



GOONEY NEWS

Special Edition

18 April 2020



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USSVI CREED

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 of America and its Constitution.

I missed some USSVI Communications earlier this month, plus though you may want something to read to help wile away the hours.

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USS S-48

I came across this photo while surfing the internet and thought she was a lovely ship. I looked up her history and it is equally interesting.

S-48's keel was laid down on 22 October 1920 by the Lake Torpedo Boat Company in Bridgeport, Connecticut. She was launched on 26 February 1921, sponsored by Mrs. James O. Germaine.

1921 DIVING ACCIDENT

USS S-48 (SS-159) with her stern resting on the bottom after sinking near Bridgeport, Ct., Dec 1921.

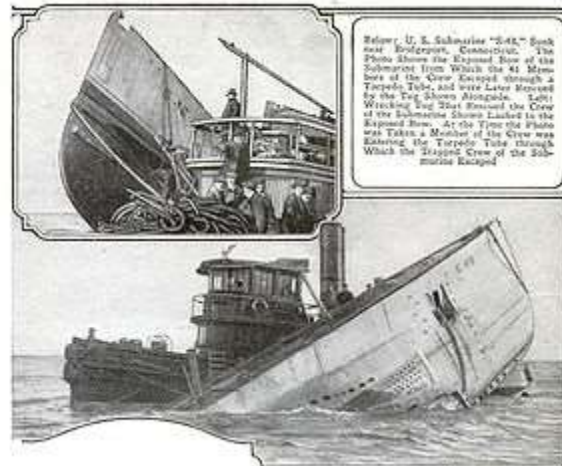
On 7 December 1921, the un-commissioned submarine conducted a dive off Penfield Reef in Long Island Sound as part of builder's trials. A manhole plate in one of the aft ballast tanks was left unsecured, several aft compartments flooded, and S-48 sank in 80 feet (24 meters) of water. The crew, contractor's personnel, and naval observers brought the bow to the surface and escaped through a torpedo tube to a tug which took them to New York City.

On 20 December 1921, the submarine was raised and taken back to the builder's yard, where repairs were begun. The work was completed ten months later; and, on 14 October 1922, S-48 was accepted by the Navy and commissioned the same day at Bridgeport with Lieutenant S. E. Bray in command.

1ST COMMISSION, 1922-1925

Following commissioning, S-48 fitted out at the New York Navy Yard; visited Peekskill, New York, for Navy Day; returned to Bridgeport, and, at the end of October, arrived at her home port, New London, Connecticut. Two weeks later, she was towed to the Portsmouth Naval Shipyard in Kittery, Maine, for further yard work; and, in late January 1923, she returned to New London to commence operations with her division, Submarine Division 4 (SubDiv 4). Through May, she operated in the New London area; then, in early June, she moved south for sound exercises and a visit to Washington, DC. At mid-month, she returned to southern New England; and, in August, she proceeded back to Portsmouth for the installation of new crankshafts and a general ship and machinery overhaul period.

In mid-January 1924, S-48 departed Portsmouth for New London, whence she continued south, to the Caribbean Sea, for winter maneuvers. By mid-March 1924, however, she was back at Portsmouth for another five months of yard work. In early August 1924, she resumed operations in the New



London area, and, in November 1924, after being transferred to SubDiv 2, she visited Annapolis, Maryland. In December 1924, she returned to Connecticut, and, toward the end of January 1925, she headed back to Portsmouth.

On the night of 29 January 1925, *S-48* arrived off the New Hampshire coast. At about 18:30, the wind picked up and a heavy snowstorm developed. Visibility was reduced to zero. Soon after 19:34, the S-boat grounded on rocks off Jeffrey Point; pulled herself off; then grounded again in Little Harbor. Messages requesting assistance were dispatched. By midnight, the storm had worsened, seas were coming "clean [sic] over the *S-48*" and she was rolling — 15 degrees to port, 60 degrees to starboard. Violent rolling lasted for only a little over thirty-minutes but a heavy list developed. By 03:30 on 30 January, the battery compartment was taking in water. Chlorine gas was forming. The storm continued; but help arrived at 05:00, and Coast Guardsmen manning lifeboats rescued the crew. After receiving treatment for exposure and gas at Fort Stark, crew members were transferred to the Portsmouth Navy Yard in Kittery, Maine.

On 1 February 1925, salvage operations were begun. A week later, the S-boat was freed and towed to the navy yard for repairs. However, damage was severe, and funds were lacking. On 7 July 1925, *S-48* was decommissioned. Nearly a year later, though, on 25 June 1926, repairs and alterations were authorized, and, on 3 February 1927, the work began. But, again, a shortage of funds stopped the project. In 1928, the repair and modernization was carried out. In hopes of improving habitability and increasing her range, her hull was extended 25½ feet; her displacement was increased to 1165 tons, and her engines were replaced by German M.A.N. types. On 1 December 1928, the work was finally completed. On 8 December 1928, almost four years after her accident, *S-48* was recommissioned.

2ND COMMISSION, 1929-1935

Assigned to SubDiv 12, she departed Portsmouth on 11 January 1929 and headed south. After operations off southern Florida on the Navy-Princeton gravity expedition to the West Indies (February–March 1932), she returned to New London in March 1929 and, in April 1929, commenced a series of test exercises. A casualty to the main motor, however, forced postponement of the exercises, and *S-48* returned to Portsmouth. On 5 June 1929, she resumed the exercises.

On 1 June 1929, *S-48* had been reassigned to SubDiv 4, with which she operated through the end of 1929. Then assigned to SubDiv 3, later SubDiv 5, and then Squadron 3, she continued her operations off the New England coast, with an interruption for winter maneuvers to the south. During this time, Lieutenant Hyman G. Rickover was assigned to her. He later credited *S-48*'s "faulty, sooty, dangerous and repellent engineering" with inspiring his obsession for high engineering standards. She was transferred to the Panama Canal Zone in 1931. On 1 March, she arrived at Coco Solo, whence she operated for four years.

1932 NAVY-PRINCETON GRAVITY EXPEDITION TO THE WEST INDIES

The first gravity measurements at sea had been made in 1926 from a submarine of the Royal Navy. The first U.S. gravity measurements at sea had been made from the submarine USS *S-21* (SS-126), assisted by the Eagle Boats USS *Eagle No. 35* and USS *Eagle No. 58*. *S-48* was assigned at the request of the Hydrographer of the Navy by the Secretary of the Navy to assist with the second U.S. expedition to obtain gravity measurements at sea using a gravimeter, or gravity meter, designed by Dr. Felix Vening Meinesz. Meinesz, joined by Dr. Harry Hammond Hess of Princeton University, and a U.S. Navy technician, participated in the expedition. The submarine was accompanied and assisted by the minesweeper USS *Chewink* (AM-39) in a route from Guantanamo Bay, Cuba to Key West, Florida and return to Guantanamo through the Bahamas and Turks and Caicos region from 5 February through 25 March 1932. The description of operations and results of the expedition were

published by the U.S. Navy Hydrographic Office in *The Navy-Princeton gravity expedition to the West Indies in 1932*.

In July 1933, *S-48* was assigned to the Rotating Reserve; and, in 1935 she was ordered inactivated. On 20 March 1935, she departed Coco Solo. On 1 June 1935, she arrived at Philadelphia, Pennsylvania; and, on 16 September 1935, she was decommissioned and berthed at League Island.

3RD COMMISSION, 1940-1945

On 1 September 1939, World War II broke out in Europe. In 1940, *S-48* was ordered activated. She was recommissioned on 10 December 1940, but remained at Philadelphia until mid-March 1941. She then moved up to her home port of New London.

As a unit of Submarine Squadron One (SubRon 1), she provided services to submarine and antisubmarine warfare training commands at New London and Portland, Maine, until after the end of European hostilities in early May 1945. Overhaul and repair periods during that time were frequent; and, in the summer of 1945, the World War I-design submarine was finally designated for disposal.

Fate

On 21 August 1945, *S-48* departed New London for the last time and was decommissioned at Philadelphia on 29 August 1945. On 17 September 1945, her name was struck from the Naval Vessel Register and, on 22 January 1946, her hulk was sold to the North American Smelting Company in Philadelphia for scrapping.

S-48 was one only five submarines built by the Lake Torpedo Boat Company to see service in World War II. (The other boats were *S-14*, *S-15*, *S-16* and *S-17*.) She was the second to last to be decommissioned.

A FEW REASONS WHY CHINA'S NAVY GLOATING IS BADLY MISPLACED

by Tom Rogan April 16, 2020 12:47 PM

China wants everyone to know that its *Liaoning* aircraft carrier is deployed at sea and that the U.S. Navy has no ability to operate a carrier strike group in the Asia-Pacific region. This reality, the state-run *Global Times* newspaper crows, "cannot conceal the US Navy's current weak condition." A few clarifications are due.

First off, like most statements out of Beijing, this claim is false. While the coronavirus pandemic has indeed forced some U.S. carrier strike groups into port, the *USS Harry S. Truman* group is operating in the North Atlantic, and the *USS Dwight D. Eisenhower* group is in the Arabian Sea, providing for contingencies against Iran. But should the United States need to do so, it could have the *Eisenhower* in the South China Sea in less than seven days.

Deterrence or action against Iran could then be sustained by Air Force units and Navy cruise missile submarines in the area. In addition, the *USS America* amphibious assault ship is currently underway in the Pacific and embarked with F-35B



strike fighters. But the key reason China shouldn't be gloating here is that the *Liaoning's* deployment isn't quite the manifestation of supremacy it claims. While the Chinese People's Liberation Army Navy has some excellent warships, especially in the area of air defense, the *Liaoning* is its sole operational carrier. And while it's true that the *Liaoning* and its escorts are sailing in the South China Sea, they hardly command those waters.

Yes, thanks to its mismanagement of the coronavirus outbreak on the *USS Theodore Roosevelt*, the U.S. Navy hasn't had a good couple of weeks. Yes, U.S. Indo-Pacific Command needs more resources, even if at the expense of other commands. And yes, the Navy's continuing obsession with carriers demands reconsideration for quite a number of reasons. Still, the Navy retains deployed capabilities to ensure that the Chinese navy remains far from invulnerable.

U.S. Navy and Air Force surveillance aircraft are monitoring the *Liaoning* and its escorts. But the Navy's most potent active threat to China comes from its ballistic missile submarines and the 31 U.S. attack submarines under the command of Submarine Force, Pacific. That includes four submarines permanently stationed at Guam, just a two days' submerged sail to the center of the South China Sea.

Because these crews retain an ability to operate undetected close in (sometimes very, very, very close in) to the Chinese fleet. And if called upon to do so, they could fire their updated Mark-48 torpedoes and break the *Liaoning's* back. Oh, and talking of the *Liaoning*, it's not a great platform anyway.

A former Soviet vessel, the *Liaoning* ultimately exists for two purposes: to advance Chinese military pride and to allow its sailors and air wing to gain carrier experience at sea in advance of the delivery of new, improved carriers. And that said, the *Liaoning's* limitations include its ski deck's restricted operating range for its J-15 fighter air wing, limited replenishment capabilities, and inadequate sensor command and control interfacing. (Although some of this can be handled by *Renhai*-class destroyers, only one is currently in active service.)

So yes: In short, the U.S. Navy has its issues. But China's present naval arrogance is also rather badly misplaced.

HOW TO BE A SUBMARINER (This is the first time I have seen this list, it looks like it was written recently)

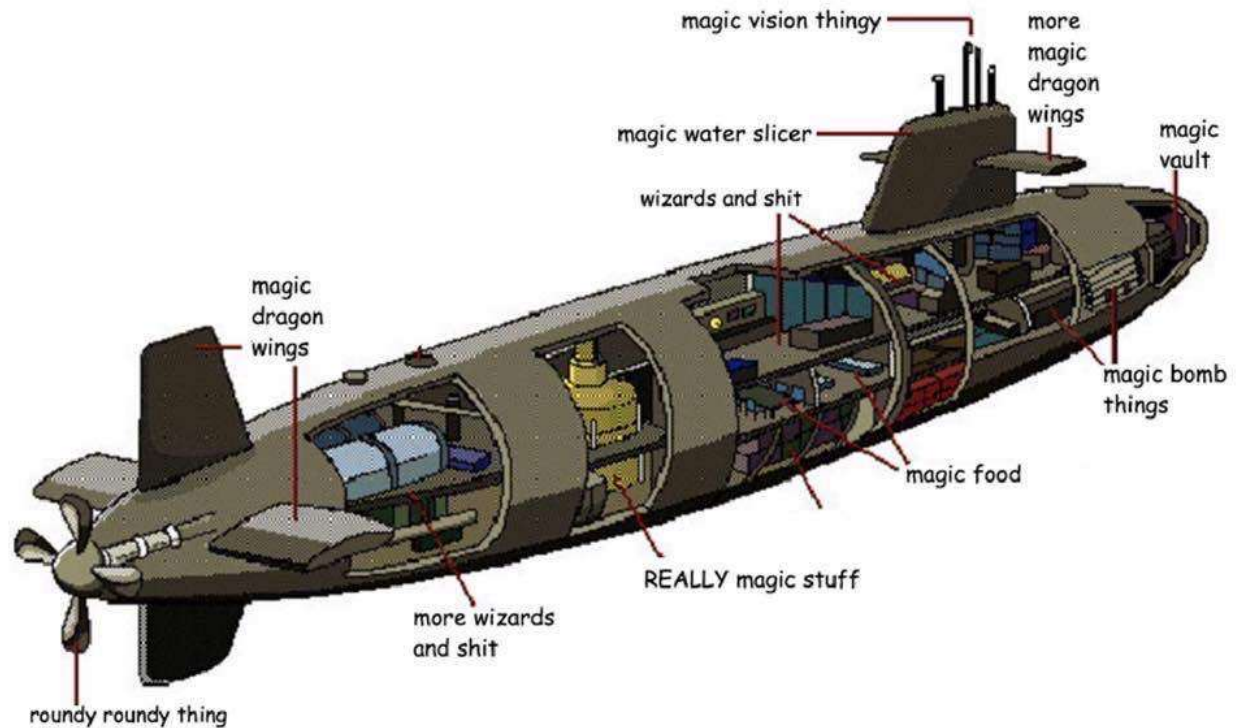
Well with this quarantine situation going on, this is a great time for you to see for yourself. The following list is things that you can do at home to experience what every submariner had.

1. Sleep on the shelf in your closet. Replace the closet door with a curtain. Every 2 hours after you go to sleep, have someone whip open the curtain, shine a flashlight in your eyes, and mumble "Sorry, wrong rack", or "Sign this!"
2. Don't eat any food that you don't get out of a can or have to add water to.
3. Pull all the blinds down in the windows and close the curtains. Use a paper towel roll to peep between the curtains to simulate periscope liberty.
4. Renovate your bathroom. Block off half of your bathtub and if possible, move the shower head down to chest level. When you take showers, make sure you shut off the water while soaping. Squeegee and wipe down the stall when done. (for a diesel boat eliminate this step cause you ain't getting no stinkin' shower – Floyd)

5. Repeat back everything anyone says to you. Repeat back everything anyone says to you.
6. Disconnect your cable, phone and Internet. Connect a VCR to a small TV. Pick the 6 worse movies on video and only watch them on a rotating basis.
7. Put lube oil in yr clothes in the same load. When you dry them, set the dryer heat setting on INCENERATE.
9. Announce "Commence Snorkling!" Setup your lawnmower in your living room and run for at least 1 hour. Periodically hold your nose and mouth shut and try to blow out your eardrums.
10. Have your family give each other haircuts.
11. Get a clipboard, paper, and leaky black ink pen, then take hourly readings on anything in your house that displays numbers.
12. Sleep with your dirty laundry at your feet.
13. Get some broken exercise equipment and mount it to the floor in your basement.
14. Store up all garbage for a week in an open can beside the air return on your ventilation system to allow the aroma to waif through the house. Compact and dispose of it once a week.
15. Wake up every night at midnight and have a peanut butter and jelly sandwich on stale bread. (Optional: Breakout a #10 can of ravioli or cold soup)
16. Make up your family menu a week ahead of time without looking in your food cabinets or refrigerator.
17. Set your alarm clock to go off at random times during the night. When it goes off, announce "Fire in the garage!" Jump out of bed and get dressed as fast as you can. Run into your garage and break out the garden hose. Since there really wasn't a fire and everyone is up anyway have the kids clean the house.
18. Once a month take every major appliance completely apart and then put them back together (just in case they were about to break).
19. Use 18 scoops of coffee per pot and allow it to sit for 5 or 6 hours before drinking.
20. Store your eggs in your garage for two months and then cook a dozen each morning.
21. Install a fluorescent lamp on the bottom of your coffee table and lie under it to read books.
22. Put a complicated lock on your basement door and wear the key around your neck.
23. When making cakes, prop up one side of the pan while it is baking. Then spread icing really thick on one side to level off the top.
24. Every so often, yell "Emergency Deep!" or "Torpedo in the Water!" Run into the kitchen, sweep all pots/pans/dishes off of the counter onto the floor.
25. Put on headphones from your stereo (don't plug them in). Go and stand in front of your stove. Say (to nobody in particular) "Stove manned and ready". Stand there for 3 or 4 hours. Say (once again to nobody in particular) "Stove Secured." Roll up the headphone cord and put them away.
26. Make the kids learn the location and operation of every light switch, outlet, circuit breaker, valve, appliance, fire extinguisher etc. Don't let them watch any TV/movies until they can recite same from memory.
27. Buy all food in cases and line the floor with them.
28. Use fresh milk, fruit and vegetables for only the first two days of every third month.

29. Buy 50 cases of toilet paper and lock up all but two rolls.
30. Install a multi-channel entertainment system over your bed that doesn't work.

HOW SUBMARINES WORK



GABRIEL, THE DEVIL, AND SUBMARINERS

Gabriel came to the Lord and said, "I have to talk to you. We have some Sub Sailors up here who are causing problems. They're swinging on the pearly gates, my horn is missing, breakfast SOS is all over their robes, they're racing the chariots, and they're wearing dixie cups and piss cutters instead of their halos. They refuse to keep the ladder to heaven clean. There are beer cans all over the place. Some of them are walking around with just one wing."

The Lord said, "Sub Sailors are Submariners, Gabriel. Heaven is home to all my children. If you want to know about real problems, call the Devil."

The Devil answered the phone, "Hello? Hold on a minute." The Devil returned to the phone, "O.K., I'm back. What can I do for you?" Gabriel replied, "I just want to know what kind of problems you're having down there." The Devil said, "Hold on again. I need to check on something." After about 5 minutes the Devil returned to the phone and said, "I'm back. Now what was the question?" Gabriel said, "What kind of problems are you having down there?"

The Devil said, "Man, I don't believe this....Hold on." This time the Devil was gone 15 minutes. He returned and said, "I'm sorry Gabriel, I can't talk right now. Those damn A-Gangers have put out my fire and are trying to install air conditioning."

FROM THE INTERNET



Day 9 of Quarantine



This beer truck serves craft beers.

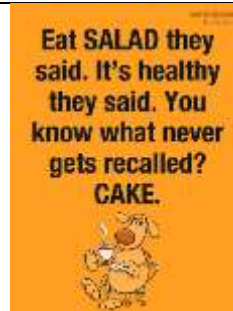


We were out burning ditches when my husband got stung on the forehead by a bee. He's in the ER now...face all swollen & bruised. He almost died!! He was very lucky because I was close enough to swat off the bee with my shovel.





Sometimes it's good to look up.



USSVI NATIONAL NEWS

I am going to forward all USSVI National News releases to you as I receive them. I will start out by sending the most recent ones that I have received.

WD 6 Telecom of 13 April 2020 - Meeting Minutes

Opening 7:00PM PST

Present

The Free Conference Call reported 9 phone numbers that called in. Host held Sailing List as follows:
BONFISH Base: Gene Adams, LA Pasadena Base: Chuck & Marilyn Senior, Bill Moak, David Vanderveen, Jeff Porteous, Herb Bolton. SCAMP Base: Mike Patzius.

Not Present

San Diego Base: PARCHE Base: BOWFIN Base: Trieste Base: GROWLER Internet Base: Base 51:

Creed and opening prayer

Complete USSVI Creed read by WD6 Commander. Also opening prayer. Bill Moak from LA Pasadena Base requested a moment of silence for our shipmates who perished on the USS THRESHER SSN-593. Also closure for family of Edward Christenson QM3/SS who perished that fateful day on April 10, 1963.

Agenda

1. We will start with the Sailing List, announce yourselves when signed in. If late wait for a pause to announce yourself. Please mute your phone when not talking.

2. Main topic: Coronavirus pandemic, and USSVI Base operations.

(a. Dave Vanderveen, Base Commander LA Pasadena Base is utilizing **freeconferencecall.com** to set up teleconference this Saturday 04/18/2020 for Base meeting. Time is 1100, call in number is **(978) 990-5000**, when prompted enter access code **398794** and announce yourself. There was some talk of using system call ZOOM, but Dave mentioned possibility of security issues with personal information while creating account. Also, Gene Adams asked of schedule regarding Huntington Beach 4th of July Parade. Jeff Porteous reported he had sent in application, and they are handling on a day by day basis. Herb Bolton also mentioned that Memorial Day may be affected at Seal Beach Weapons Station. USN is following State regulations. Mike Patzius, Base Commander SCAMP Base stated many cities activities will be affected. Possibly even through July.

3. Western Region Roundup.

(a. Pushed forward to November.

(b. At Western Region Director teleconference there is talk that next year Barry Wyatt of Gold Country Base in WD5 could be hosting in Reno NV, or Sacramento CA.

4. National Convention in Tucson AZ.

(a. National will hold teleconference this Friday concerning. I will report after completed.

5. Base Commander Manual on National website.

(a. Base Commander Manual is on the National website. It is amendable to suite each Base.

(b. Prospected Western Region Director Vic Vanhorn has sent Base Commander Qual Cards to each District Commander. It is dated (old) and has been on the National website before. You can print and complete it with information which can be very useful.

(c. Vic is also assembling a District Commander committee).

6. Encourage your Bases to vote in National election.

7. Next scheduled USSVI WD6 Teleconference (tentative 05/11/2020 2nd Monday).

8. Adjourn at 7:49PM PST 04/13/2020. Submitted Mike Williamson WD6 Commander.

Brad Proffitt has provided a number of articles for publishing in the Gooney News. This is the 1st two of the articles.

