole-source tactical cuing," Foggo says. "Although we cannot openly discuss the operational details of their missions, submarines provided the initial reports that Gadhafi's military was attempting to sow mines in the maritime approaches to Misrata.

Without the submarines' cuing, the first indication of the mining effort may have been the loss of one of the international relief vessels attempting to access the beleaguered city.

Submarines also provided the intelligence that enabled our aviation partners to conduct the first-ever engagement of a hostile surface vessel with a P-3-launched Maverick missile."

The Navy has been eyeing SSGNs for other payloads and missions. The Congressional Research Service (CRS) noted such potential - such as "unmanned underwater vehicles and other advanced payloads so as to take full advantage of the SSGNs' large payload" - in a 2008 report that was inadvertently used by Aerospace DAILY as a basis for a Nov. 30 story.

Most analysts use combined SSN and SSGN numbers when talking about fleet strength, and they predict a shortfall for the force.

"The Navy's 30-year SSN procurement plan, if implemented, would not be sufficient to maintain a force of 48 SSNs consistently over the long run,"

CRS notes in a report from earlier this year. "The Navy projects that the SSN force will fall below 48 boats starting in 2024, reach a minimum of 39 boats in 2030, and remain below 48 boats through 2040.

Since the Navy plans to retire the four SSGNs by 2028 without procuring any replacements for them, no SSGNs would be available in 2028 and subsequent years to help compensate for a drop in SSN force level below 48 boats."

### **December 7, 1941 - Heroes Unforgotten**

*Commander, Submarine Forces Blog, December 7, 2011*

Today marks the 70th anniversary of the attack on Pearl Harbor. At 0755 hours on Dec. 7, 1941, CDR Logan Ramsey looked out of a window of the Command Center on Ford Island, and saw a bomb being dropped from a low-flying aircraft. He ordered an uncoded message be sent: AIR RAID ON PEARL HARBOR X THIS IS NOT DRILL. The U.S. was under attack.

In that moment, the world changed - the United States entered World War II.

The attack crippled the Surface Fleet with damage or total loss of 20 ships. Our submarines escaped that morning's attack unscathed – there was no damage to the four submarines in Pearl Harbor and the remaining 18 boats in the Submarines Pacific Fleet were not in homeport at the time. In addition, the Submarines Asiatic Fleet, which operated out of the Philippines, had 39 submarines.

Think about those submariners serving in the Pacific on that day. They were thrust into a world war with the training they had received, the ships they were assigned, and the weapons and sensors that the Navy had bought. They were ready in some aspects, and yet not ready in some very critical areas. That day, the Chief of Naval Operations declared unrestricted war. Previous assumptions about how war would be fought no longer applied; and submarine doctrine and training did not support the task at hand. New tactics needed to be developed by men brave enough to test them in battle. They were a resilient force that adapted and overcame the challenges confronting them – and of that we are extremely proud to this day.

Fleet Admiral Chester Nimitz paid the Submarine Force its greatest compliment when he stated:

“It was to the Submarine Force that I looked to carry the load until our great industrial activity could produce the weapons we so sorely needed to carry the war to the enemy. It is to the everlasting honor and glory of our submarine personnel that they never failed us in our days of great peril.”

And indeed they did not fail. This was a force of hunter-killers. It was a force that created legends the likes of CAPT John Cromwell, CDR Samuel Dealey, RADM Eugene Fluckey, LCDR Howard Gilmore, LCDR Slade Cutter, RADM Richard O'Kane, CAPT George Street and VADM Lawson Ramage. It was up to our boats to take the fight to the enemy and hold the line while the surface fleet repaired.

We know their story well:

- \* More than 1,600 war patrols
- \* 1,314 enemy ships destroyed – 5.3 million tons sunk
- \* 1.6% of the naval strength responsible for 55% of all enemy ships lost
- \* 16,000 submariners in the force – unfortunately 3,506 of who paid the ultimate sacrifice.

The world changed for the Submarine Force on December 7, 1941. The bravery demonstrated by those at Pearl Harbor on December 7th and by the submariners who took the fight to the enemy shaped who we are today. We must continue to honor this proud and rich heritage through formal ceremonies and traditions, but also through the embodiment of the warfighting spirit forged in battle, and our daily commitment to be ready! For at some point in the future, at a time and place that we may not be able to decide, one of our submarines will be in a position to execute a mission where success will rely on a single Commanding Officer and his crew. Every submariner must consistently ask themselves: Am I ready to fight?

Rear Admiral Frank Caldwell

Commander, Submarine Force, U.S. Pacific Fleet

### **Submarine Mississippi Ahead Of The Game At Electric Boat**

New testing strategy helps reduce construction time, keep costs under budget

*By Jennifer McDermott, The Day, Dec 2, 2011*

Groton - For the new submarine that will be christened Saturday, Electric Boat did not wait as it normally would to test the engine room until the boat was in the water.

Instead, the company leased a large boiler to create the steam it needed to test pipes and valves and run the generators that produce electricity while the submarine, the Mississippi, was still on the blocks in the main building shed.

The new technique shortened the construction time for the Mississippi by a month. EB now plans to buy the boiler to use for the rest of its subs, saying the move will save the program \$24 million.

On Saturday, Allison Stiller, deputy assistant secretary of the Navy for ship programs and the ship's sponsor, will smash a bottle of champagne over the hull to christen the Mississippi (SSN 782), the ninth vessel in the Virginia class. Secretary of the Navy Ray Mabus will be the principal speaker.

The submarine will officially become the USS Mississippi when it is commissioned next year.

EB is on track to deliver the Mississippi to the Navy in April - a year earlier than the contracted date - following a construction time of 62 months, John Holmänder, EB's vice president who manages the Virginia-class program, said this week. EB and Newport News Shipbuilding in Virginia build Virginia-class submarines under a teaming agreement.

The previous two submarines, the USS Missouri and the USS California, were each built in 65 months. The goal is to cut the construction time to 60 months.

EB and the Navy are also working to get the price of each submarine down to \$2 billion in fiscal 2005 dollars by next year - about \$2.6 billion in 2012 dollars. Holmänder said the Mississippi is currently \$64 million under budget.

Testing the engine room in September while the Mississippi was still on land quickened the pace of construction by reducing the testing time to about two weeks instead of a month, Holmänder said. Testing after the sub is in the water will also move more quickly, he added, since the steam testing is already complete.

Holmänder said the project succeeded because of the innovation and teamwork that exists at the shipyard. "To pull off a change on a program like this really takes extraordinary teamwork on the part of people working throughout the organization," he said.

Newport News is reviewing the process to possibly implement it there.

Fifty EB employees - dubbed the "steam team" - developed and perfected the technique. They wear black jackets bearing the words "steam team," a thank-you from the company, to show their team affiliation.

The Navy's program executive officer for submarines, Rear Adm. David Johnson, and the Virginia-class program manager, Rear Adm. (Select) Michael Jabaley, both praised the technique in interviews at the Naval Submarine League's Annual Symposium this fall.

"You don't know what you're going to find the first time you put steam in the engine room. And if you find it months earlier than you would have otherwise, that gives you more time to fix it," said Jabaley, who has been selected for promotion to rear admiral. "Now, we didn't find anything that was a huge problem that took a lot of time to fix, but you never know if you're going to."

As an incentive to the Virginia-class submarine contract, the Navy will fund certain projects submitted by the shipyards that aim to reduce construction costs, in this case \$9 million to lease the boiler and build the connection to the sub. Fifty percent will be paid up front; the shipyard receives the rest if the project is finished and actually saves money.

"It's a smart investment," Johnson said. "We both share in the reduced cost of that ship, and the Submarine Force community gets the ship that much earlier."

### **U.S. Navy to Christen Submarine Mississippi**

*Defpro.com, Dec 2, 2011*

The U.S. Navy will christen its newest attack submarine Mississippi, Saturday, Dec. 3, during an 11 a.m. EST ceremony at General Dynamics Electric Boat in Groton, Conn. The Honorable Ray Mabus, secretary of the Navy, will deliver the ceremony's principal address. Allison Stiller, deputy assistant secretary of the Navy for ship programs, is the ship's sponsor.

The naming of Mississippi, designated SSN 782, recognizes the state's long-standing tradition of shipbuilding in support of our nation's defense. It also honors the spirit of the



people of Mississippi who have made great strides in recovering from the devastation of Hurricane Katrina.

Mississippi is built to excel in anti-submarine warfare; anti-ship warfare; strike warfare; special operations; intelligence, surveillance and reconnaissance; irregular warfare; and mine warfare missions. Adept at operating in both the world's shallow littoral regions and deep waters, Mississippi will directly enable five of the six Navy maritime strategy core capabilities -- sea control, power projection, forward presence, maritime security and deterrence.

There have been four previous ships named Mississippi. Most notable, the first, a side wheeler, served as Commodore Matthew Perry's flagship for his historic voyage to Japan and fought with Adm. David Farragut's forces on the Mississippi River during the Civil War.

Capt. John McGrath, a native of Neptune, N.J., and a 1990 graduate from the U.S. Naval Academy, will be the ship's commanding officer, leading a crew of approximately 142 officers and enlisted personnel.

The 7,800-ton Mississippi is built under a teaming arrangement between General Dynamics Electric Boat and Huntington Ingalls Industries-Newport News Shipbuilding. It is 377 feet long, has a 33-foot beam, and will be able to dive to depths of greater than 800 feet, and operate at speeds in excess of 25 knots submerged. Mississippi is designed with a nuclear reactor plant that will not require refueling during the planned life of the ship -- reducing lifecycle costs while increasing underway time.

The christening will be carried live at <http://www.gdeb.com> and the link will become active on the morning of Dec. 3.

The crew of Pre-Commissioning Unit Mississippi (SSN 782) stands ready for the christening on Dec. 3, 2011 in Groton, Conn. Did you know that American ceremonial

practices for christening and launching quite naturally had their roots in Europe? According to Navy History and Heritage Command, the first description of an American warship christening is that of Constitution, famous "Old Ironsides," in Boston, October 21, 1797.

**FUTURE EVENTS**

Saturday, January 21, 2012 – The 1<sup>st</sup> Mobile Bay Base, USSVI meeting of the New Year will be held at USS Alabama Battleship Veterans Memorial Park, Aviation Pavilion in Mobile, at 11:00; followed by lunch at The Original Oyster House in Spanish Fort.

Saturday January 28<sup>th</sup>, 2012 – The Tullibee Base, USSVI will be conducting their first meeting of the New Year at the Biloxi Yacht Club in Biloxi, MS at 11:00.

Wednesday April 18<sup>th</sup> – Sunday April 22<sup>nd</sup> – Combined SubVets WWII Southern Region and USSVI Southeast Regional Conference at the Holiday Inn Historic Downtown Mobile, Al.

**CALANDER FOR THE MONTH OF JANUARY**

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 New Years	2	3 <a href="#">*Joe Ioffredo</a>	4	5	6	7
8	9	10	11 <a href="#">*TOM Dixon</a>	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

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**WALK WAY ENGRAVED DONOR BRICK ORDER FORM**

Please install an engraved paving brick with location numbered at the Submarine Memorial Monuments located at the USS Alabama Battleship Memorial Park.

**Engrave the 4 X 8 Brick as follows**

**Maximum of 20 small letter spaces per line with 1<sup>st</sup> letter capitalized**


**Maximum of 17 spaces if all letters are capitalized**


**If you wish to order more than 1 brick, please copy and fill out this form for each brick you wish to order**

**YOU MAY DONATE ANY AMOUNT YOU WISH OVER THE COST OF EACH BRICK. COST OF EACH BRICK IS \$30.00**

<b>Your name</b>	
<b>Your address</b>	
<b>Your city</b>	
<b>Your state and zip code</b>	
<b>Your phone number W/area code</b>	

**Enclose your check or money order with this form and send to:**

**Mobile Bay Base – USSVI  
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#102, PMB 322  
Mobile, AL 36619**

**ALL FUNDS IN EXCESS OF THOSE NECESSARY TO OBTAIN AND INSTALL THE DONOR BRICK WALKWAY WILL BE USED FOR THE ON GOING PROJECT OF RESTORATION AND MAINTENANCE OF THE USS DRUM (SS 228) LOCATED AT THE USS ALABAMA BATTLESHIP MEMORIAL PARK**