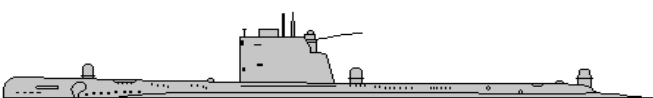


USSVI—NJS HOGAN'S ALLEY



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Be an annual Hogan's Alley Booster for \$12 minimum!
(Cost of each issue is \$1.27 to print and mail)

2017 Dues—notices sent out via e-mail and USPS. Please pay your dues before 1 January 2017!

OUR PRIDE RUNS DEEP

The Creed of the United States Submariners, Inc:

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

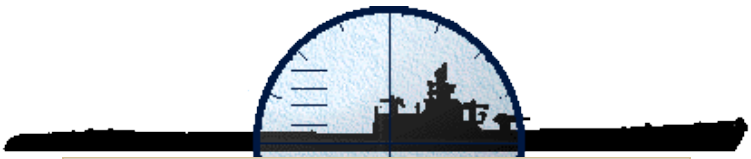


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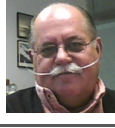

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December 2016 Issue

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New Jersey South Base Officers (2016 — 2018)

	Commander Robert C. Grosse 609.477.2553 bndgrosse@yahoo.com USS Tecumseh SSBN 628 1966		Vice-Commander [OPEN]		Secretary James Madden No phone USS George Bancroft SSBN-643 1989
	Treasurer James Garry 609.208.9977 garry1602@optonline.net USS Irex SS-482 1964 (Holland Club)		Chief of the Boat Cal Moon 609.758.2111 razorback394@comcast.net USS Razorback SS-394 1944 (Holland Club)		Chaplain Carl Wooden 609.239.2745 skipsealion@aol.com USS Sealion SS-315 1952 (Holland Club)
	Ways and Means Dave Lukacs 609.298.5663 USS Jack SSN 605 1969		Past Commander John Theotónio 609.581.8663 jatheotonio@hotmail.com USS Picuda SS-382 1964 (Holland Club)		Shipmates of the Year: James Madden & James Garry

New Jersey South Base Meeting Calendar

Month	Day	Year
January	26	2016
February	26	2016
March	25	2016
April	22	2016
May	27	2016
June	24	2016
July	30* (Picnic)	2016
August	26	2016
September	23	2016
October	28	2016
November	18	2016
December	No Meeting	

Egg Harbor Twp Base

Egg Harbor Twp meets on the first Saturday of the month at 12:00 p.m. at the Clark-Eliason American Legion Post #352, 1st. And Pennsylvania Ave. Somers Point, NJ 08244 Contact Base Commander Thomas J. Innocent, Jr. @609-927-4358

Jersey Shore Base

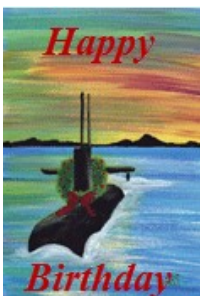
Jersey Shore Base meets on the first Friday of each month at 7:30 p.m. at South Toms River Muni Bldg, 144 Mill St., Toms River, NJ 08757 Contact Base Commander Michael E. Bost @ 732-919-1078

New Jersey North Base

New Jersey North Base meets on the 3rd Saturday of the month (except December) at 10:00 a.m. at the VFW 4301, 45 Taqbor Road, Morris Plains, NJ. Contact Base Commander Leslie P. Altschuler @609-395-8175 (Due to damage from Sandy it is best to check with Base Commander for meeting location.)

US Sub Vets of WWII

For more information contact either Ken Spaar, President SubVets WWII at 856.667.4972, or Joe Bloomer at 856.931.0968



December Birthdays: Egg Harbor birthdays include: Ron Lischak. Jersey Shore birthdays include: Charles Gromek, David Ingrassia, Woody Seiler, Michael Grady, Ralph Chiochi, and Douglas Howlett. New Jersey North birthdays include: Tom Fortunato, Les Altschuler, Uncle Nick Nichols, Bernie Novack, Fast Eddie Lawson. Kevin Zadroga, Jack Williams, and Dick Binley. New Jersey South birthdays include: Vince Flaherty, Tom Breslin, Charles Gromek, Mack McGuckin, Jerrold Bell, George Botts, David Lukacs, David Ingrassia, Scott Price, Jr., Jack Williams, and James Enman.

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BINNACLE LIST:

JIM BURKE
GORDON WILLIAMS
LILY WHITTET

RECEIVED FINAL ORDERS:

Please remember all of our Shipmates that have received their Final Orders and are now on Eternal Patrol. Rest in Peace Sailors—We have the Watch!

Widows' Luncheon will be on Saturday 15 October 2016 at the Captain's Inn, Forked River, NJ

Commander's Ping—From Sonar

End of the 2016! First let me say that I hope everyone had a good Thanksgiving and you are all looking forward to a great Christmas Holiday. Are you ready for 2017?

2016 was a pretty good year for the Base. Thanks to Dave Lukacs and his crew of volunteers we had a good Picnic again. It would have been nice to see more members, but we did have a good turnout, which helped us raise enough money to keep us going for next year.

We had a great Widow's Luncheon again in October. Thanks to Bob Cloupe and his volunteers, we paid honor to our departed shipmates and their widows. We lost four members in 2016: John T. Link (3/16/16), John P. Filippine (4/24/16), Silverio A. Basilio (7/6/16) and James H. McCullough (8/13/16) Rest in Peace Sailors! Each of these Shipmates now have a Memorial Brick down at our Toms River Submarine Memorial. Our attendance was good, and the ceremony was a fitting honor to these men, and all others members who have gone on Eternal Patrol. If you have never been to the Widows' Luncheon, you might consider coming next year.

We also had a great surprise in the donation of our new Memorial Bench now in place at the VFW Post #491. The bench concept was the idea of John Theotónio. But it was one of our members, James Kenna, from Abby Rose Monuments, Inc. who donated the bench. James and his partner Willie Farrell did a great job with the engraving and the bench. This was a great addition to the post. If you have not come by to see it, please do. It is a thing of beauty. And, Abby Rose has offered to take our existing brass plaques and refurbishing them for us. Having

seen some of the monuments they have refurbished, I am looking forward to seeing our plaques when they are done. They will be doing this sometime during 2017. Again, thanks James and Willie!

At our last meeting of 2016, in November, we had talked about maybe changing our meeting times, or even frequency, such as holding a meeting every other month, and starting at 6:30 pm. The idea was to see if we could get more members to come to meetings. But, this will be tabled until our January meeting. Maybe we will have more members in attendance. One of our hopes is to get more members coming to meetings. Be part of the Base!

And I cannot leave this year without another mention that we still need a Vice-Commander. You know it is hard to run a base when you do not have a full slate of officers. So please, think about volunteering and let me know! We have so few volunteers. It's time for you to step up.

Lastly, John Theotónio and James Garry have been working hard to get all of our annual members to pay their 2017 dues. So, if you have yet to pay those dues, please do it before the year ends. You have until 12/31/16 to pay or you will then become a DINK!

With that let me wish everyone Happy Holidays, and a Healthy and Prosperous New Year! See you all in 2017!

Bob Grosse, BC

Submarine History - The New Navy

One of the most revolutionary naval advances was the submarine. By 1900, the gyroscope, the gyrocompass, and the use of steel hulls, a safe method of propulsion in the internal combustion engine and the accumulator battery, combined to make the submarine possible. The development of the reliable torpedo provided the submarine with an excellent weapon of attack. In 1900, the six major navies of the world had only 10 submarines among them.

In 1905, an American submarine, the USS Holland, became the prototype for other navies with submarine forces. Displacing 105 tons, the Holland had three separate water-tight compartments housing her engine, control, and torpedo rooms. Her second lower deck housed the tanks and battery engines. The Holland could make almost 9 knots while submerged. A few years later the British introduced the conning tower and periscope, while the Germans in 1906 contributed the development of double-hulls and twin screws for propulsion and stability. By 1914, the six major naval powers of the world put 249 submarines to sea.

As a result of the American Civil War, armored ships, steam power plants, mines, spar torpedoes, explosive shells, and various other technological innovations, including the submarine, had been introduced as radical new concepts in conducting naval warfare. Subsequent to the Intelligent Whale's failure, inventors had realized that until a propulsion method better than manpower could be developed for underwater use, submarines were not going to be worthwhile weapons.

Before the concept of employing a manned submersible vessel in combat could fulfill its potential, three parallel concepts needed to reach maturity: the design and construction of a submersible platform, the design and construction of the weapon to be employed by the platform, and the tactical system of weapon delivery. The definition of the submersible's role relative to the larger military and naval strategy within which it was to be operated remained largely unchanged. That is, such weapons were generally considered as compatible with either riverine and coastal defense, or with attempts to sink enemy blockading naval vessels, as had been the objective of such vessels in both the War for Independence and the War of 1812, and would be again in the Civil War.

In the 1830s and 1840s, several French inventors - DeMontgery, Petit, Villeroi, and Payerne - had offered other submersible concepts, and some were actually built. But it was only when the French Navy became interested in a design by Captain Simon Bourgeois and naval constructor Charles Brun that significant progress was made.

In 1859 Bourgeois and Brun began work on Le Plongeur ("the Diver") at Rochefort—the first submarine which did not rely on human power for

propulsion. Powered by a reciprocating engine driven by stored compressed air, the 140-foot long Le Plongeur managed to average five knots submerged. She was a remarkable sight, with a displacement of 420 tons - by far the largest submarine to appear before the twentieth century. The reason for the great size was that much of Le Plongeur was storage space for enormous bottles of compressed air. The air was stored at 180 psi in 23 tanks, which occupied much of the interior space of the hull. She was the first submarine to use compressed air to empty her ballast tanks.

On 24 January 1860, the Council of Work decided to continue the realization of the project. On 18 May 1863, Le Plongeur was launched. Le Plongeur suffered from inadequate longitudinal stability, mainly because she was very long and flat. She was fitted with a system of moving water from one end of the boat to the other by means of pipes and pistons to

on 02 October 1864, the propeller was initially operated by sixteen men. The Ictineo II was outfitted with a single cannon that could be fired while completely submerged. Monturiol offered the Confederacy his advanced submarine Ictineo to smash the Federal blockade, but it was not purchased. Owing to its poor performance, Monturiol decided to replace the human power for a 6 Hp steam engine. The Ictineo II was re-launched on 22 October 1867, and while underwater it was propelled by a one-cylinder machine set in the boat's stern. The Ictineo II did thirteen submersions to a depth of as much as 30 meters, with the longest one lasting for seven and a half hours beneath the Barcelona harbor. Monturiol was ahead of his time, and among other things, he invented the double hull as well as the bulb-shaped bow, still used in modern vessels. Jules Verne may have drawn inspiration for Nautilus from this, the world's most advanced vessel of the day. In 1868 the Ictineo II was seized by creditors because of financial problems, broken up and sold as scrap metal. Narcis Monturiol died on 06 September 1885.

As an inspiration to the submarine pioneers of the late 19th and early 20th centuries, no other literary figure loomed as large as Jules Verne, the "father of science-fiction" and the author in 1870 of *Twenty Thousand Leagues Under the Sea*. Educated as a lawyer, Verne lacked formal training in science and engineering, but nonetheless chose so shrewdly from the speculative technologies of his day in creating a futuristic submarine for his protagonist, Captain Nemo, that the essentials of his undersea vision have nearly all been realized. American submarine inventor Simon Lake, for example, credited his lifelong interest in undersea exploration to having read Verne's novel as a boy - and in 1898, he was thrilled to receive a telegram of congratulations from the author himself when his own



Lake's Protector was his rival to the Electric Boat's Fulton (A prototype of the Adder class (SS-2-8) submarines). She is clearly designed as a submersible surface ship, with high freeboard, a wide flat deck, and a large conning tower. The pipe aft is a exhaust engine. Lake sold this type of submarine to Russia.

control the longitudinal equilibrium. This system worked too slowly. She would plummet downwards at a steep angle, and all the correcting gear would immediately swing into action. She would then make a break for the surface, where another correction would start the process all over again. Experiments with the boat continued for three years, but eventually were abandoned.

The first steam-powered submarine in the world was the Ictineo II, built by the Spanish engineer Narcis Monturiol. Born in Figueres (Girona, Spain) on 28 September 1819, he studied Law and wrote on geography, physics and natural history. Monturiol eschewed law in favor of politics, making a name for himself as a political antagonist and socialist revolutionary. His early inventions included a cigarette rolling machine and a method for mass-producing notebooks. He first conceived of building a submarine to help coral fishermen. By June of 1859 the seven-meter-long Ictineo was ready for its first real-life test. Ictineo's propeller was hand-driven by a crew of four men.

Monturiol began construction of a much larger submarine, Ictineo II, on 10 February 1862. The boat was 17 meters long and displaced 65 tons. Launched

Argonaut completed its first substantial ocean-going voyage.

According to Verne's tale, Captain Nemo and his men built Nautilus on a desert island in total secrecy by ordering components and materials from disparate sources and arranging their delivery to a variety of covert addresses. The design was entirely Nemo's, based on the engineering knowledge he had gained from extensive study in London, Paris, and New York during an earlier part of his life. The steel double hull is spindle-shaped and 70 meters (230 feet) long, with a maximum diameter of 8 meters (just over 26 feet).

As Captain Nemo describes it, Nautilus has two hulls, one interior, one exterior, and they are joined by iron T-bars, which gives the boat a terrific rigidity. Because of this cellular arrangement, it has the resistance of a solid block. The plating can't yield; it's self-adhering and not dependent on rivets; and the homogeneity of its construction, due to the perfect union of the materials involved, permits it to defy the most violent of seas.

Submerged, the submarine displaces 1,507 metric tons (roughly 1,670 short tons) and surfaced, with only one-tenth of the hull above the water, it displaces 1,356 metric tons (1,495 short tons) - Verne is quite

precise about this.

In late October of 1872 James McClintock (who had built the H.L. Hunley) journeyed from Mobile to Halifax, Nova Scotia to attend a discreet meeting with Royal Navy officers aboard the HMS Royal Alfred. The purpose of the trip was to discuss his work in submarine warfare and express his wish to build a submersible torpedo vessel for the Royal Navy. McClintock proposed to use an engine driven by ammoniacal gas, which he had seen in successful operation as a propelling power for streetcars in New Orleans. It appears to have had the Hunley's overall dimensions, but possessed elements of the American Diver's internal arrangements. Essentially, it comprised the vessel McClintock desired to build, incorporating what he considered as the best elements of all his boats. McClintock admitted that his boats had suffered from three basic problems: the lack of a self-propelling motive power, inaccurate compass readings, and an inability to measure the horizontal movement while running submerged.

The next mechanically powered submarine was the steam-powered 'Resurgam,' designed by a Manchester curate, the Reverend George Garrett, and built at Birkenhead in 1879. Garrett intended to demonstrate the 12-metre-long vehicle to the British Navy at Portsmouth, but had mechanical problems, and while under tow the submarine flooded and sank off North Wales.

The fact that no fewer than 28 ships on both sides of the conflict were lost to mines and "torpedoes" in the Civil War alerted the Navy to the promise - and the threat - of these new weapons. The torpedo, which had made its appearance in crude form during the Civil War, was attracting more and more attention, and questions of naval offence and defense and of the best governmental policy were attracting the serious attention of all whose duty led them into relation with such matters. The spar torpedo, used with some success during the Civil War, consisted of an explosive charge fastened to the end of a spar secured to a boat. Rigged in this way, the spar torpedo could be projected forward or abeam and lowered well below the waterline of an enemy ship.

David Dixon Porter (1813-1891) and other Navy visionaries were concerned about the impact that emerging technologies would have on future naval warfare. In 1869, when Admiral Porter became the Assistant to the Secretary of the Navy, he actively campaigned for the creation of an experimental station to conduct hands-on experiments with torpedoes, mines, explosives, and electrical devices to determine how these new technologies should be employed. A committee was formed to examine sites for the experimental station, and in July 1869, the Secretary of the Navy announced that the new activity, the Naval Torpedo Station, would be located on Goat Island in Newport, Rhode Island.

Unless a stealthy approach could be achieved, chances of success were slim. The idea of using a self-propelled vehicle to carry the charge to an enemy at some distance followed quite directly. Its first successful implementation was the work of an Englishman, Robert Whitehead. The Fish torpedo, the Navy's first self-propelled torpedo, was built by the Naval Torpedo Station in 1871. The design was based on the physical characteristics of the Whitehead torpedo designed by the Whitehead. Into this problem in its broadest aspects John Ericsson threw himself in the early 1870s with all the ardor of his younger days. Developed during the 1870s and 1880s, when the Torpedo Station was experimenting primarily with this type, the Ericsson torpedo was slow, noisy and

impractical, but was the first torpedo to use two counter-rotating propellers mounted on a single shaft.

Now recognized as "the father of the modern submarine," Irish-American inventor John Philip Holland (1841-1914) rose from relative obscurity as a New Jersey parochial school teacher to become the best-known and most influential submarine pioneer of the early 20th century. Holland offered his first submersible design - powered by a foot treadle - to the Navy Department in February 1875. The Navy provided no financial encouragement. The inventor had intended to separate air and ballast water internally using flexible, oiled silk partitions.

John Holland's first submersible, subsequently known as Holland Boat No. 1, was laid down in some secrecy at the Albany Iron Works in New York City. In the spring of 1878, the boat was moved to a second iron works in Paterson New Jersey - more convenient for its inventor - and launched into the Passaic River there on 22 May. Holland Boat No. 1 was 14 feet long, weighed 2-1/4 tons, and was intended to be powered by a 4-horsepower Brayton-cycle petroleum engine driving a single screw. Fitted with both ballast and compressed air tanks fore and aft, the boat had a crew of one - Holland himself. The 14-foot craft - propelled by an improvised external steam supply - worked just well enough to convince the anti-British Fenian Brotherhood to fund Holland's next prototype.

Holland incorporated all the key concepts he had deduced about submarine navigation and then confirmed in Holland I in the so-called Fenian Ram, built in New York City between 1879 and 1881. The 19-ton submersible was powered by a 17-horsepower Brayton engine and armed with a pneumatic "dynamite gun" for two years of increasingly successful tests in New York Harbor. Holland's steady progress in improving the Fenian Ram came to an abrupt halt in November 1883 as a result of bitter internal dissension in the Fenian Brotherhood over

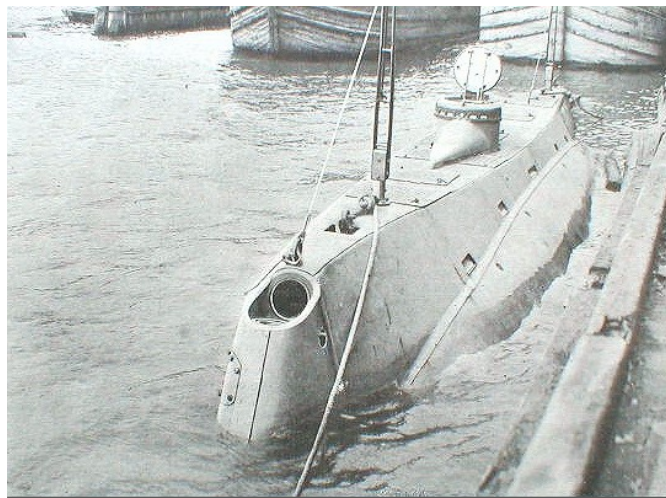
began supervising the construction of what became known as the Zalinski Boat in mid-1884 on a small island off Fort Hamilton in Brooklyn.⁵ The new, cigar-shaped submarine was 50 feet long with a maximum beam of eight feet. To save money, the hull was largely of wood. Although demonstrated with some success in 1886, the boat was broken up when financial backing ran out.

A submarine torpedo-boat, bearing the suggestive name of Peacemaker, underwent in New York harbor a series of trials in 1884 that excited both the curiosity of the public and the interest of naval and military men. This vessel, the invention of Mr. J. H. L. Tuck, was built of iron and steel; length, 30 feet; width, 7 feet 6 inches; depth, 6 feet. The crew consisted of a pilot and an engineer. The former stands with his head in a little dome projecting foot above the deck, from which small plate-glass windows permit him to see in every direction. Compressed air for breathing is store in a series of reservoirs within the boat. Not the least to notable feature of the Peacemaker was the "fireless engine," an invention based upon the discovery that a solution of caustic soda can be utilized under certain conditions to produce the heat necessary for generating steam. Side-rudders, or deflectors, are placed at the bow and stern, with which, by varying their angle of inclination from a horizontal plane, the vessel is made to dive, or rise to the surface of the water, at the will of the pilot. It is designed to approach the enemy's ship under water, and, in passing beneath the latter's keel, to release two torpedoes connected by a short rope. The torpedoes are imbedded in cork floats, to which powerful magnets are attached, which cause them to rise as soon as detached from the boat, and to adhere to the ship's bottom. Connection is still retained with the torpedoes by electric wires, and after the boat has steamed away to a safe distance, the explosion is caused by an electric fuse. In the trials the vessel ran a distance of two and a half miles without coming to the surface, and demonstrated that, although submerged to a depth as great as fifty feet, it was still under perfect control of the pilot. It was proposed by the inventor to make a number of improvements in vessel, but the Peacemaker was unable to control her depth.

Although largely overshadowed by Irish-American submarine pioneer John Holland, U.S. inventor and entrepreneur Simon Lake was nonetheless responsible for a significant share of the key developments that made possible the modern submarine. Although some authorities have questioned the claims of Lake's proponents for his invention of the periscope, the double-hulled submarine, and the diver's lock-in/lock-out chamber, he was a genuine innovator in the field of undersea technology, and his Lake Torpedo Boat Company built a total of 33 submarines for the U.S. Navy between 1909 and 1922. Additionally, two of Lake's most characteristic design features - hull-

mounted wheels for bottom crawling and "level diving" by means of amidships hydroplanes - became an intriguing "road not traveled" in the evolution of submarine design.

From reading Jules Verne's 1870 novel *Twenty Thousand Leagues Under the Sea*, Lake had been captivated by the prospects of undersea travel and exploration. Thus, when the US Navy announced a submarine design competition for 1893, he quickly resolved to put his burgeoning mechanical skills to work in this new field. Lake's "Submarine Vessel" patent was filed in April 1893 in conjunction with his entering the Navy's submarine design competition that year. This early design already shows several of Lake's characteristic innovations: wheels for running



USS Holland (SS-1) from Scientific American 1898

the Ram's actual potential for harming the British and a consequent lawsuit over the expenditures of the Skirmishing Fund.

In late 1883 Holland met Lt. Edmund L. Zalinski, USA, who owned and operated the Pneumatic Gun Company, which marketed his own version of the "dynamite gun" that had armed the Fenian Ram. Zalinski hoped to finance the building of a new submarine that would feature his pneumatic gun as its main armament. He offered Holland a position with the Pneumatic Gun Company, and Holland - despairing of the hoped-for Navy job - quickly accepted. Together, the two men founded the "Nautilus Submarine Boat Company," and Holland

on the bottom, a diver's airlock, and amidships hydroplanes. Although granted first, Lake's "Submarine Locomotive" patent was intended as a supplement to his earlier filing for the "Submarine Vessel" and claimed a number of innovations specifically for salvage operations. Steam powered on the surface, the new design used batteries and electric motors underwater. A careful reading of the patent also reveals that although it was not one of his claims, Lake intended to use closely-spaced double hulls and utilize the void between them as tankage.

Although disappointed by his loss in 1893, Simon Lake nonetheless returned to Baltimore determined to break into the submarine business one way or another. Within a year, he had built a crude wooden demonstrator, called by him Argonaut Junior - and by others, "the pitch-pine submarine." This was little more than a large, triangular wooden box that could be ballasted to sink to the bottom, where it could be made to crawl forward on a set of man-powered wheels.

The enthusiasm Lake generated attracted enough investment capital for its constructor to found the "Lake Submarine Company" and begin designing and building a "real" submarine within a year. Argonaut No. 1 was 36 feet long by 9 feet in diameter and incorporated most of the distinctive features of Lake's 1893 design, including powered wheels for bottom crawling and a diver's air-lock. The boat was driven by a 30-horsepower gasoline engine, even while submerged, when it used a hose supported by a surface float to supply combustion air.

Because its first open-ocean voyage showed that Argonaut No. 1 needed to be more seaworthy, Lake had the vessel rebuilt the following year in Brooklyn, New York, largely by lengthening the boat to 56 feet and adding a flooding, schooner-like superstructure for better surface performance. The resulting submersible was dubbed New Argonaut, or Argonaut No. II.

Lake decided to compete for the military market himself and in 1900 founded his own "Lake Torpedo Boat Company" as an adjunct to his salvage interests. He immediately embarked on the design and construction of a submarine intended to compete with the Holland boats, and by 1 November 1902 had launched a prototype at Bridgeport he named Protector. Lake's first naval submarine was 65 feet long and displaced 170 tons. By then - like Holland - he had adopted the use of internal combustion engines for running on the surface and charging storage batteries, with electric motors underwater.

In response to Lake's challenge, John Holland and the Electric Boat Company came up with an improved submarine of their own - the Fulton - in 1903, and after tortuous negotiations and continuing delays, the Navy agreed to a definitive in-water competition between the two boats in May 1904 in Narragansett Bay. However, before these trials could take place, growing financial problems forced Lake to sell Protector to the Russian navy, which had agreed to purchase five boats of his design just prior to the Russo-Japanese war. Consequently, after some likely connivance with Electric Boat, who quickly arranged a token demonstration, the Navy again awarded EB its next submarine contract.

Lake had not given up hope of breaking the de facto Electric Boat monopoly on building submarines for the U.S. Navy. Using the proceeds from his Russian sales, he built two more experimental prototypes, Lake X - launched in October 1904, and Lake XV - launched in February 1906. Because of disputes between Lake and the government, the former boat was never granted an official trial, but after an intense pro-Lake publicity campaign, the Navy agreed to pit Lake XV against Electric Boat's new Octopus in trials held in the spring of 1907. The outcome was a decisive defeat. Lake's candidate was bested by

Octopus in virtually every performance category.

The Ill-Fated USS WILLIAM D. PORTER (DD-579)

Kit Bonner, The Retired Officer Magazine, March 1994

The "Willie Dee," as her crew called her, created havoc from the time she was commissioned in July, 1943 until her unusual, and perhaps, charmed demise in June 1945.

The W.D. Porter was placed in commission on July 6, 1943, under the command of LCDR Wilfred A. Walter, a man on the Navy's career fast track. In the months before she was detailed to accompany the IOWA across the Atlantic in November 1943, the W.D. Porter's crew members learned their trades; but not without experiencing certain mishaps that set the stage for the "big goof".

The mishaps began in earnest with the mysterious order to escort the pride of the fleet, the big new



DD-579 William D. Porter at Delivery (July 1943)

USS William D. Porter (DD-579) as completed by Consolidated Steel Corp., Orange, TX. WILLIAM D. PORTER was completed with three twin 40-mm mounts and eleven 20-mm guns. Official USN Photo from the DD-579 folder 19-LCM Group at NARA.

From November 1943 until her bizarre loss in June 1945, the American destroyer William D. Porter was often met with the clever greeting, "Don't shoot, we're Republicans!" when she entered port or joined other naval ships. The significance of this expression was almost a cult secret of the United States Navy until the story resurfaced and received wide publicity after a ship's reunion in 1958.

Half a century ago, the "willie Dee," as the William D. Porter was nicknamed, accidentally fired a live torpedo at the battleship IOWA during a practice exercise on November 14, 1943. As if this weren't bad enough, the IOWA was carrying President Franklin D. Roosevelt, Secretary of State Cordell Hull and all of the country's World War II military brass to the "big three" conferences in Cairo and Teheran. Roosevelt was to meet with Stalin of the Soviet Union and Churchill of Great Britain, and had the W.D. Porter's successfully launched torpedo struck the IOWA at the aiming point, the last 50 years of world history might have been quite different. Fortunately, the W.D. Porter's warning allowed the IOWA to evade the speeding torpedo, and historic events carried on as we know them.

The USS William D. Porter (DD-579) was one of hundreds of big war-built assembly line destroyers. Although smaller than current destroyers, they were powerful and menacing in their day. They mounted a main battery of five dual-purpose 5-inch, .38 caliber guns and an assortment of 20mm and 40mm AAA guns, but their main armament consisted of 10 fast-running and accurate torpedoes that carried 500-pound warheads.

battleship IOWA to north Africa. The night before it left Norfolk, Virginia, the W.D. Porter successfully demolished a nearby sister ship when she backed down along the other ship's side and, with her anchor, tore down railings, a life raft, the captain's gig and various other formerly valuable pieces of equipment. The Willie Dee suffered merely a slightly scratched anchor, but her career of mayhem and destruction had begun.

The next event occurred just 24 hours later. The four-ship convoy, consisting of the IOWA and her secret passengers, the W.D. Porter and two other destroyers, was under strict instruction to maintain complete silence as they were going through U-boat deeding ground where speed and silence were the best defenses. Suddenly, a tremendous explosion rocked the convoy and all of the ships commenced anti-submarine maneuvers. The maneuvers continued until the W.D. Porter sheepishly admitted that one of her depth charges had fallen off the stern and detonated in the rough sea. The safety had not been set as instructed. Captain Walker's fast track career was fast becoming side-tracked.

Shortly thereafter, a freak wave inundated the W.D. Porter, stripping everything that wasn't lashed down and washing a man overboard who was never found. Next, the engine room lost power in one of its boilers. And, during all, the captain had to make reports almost hourly to the IOWA on the Willie Dee's difficulties. At this point, it would have been merciful for the force commander to have detached the hard luck ship and sent her back to Norfolk.

But that didn't happen. The morning of November 14, 1943 dawned with a moderate sea and pleasant

weather. The IOWA and her escorts were just east of Bermuda when the President and his guests wanted to see how the big ship could defend herself against air attack, so the IOWA launched a number of weather balloons to use as anti-aircraft targets. Seeing more than 100 guns shooting at the balloons was exciting, and the President was duly proud of his Navy. Just as proud was Chief of Naval Operations, Adm. Ernest J. King, large in size and by demeanor a true monarch of the seas. Disagreeing with him meant the end of a Naval Career. Up to this time, no one knew what firing a torpedo at him would mean!

Over on the Willie Dee, Captain Walter watched the fireworks display with admiration and envy. Thinking about career redemption and breaking the hard luck spell, the captain sent his impatient crew to battle stations, and they began to shoot down the balloons that, missed by the IOWA, had drifted into the W.D. Porter's vicinity.

Down on the torpedo mounts, the W.D. Porter's crews watched, waited and prepared to take practice shoots at the big battleship, which, even at 6000 yards seemed to blot out the horizon. Torpedomen Lawton Dawson and Tony Fazio were among those responsible for the torpedoes and for ensuring that the primers (small explosive charges) were installed during actual combat and removed during practice. Dawson, unfortunately, forgot to remove the primer from torpedo tube number three.

Up on the bridge, a new torpedo officer ordered the simulated firing and commanded. "Fire one," "Fire two," and finally, "Fire three." There was no "Fire four." The sequence was interrupted by a whoooooohhh - the unmistakable sound made by a successful armed and launched torpedo.

Lt. H. Seward Lewis, who witnessed the entire event, later described the next few minutes as what hell would look if it ever broke loose. Just after he saw the torpedo hit the water on its way to the IOWA, where some of the most prominent figures in the world history stood, he innocently asked the captain, "Did you give permission to fire a torpedo?"

Captain Walter uttered something akin to. "Hell, No, I, I iii, aaa, iiiiii - - WHAT?!" Not exactly in keeping with some other famous naval quotes, like John Paul Jones', "I have not yet begun to fight." or even Civil War era RADM David Glasgos Farragut's, "Damn the torpedoes - full speed ahead!" although the latter would have been more appropriate.

The next five minutes aboard the Willie Dee were pandemonium. Everyone raced around shouting conflicting instructions and attempting to warn the IOWA of imminent danger. First, a flashing light attempted a warning about the torpedo but indicated the wrong direction. Next, the W.D. Porter signaled that she was going in reverse at full speed.

Despite the strictly enforced radio silence, it was finally decided to notify the IOWA. The radio operator on the destroyer yelled, "Lion (Code word for the IOWA), Lion to come right!" The IOWA operator, more concerned about improper radio procedure, requested that the offending station identify itself first. Finally, the message was received and the IOWA began turning to avoid the speeding torpedo.

Meantime, on the IOWA's bridge, word of the torpedo firing reached President Roosevelt. he only wanted to see the torpedo and asked that his wheelchair be moved to the railing. His loyal Secret Service bodyguard immediately drew his pistol as if to shoot the torpedo!

The IOWA began evasive maneuvers, yet trained all guns on the William D. Porter. There was now some thought that the W.D. Porter was part of an assassination plot. Within moments of the warning, a thunderous explosion occurred behind the IOWA. The torpedo had been detonated by the wash kicked up by the battleship's increased speed. The crisis was over, along with some careers. Captain Walter's final utterance to the IOWA was in response to a question about the origin of the torpedo. His answer was a weak, "We did it."

Shortly thereafter, the new state-of-the-art destroyer, her ambitious captain and seemingly fumbling crew were placed under arrest and sent to Bermuda for trial. It was the first time in the history of the United States Navy that an entire ship and her company had been arrested. The William D. Porter was surrounded by Marines when it docked in Bermuda and was held there for several days as the closed-session inquiry attempted to find out what had happened.

The outcome was delayed for a couple of days until Torpedoman Dawson finally confessed to having inadvertently left the primer in the torpedo tube, which caused the launch. Just after the torpedo left the tube, Dawson had thrown the primer over the side to conceal his mistake. The truth was eventually priced out of him, and the inquiry drew to a close. The whole incident was chalked up to an incredible set of circumstances and placed under a cloak of secrecy.

That's not to say that the Navy took no action. Captain Walter and several former William D. Porter officers and sailors eventually found themselves in obscure shore assignments, and Dawson was sentenced to 14 years of hard labor. President Roosevelt intervened, however, and asked that no punishment be meted out as the near disaster had been an accident.

The destroyer next found herself in the upper Aleutians on patrol. It was probably thought that this was as safe a place as any for the destroyer and those around here. But before being reassigned to another area in the Pacific, she accidentally, but of course successfully, lobbed a 5-inch shell into the front yard of the American base commandant.

When the William D. Porter later joined the other ships off Okinawa, the destroyer did distinguish herself by shooting down a variety of Japanese aircraft and, reportedly three American planes! She was generally greeted by, "Don't shoot, we're Republicans." and the crew of the Willie Dee had become used to the ribbing. However, the crew members of a sister ship, the USS Luce, were not so polite in their greetings after the W.D. Porter accidentally riddled her side and superstructure with gunfire.

On June 10, 1945, the hard luck ship met her end. A Japanese "Val" bomber constructed almost entirely of wood and canvas slipped through the defenses. As it had very little metal surface, the bomber was not unlike our present-day stealth planes. It did not register on radar. A fully loaded kamikaze, the bomber headed for a ship near the W.D. Porter but, at the last moment, veered away and crashed alongside the unlucky destroyer. There was a sigh of relief as the plane sank out of sight without exploding. Unfortunately, it then blew up underneath the destroyer and opened up the ship's hull in the worse possible location.

Three hours later, the last man, the captain, jumped to safety of a rescue vessel, leaving the ship that almost changed the face of the world and national politics to

slip stern first into 2,400 feet of water. Miraculously, not a single soul was lost in this sinking. It was almost as if the ship that had been so unlucky chose to let her crew live. The sage of the USS William D. Porter was over.

Every so often, the crew of the Willie Dee gather and remember their ill-fated ship. They remember the good times, and now, nearly 51 years later, the notorious torpedo incident elicits amusement rather than the heart-wrenching embarrassment it caused in 1943.



Old Navy Christmas

(There are 10 variations of this old poem. This one comes from olden days)

'Twas the night before Christmas, compartments were still,
The sailors were sleeping, as most sailors will.
The ditty bags hung by the lockers with care,
In hopes that St. Nicholas soon would be there

The men were all peacefully dreaming in bed
As visions of liberty danced in each head.
The Chief in his skivvies, hopped into his rack,
Having just came from town and a quick midnight snack.

When out on the deck there arose such a roar,
I ran to the porthole to find out the score.
I stuck out my head and started to shout,
"Just what in the world is this noise all about?"

A moon made for boondocking showed with a glow,
It was downright cold out, 'bout seven below.
What I saw out there looked like those Mardi Gras floats,
'Twas a Captain's gig drawn by four white Navy goats.

In the boat was a man who seemed quiet and moody,
I knew in an instant St. Nick had the duty.
As quickly as Monday his billy goats came,
He whistled and shouted and called them by name.

"Now Perry, now Farragut, Dewey and Jones,
What's the matter John Paul, got lead in your bones?
A little to Starb'd, now hold it up short,
No fluffing off now, or you'll go on report!"

He was wearing dress "Reds" that fit like a charm,
His hash marks they covered the length of his arm.
The gifts to be issued were all in his pack,
The gedunk was ready to leave on each rack.

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Old Navy Christmas (continued)

His eyes they were watering, his nose caked with ice,
He wiped it with canvass, then sneezed once or twice.
He opened his mouth and started to yawn,
It looked like the Sun coming up with the dawn.

The stump of a pipe, he held tight in his teeth,
And took a small nip from a bottle beneath
He wasn't so big, but he must have been strong,
I figured he'd been in SEALs early and long.

He was chubby and plump, a right jolly old Tar,
Who said "Evenin' Matey, here have a cigar."
He filled every seabag with presents galore,
And left us all leave papers, right by the door.

With "Anchors Aweigh" he climbed back into place,
A broad smile was creeping all over his face.
One look at his watch and he started to frown,
"This mid watch is certainly getting me down."

From the Editor:

*Here's wishing all my Shipmates and their
families a healthy and happy Holidays!*

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In Memory of Our Members on Eternal Patrol

"If you listen closely, you can hear the rumbling of the diesels and the roar of the Klaxon. Then, in a swirl of bubble, and a whisper of foam, he disappears beneath the waves on his Eternal Patrol..."

Departed	Shipmate	Departed	Shipmate	Departed	Shipmate
8/5/1994	Frank Phillips	2/23/2003	George A. Seitz	2/21/2010	Francis H. Snowdon
10/27/1994	Thomas J. Hartey	3/31/2003	William F. Cullen	3/22/2010	Henry J. Schaldonat
5/19/1995	Joseph Jacquemet	5/4/2003	Richard E. Townsend	3/25/2013	Walter A. Hicinbotham, Jr.
5/29/1995	George J. Anderson	9/5/2003	Charles B. Fiedler	8/13/2010	Joseph J. Puchalski
6/16/1995	Joseph Baroody	2/11/2004	Albert J. Bradley	9/29/2010	Andrew J. Chek
2/5/1996	Leon Ramo	6/20/2004	Paul A. Weaver	2/28/2011	Edward N. Morgenweck
4/20/1996	Frank N. Andrews	6/27/2004	Mario J. Amoroso	4/5/2011	George F. Hughes
5/4/1997	Alfred P. Conger	7/9/2004	Charles F. Chuva	5/4/2011	John W. Zasowski, Jr.
5/14/1997	John F. "Zip" Duda	8/8/2004	Robert L. Frisch	9/15/2011	Harold J. Schiller
6/21/1997	Henry B. Hermanns	9/7/2004	John J. Gerard	10/15/2011	Charles J. Haury
12/13/1997	Harry L. Murphy	10/3/2004	Eric Skurbe	12/11/2011	Thomas P. Dougherty
2/16/1998	Henry T. Fenton, Jr.	1/17/2005	Richard L. Schiller	1/22/2012	John Wayne Dubios
5/13/1998	Jack O. Nicholson	5/22/2005	Howard W. Lomax	3/12/2012	James Joseph McGettigan
10/20/1998	Edward P. Guzman	10/14/2005	LeRoy Ippoliti	3/31/2012	William J. Ennis
11/24/1998	William P. Pilitowski	1/21/2006	Lyle D. Unley	7/27/2012	Albert J. Smith
1/13/2000	Joseph W. Mullen	1/24/2006	George T. Depman	12/28/2012	William J. Tobin
3/12/2000	John E. McGrody	2/28/2006	Thomas Burns	5/15/2013	Lawrence Deckenback
4/9/2000	Michael Palma	5/23/2006	Merle W. Rosenbrook	7/26/2013	Robert F. Becker
6/29/2000	John "Doc" Gormley	10/18/2006	C. Neil Jones	8/19/2013	Basil Eugene Kio
7/23/2000	Webster C. "Bud" Davis	11/15/2006	Arthur J. "Moose" Bullwinkel	10/11/2013	Albert P. Nitto
9/24/2000	William Gerber	11/26/2006	John Thomas Dempster, Jr.	4/12/2014	William H. Carr
11/18/2000	Robert C. Whitly	12/31/2006	Leroy E. Breece	5/10/2014	John W. Breslin
12/6/2000	William L. Malia, Jr.	3/13/2007	William J. Spoulos	6/22/2014	Neil C. Miller, Jr.
12/9/2000	Robert A. Pote	5/28/2007	Benjamin D. Gibson	8/6/2014	Richard W. Collins
1/21/2001	Henry F. Galpin	9/20/2007	Maitland W. Pearce	9/29/2014	Albert T. Conner
7/12/2001	Harry P. Young	1/4/2008	Herbert O. Hansen	9/30/2014	William L. Harm, Sr.
9/8/2001	Theodore J. Patz	3/31/2008	Thomas E. Hopely	3/24/2015	Hoyal L. Cass, Jr.
9/27/2001	Ross R. Nunn, Sr.	4/24/2008	Henry P. Bailey	2/22/2016	Thomas J. Wilson
3/5/2002	Joe E. Dawson	4/28/2008	Gordon L. Lechner	3/16/2016	John Thomas Link
4/30/2002	Joseph Lawrence Broderick	6/18/2008	Cornelius "Neil" J. Logue, Jr.	4/24/2016	John P. Filippine
6/6/2002	Jerome F. Post	6/26/2008	Wayne E. Smith	7/6/2016	Silverio A. Basilio
7/22/2002	Robert A. Link	7/23/2008	Howard Wright	8/13/2016	James H. McCullough
8/4/2002	Edward Howard Gibbs	11/24/2008	Arthur W. Ahrens		
1/15/2003	Gregory Stith	3/6/2009	Robert E. Kircher		
1/20/2003	John J. Emrick	5/19/2009	Michael G. Bachman		
2/21/2003	William M. Whitehead	1/6/2010	William H. Hadden, Jr.		

Toll the Bell for all Lost Boats

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

L.N. Jennings "Lost Harbor"

In Memory of Our Lost Boats for month of December

USS Capelin	Loss of 76 men	(SS-289) 2 December 1943
USS Sealion	Loss of 4 men	(SS-195) 10 December 1941
USS F-1/Carp	Loss of 19 men	(SS-20) 17 December 1917
USS S-4	Loss of 40 men	(SS-109) 17 December 1927

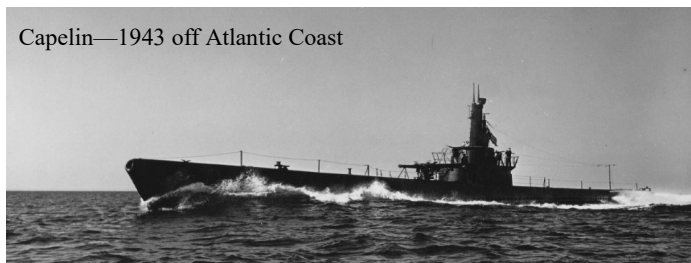
USS Capelin (SS-289) was lost on Dec 2, 1943 with the loss of 76 men. She was on her 1st war patrol, but her exact location, date and cause of loss remain a mystery. She may have been lost to mines or an operational casualty.

USS Sealion (SS-195) was lost on Dec 10, 1941 with the loss of 4 men. To prevent her from falling into enemy hands, she was scuttled in Manila Bay after incurring severe bomb damage during the initial Japanese attack. One other Sealion man was later captured and died in POW camp.

USS F-1/Carp (SS-20) was lost on December 17, 1917 with the loss of 19 officers and men when it was sunk after collision with the USS F-3 (Pickrel (SS-22)) off San Clemente, CA.

USS S-4 (SS-109) was lost on December 17, 1927 with the loss of 40 officers and men when it was sunk after being rammed by USCG Paulding. Salvaged in 1928 and recommissioned.

Capelin—1943 off Atlantic Coast



New Jersey Submarine License Plates

Ron Duffy is at the Helm of our New Jersey Submarine Veterans' License Plate program, which is extended

to all submarine veterans that live in the state of New Jersey. The program covers all USSV/USSV-WWII bases in New Jersey. New Jersey state law requires that you be a member of a submarine veteran's organization to qualify for one of these New Jersey Submarine license plates. We wish to thank Ron for taking over this thankless task. Ron's address is listed below; please contact Ron for any further information about this program.

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To order your plates send Ron, on a separate sheet of paper with your name, phone number and what base you are a member of. Mail Ron this sheet of paper and one self-addressed, stamped business size envelope and Ron will send you the needed application. Remember a submariner veteran must be on your

car's registration to qualify for this special plate. A small portion of the fee for these plates goes to NJS.

Note: NJ MVC no longer will offer sample plates.

Memorial Bricks

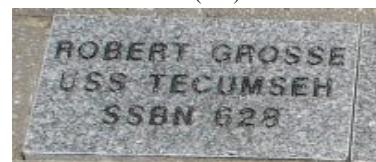
Memorial bricks at the Submarine Veterans Memorial, located at Mathis Plaza in South Toms River, NJ are available. These bricks are polished granite at a cost of \$76 each and can be purchased through the New Jersey South Base.



Applications are available for the purchase of these bricks by sending a business size, self-addressed, stamped envelope to:

Charles Gromek
81 Pine Ridge Blvd.
Whiting, NJ 08759.

Upon receipt of the envelope Charlie will send you the application with all pertinent information. If you have any questions call Charlie at (732) 350-9681.



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