



Newsletter Date May 2004
Volume 1, Issue 1

1MC May Newsletter

USSVI Marblehead Base

USSVI (781) 631-1324

Lost Boats April:

USS SQUALUS	(SS-192)	5-23-39
USS RUNNER	(SS-275)	5-28-43
USS LAGARTO	(SS-371)	5-03-45
USS SCORPION II	(SSN -589)	5-27-68
USS BONEFISH II	(SS-582)	5-01-88

"To perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their country. That their dedication, deeds and supreme sacrifice be a constant source of motivation toward greater accomplishments. Pledge loyalty and patriotism to the United States Government."



Individual Highlights:

View From the Bridge

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1MC

Gentlemen: I am trying to get an issue of the 1MC out to you, but I am having great difficulty. So whatever happens – happens. We are producing the **1MC – (Rigged for silent running)** (that means without Dave Campbell's expertise in using the program). Dave sent me two discs with many, many items on them and I am going to try to get something out this month and Stan Dixon will try to do something for next month. But, we probably need someone to take over this activity who has some knowledge of how to do it and some time to get it done.

SubVets of WWII, USSVI SubVets, and active duty sailors. The service was moving, with all 129 names of those that are on eternal patrol on the **THRESHER** read. The service was followed by a wreath being tossed into the river. This was followed with a tour of a new single enlisted men's barrack, called **Johnson Hall**, which is named after the **THRESHER COB**.

Base Officers 2004

Commander Don Femino
USS Pickereel (SS-524) 1960
46 Pierson Street
Beverly, MA 01915
(978) 922-5439
Femino@rcn.com

Vice Commander Stan Dixon
USS Grenadier (SS-525) 1958
16 South Pond Street
Newburyport, MA 01950
(978) 465-3948
NESVFL@aol.com

Secretary Tom Shannon
USS TREPANG (SSN-674) 1983
15 Jackson Road
Burlington, MA 01803
(781) 229-2254
trshannon674@hotmail.com

Treasurer George LeBlanc
USS BANG (SS-385) 1968
17 Mello Parkway
Danvers, MA 01923
(978) 774-4027

1MCCreator Dave Campbell
USS Sam Houston (SSBN609) 1975
Guest Editor
Don Femino

Store Keeper Dana Sweeter
USS Thomas Edison (SSBN610)
60 Burley Street
Danvers, MA 01923
dana610skss@aol.com

THRESHER MEMORIAL SERVICE

The Thresher memorial service was held this past Saturday, April 17. The **Marblehead base** was represented by **Stan Dixon, Tom Shannon, Peter Koester, Rob and Anne Whitten, and myself**. There was an article written about the service in the Portsmouth Sunday newspaper which I will try to incorporate into this newsletter. The service was attended by over 200 family members of the crew,

LEXINGTON PARADE

We had a good group of members who were able to march in **LEXINGTON** on Monday, April 19. It was an extremely hot day, and taxed the strength of all of us. But the large crowd watching the parade gave us a rousing welcome which seemed to carry us through. Next year I believe that we should have a convertible driving behind us to give a lift to any of us that may need an occasional ride.

Continued on page 3 (I hope)



UNITED STATES SUBMARINE VETERANS INC.

MARBLEHEAD BASE

Secretary's Report
April 5, 2004

Next Meeting
May 3, 2004
1930 Hrs
Gerry 5 Hall
Marblehead



Call to Order

Commander Don Femino called the regular monthly meeting to order at 1931 hrs. He began the meeting with the reading of the Creed. The ship's bell was tolled for the lost boats in April. After the reciting of the Pledge of Allegiance, the 34 shipmates present sounded off with their names and their qual boats.

Reports

The Secretary's report was read and accepted. The Base Financial report was read and accepted.

Old Business

A recap of the Subvets WWII weekend at Nantucket was given. Shipmates **Rob Whitten**, **Ray Comeau**, **Dick Josephson**, **Eddie Costa**, and **Charlie La Scola** contributed to the report. Upcoming events were discussed. The Submarine Birthday Ball being the prominent topic. Other items included the Thresher Memorial Service in Portsmouth, NH, the District 1 meeting in Augusta ,ME, and the Patriots Day parade in Lexington, MA.

Advertising: Dick Josephson got some free advertising from his local

cable access station. It actually resulted in a phone call. Keep spreading the word!

New Business

District 1 Commander ballot. Names were read to the group. Ray Comeau indicated he was interested in running, After a short discussion, he was nominated and 34 write in votes were tallied. They will be sent to the Eastern Regional Director **Pat Ulmen**.

Submarine Veteran in need: Shipmate **Sandy Angus** brought to the attention of the commander a local man who is sub qualified and working in a local restaurant was injured in an accident and is now paralyzed. His name is Peter Moore and his co-workers are trying to raise money to help him in his recovery. A motion was made to donate \$100 to this effort. The motion passed.

For The Good of The Order

WestPac patch to benefit the Holland Club is for sale. We will try to get some for our ship's store. Shipmate **Mike Hogan's** father **Artie** recently passed away. In addition to the many condolences sent, Marblehead Base sent a fruit basket to Mike's home. Also, shipmate **Corning Pevear**, who did the service for the family sent the honorarium he received to the Subvets charitable foundation. Base jackets are still available from **Jeff Howlett**.

Adjourn

Corning Pevear gave the benediction and the meeting adjourned at 2033.

Close the Hatch to Jim O'Brien courtesy of Corning Pevear.

View from the Bridge (Continued)

104th Submarine Birthday Ball

Scheduled to happen this Saturday, April 24 at the Gerry Club. I think that all has been done to ensure that we will have a successful event. The big news that I have is that the **LOST BOATS** silhouettes have been located and will be at the correct places at each table. It is a good thing that **Dave Campbell** moves every couple of years, because during his most recent move to Maine he discovered the box containing the missing boats. He notified us just in time, as **George LeBlanc** was about to make a new set. We will be inducting 3 of our members into the **Holland Club**, **Norman LeBlanc**, **Bill Newman**, and **Dick Teas** (Dick is still in Florida for the winter and will receive his certificate upon return).

USSVI'S 40TH Anniversary

As most of you know, Groton base is holding a big event for the **40th Anniversary of USSVI** and the **50th Anniversary of Nuclear Power** during the weekend of April 29-May 1. I'm sure that this will be a great event and we will hear reports of it during our next meeting.

MEMORIBILIA NIGHT

June 7 will be our **Memorabilia night**. Please remember to gather items from you past submarine experiences for display. And remember to invite family and friends to join us for this **MEMORIBLE** night. For **soupdawn**, I hope to have a cookout, with hamburgers and hot dogs grilled out the back door. Speaking of **soupdawns**, the donation jars have been a little bit light during the past few meetings. Let's remember that the money collected should cover the costs of the food and hopefully show a gain for our treasury.

OOOPS!!!! I almost lost everything that I just typed. I've got to be more careful. I am going to try to import some photos that George sent to me of the Patriot's Day Parade, and I'm also going to try to paste a couple of interesting articles that I have received on my e-mail.

Pride runs deep (but the mind is weak)

Don Femino





ABOVE - SUBVETS OF WWII MEET AND FORM UP FOR THE PATRIOT'S DAY PARADE IN LEXINGTON.



USSVI, MARBLEHEAD BASE - JUST AFT OF THE SUBVETS OF WWII

To: All Sirago Duty Section 6568 (blind)
BCC: Ed Jones - submarine research, & Association Officers

Although we have heard many responses to the "deep dive" situation (July 7, 1967, 1330 hours as near as I can gather) I think that Bob Cox's information below is pretty darned good. Bob was an MM2 aboard Sirago in the 66-69 timeframe, but his knowledge of ship's systems shows he was truly "qualified". Not having experienced this significant unplanned "dive" personally myself I can say that I am glad I wasn't present at the time because I definitely would have soiled my britches.

Bickel

-----Original Message-----

From: Bob [mailto:dorisea@highstream.net]

Sent: Thursday, April 15, 2004 5:07 PM

To: Bickel

Subject: Deep Dive

Hi Mike

Ronny Flint's recollection of the DEEP DIVE is very good. Like he said, I was on the trim & drain manifold at the time. The ET on watch in the Control Room was Rick Hogeland. His station in the forward, port side of the control room made him a target for falling coffee cups and what-ever else was flying his way, --- leaving him with a few lumps and at least one cut on his head. (A stroll in the park compared to his next patrol on Scorpion)

I can't say that I actually remember seeing the depth gauge, but I recall others saying we were at 550 feet in the control room.

Going back a minute or two, this is my understanding and recollection of the sequence of events. We were snorkeling and charging batteries with the Masker Prairie running. (That's why the vents had to be open --- to prevent Masker Prairie air from accumulating in the ballast tanks) The load was split between the forward and after batteries. It is my understanding that the load on the forward battery was tripped before it was shifted to the after battery. The critical parts of that load turned out to be:

1. Normal power to the planes
2. Power to the IMO Pumps
3. The 1MC

This failure occurred at the time the order came from the Con (Get me down) There were 3 operating modes for the planes: Normal, Emergency, and Manual. With the loss of normal power, (Those motors were located in the Forward and After Torpedo Rooms) the order was given to switch to Emergency Power. Emergency oil came from the accumulator. Once the accumulator was drained, there would be no more oil pressure because we had lost power to the IMO pumps. (But this was not yet known) So, the planes were moved to a down angle under emergency power and the boat started down, with the engines still running. The Head Valve on the snorkel closed when it went under water, and the engines began to draw a vacuum on the boat. At a predetermined point, an automatic-vacuum-shutdown device activated, and the engines shut down. This caused the exhaust mast to flood, adding (if my numbers are accurate) 7000 pounds of un-needed weight to Sirago. This is when the shit hit the fan. We were now heavy, with a vacuum on the boat, driving ahead, with the planes essentially locked in a down position. The order was given to shut the main ballast tank vents and blow the tanks. But accumulator oil pressure had been depleted by the planes, so the vents remained open. The final complication was the loss of the 1MC. Looking back, I would say there was little hope that people in other rooms would know the nature of our distress, and recognize the need to manually shut the vents, without being told to do so. To the amazing good fortune of all of us, we DID have the **right** man, in the **right** place, at the **right** time. The last breath for every man on board was a minute away when Barney grabbed the sticks and threw that

baby in reverse. He **did not** need someone to tell him what to do. The pressure gauge for the motor cooling water told him we were deep. The down angle of the boat told him we were going deeper. His quick analysis of the situation, and quick actions saved Sirago.

I too have no recollection of fear at the time. The thought that we were all about to die never crossed my mind. It wasn't until it was all over that I realized how close we had come.

For those that like numbers, the following may be of interest. If we were making 4 knots at the time, that calculates to 24,000 feet per hour and reduces to 6.6 feet per second. As we passed through 45 degrees down angle, our vertical rate of decent would be about half of that, or 3.3 feet per second. At time intervals prior to 45 degrees down, our rate of decent would have been slower, but after 45 degrees down, it would be faster. We were also heavy for at least the time it took Hermin Hill to blow safety. This would add direct vertical decent to our driven rate. In addition to that, as the angle of the boat increased, gravity would add speed to the boat, just as an airplane picks up speed in a dive. If you add them all together, I think it's conservative to say that by the time we reached 45 degrees down angle, our rate of decent was at least 5 feet per second. Our test depth was 412 feet. (I often wondered how they came up with that number) I remember back in Sub School they tossed around terms like "Test depth" and "Crush depth" and "Safety factor". If our crush depth were twice our test depth, that means we would have imploded at 824 feet. If we were at 500 feet in the control room at the time we passed through 45 degrees down angle, then the forward torpedo room could have been around 575 feet, and getting deeper at a faster rate than the control room. That gave the men forward 249 feet to go. If their rate of decent was 5 feet per second, that gave the boat 49.8 seconds to live. Not much time !!! And not much time for Barney to make his calculations. Fortunately, Barney didn't need much time to realize what needed to be done.

I do not believe there was even a remote chance that the planes, in manual power, could have ever gotten us out of that situation. It is true that some progress was being made on blowing the ballast tanks, but we were going deeper all the time. Along with that came the increasing pressure of the sea which would actually slow the rate of water being expelled from the tanks. (The few that had their vents shut) We were definitely getting lighter, but we will never know if we would have gotten light enough, soon enough, to overcome the downward inertia of the boat, combined with the thrust of two screws, driving us deeper and faster all the time. I personally doubt it, and I believe the only reason we're all around today is because of the quick thinking and quick actions of our shipmate, and very good friend --- Barney ---

That's how I remember the "Deep Dive"

To all of Sirago's crew --- The very best from Bob Cox

