

# International Submariner-USA

The International Submariners Association/USA is the United States chapter of an international organization dedicated to promoting brotherhood among submarine veterans of all nations.

## OFFICERS

### President

Ken Earls  
(928) 772-0275  
lsa\_usa500@msn.com

### Vice President

John North  
(925) 676-5784  
jcnorth@astound.net

### Secretary

Bud Cunnally  
(703) 393-9808  
budcunnally@verizon.com

### Treasurer

Bill Windle  
(916) 988-2239  
tzgood@yahoo.com

### Member at Large

Lon Schmidt  
ss402lon@cnet.com

### Standby Member at Large

Jack Messersmith  
(928) 759-9544  
messer109@q.com

### Newsletter Editor

Liz Clark  
1lizzyb@frontier.com



## Our Creed

The Purpose of the ISA-USA is to: Perpetuate the memory of those who have lost their lives in submarines and to further promote and keep alive the spirit and unity that exists among all submarine crewmen, to foster friendship and goodwill internationally, remembering always our belief in the freedom of thoughts, words and deeds. Every Member shall remain loyal to his country at all times.

## A Message from the President

### Submariners Have Class

"Class has a sense of humor. It knows that a good laugh is the best lubricant for oiling the machinery of human relations. Class never makes excuses. It takes its lumps and learns from past mistakes. Class bespeaks an aristocracy unrelated to ancestors or money. Some extremely wealthy people have no class at all, while others who are struggling to make ends meet are loaded with it. Class is real. You can't fake it. Class never tries to build itself up by tearing others down. Class is already up and need not attempt to look better by making others look worse. Everyone is comfortable with the person who has class because he is comfortable with himself. If you have class, you've got it made. If you don't have class, no matter what else you have, it won't make up for it." Ann Landers

Why quote Ann Landers? In the process of looking for something that expresses my thoughts, I ran across her comments. Every submariner I have met has Class, including almost everyone from every other country that I have met at several ISA conventions. Of course, for every rule, there is the exception and we know who they are, but I loved discovering this quote from Ann Landers as it says pretty much what I had in mind for this quarterly newsletter.

Why have submarine veterans been meeting annually since 1964? It is undeniable that each and every ISA convention is an experience that cannot be duplicated. Each convention is different as they rotate between various countries and are hosted by a different group of individuals. And each has that underlying camaraderie that makes them all essentially the same.

One fellow who has attended many of them is Jürgen Weber and he has created a wonderful web site for submariners. I encourage everyone to visit this site: [www.submariners.org](http://www.submariners.org). When you arrive at this web site, take some time to explore; look at the many photos from many ISA conventions. You will see a common theme in all of them - friends enjoying friends. You will also see visits to unique locations. The hosts for each convention will make sure that when you attend their event, they will want you to go home with a favorable view of their country and, therefore, they will ensure that you experience the very best that their country has to offer. This is something you will seldom experience with a standard commercial tour of a new country.

I look forward to visiting Istanbul in May with many of our ISA-USA members. Visit <http://www.isa-turkiye-2011.com/> to begin your registration process.

## Connectivity & Communication

Why the importance of having up to date contact information you ask?

Obviously, there are many reasons but the one that is likely to be the most important is to have the ability to send & receive communications from one member to another, and more importantly, the ability to communicate with the ISA-USA Executive Board. Currently, there are a series of communications taking place that are meant to keep our membership up to date with information and events. These are the POC Broadcasts every two weeks, and the quarterly Newsletter.

Since I am the one responsible for the POC Broadcast let's discuss that process. Of the approximately 500 email addresses that I send to, I receive a failure rate of almost 10%. Of those 50 or so, close to 75% are failures that are spam related. I have done all I can do on my end, but it is also very important that *your* email program is configured to accept my email address as *friendly*. It is equally important that your ISP (internet service provider) is aware that my address *is not* spam.

One of many examples of communication between members is a message I received from a member who was the Engineering Officer on board the USS Bergall SS-320 in 1958 when the boat ownership was transferred to the Turkish Navy. It is a great compilation of events that were taken directly from his personal memoirs. As a result of receiving this, I was able to share his article with all of our members.

Please be sure your info is up to date and *let's communicate*.

If you have something to share that you think might be enjoyed by others, send it to me for review and dissemination. *Become Involved*.

John C. North

ISA-USA Vice President

jcnorth@astound.net

## ISA-USA MEMBERSHIP COMMITTEE

Hi to all members from the membership committee.

The good news is we are growing in membership, approximately (14) Fourteen new members since September.

The bad news is we need many more members to reach our membership goals.

In our strategic plan to increase our ISA-USA membership over the next two years we are still developing lines of communications with Base Commanders and hope to conduct membership drives throughout the United States and the world. As you can see each of us is an ambassador to the ISA-USA membership committee and need to each attempt to recruit a new member.

In the spirit of expanding the membership of ISA-USA I am requesting that you copy the pages with the ISA-USA brochure, later in this newsletter and application and take it to your base and tell your fellow sub-vet shipmates about the play ground of the world that ISA-USA plays in and enjoys every year.

HELP is needed. I can not do it all by myself. I am looking for three volunteers to help me on the Membership Committee. Please contact me and I assure you that you will not be overloaded but your assistance will be of great value so we can achieve our goals.

(Bill) William J. Windle, ISA-USA Membership Chairman

tzgood@yahoo.com

(916) 988-2239

## ISA-USA TREASURERS REPORT

I have reported to the Executive Board that our checking account, savings account and money market accounts are all solvent and balanced. At this time we are debt free, however we will be receiving our March operating bills for payment.

The annual dues bills have been sent and a large number of our annual dues members have converted over to Life Memberships.

Annual dues which are currently \$10.00 are now past due! You could save ISA-USA some expense by sending in you annual dues by using the annual dues letter attached to this article. You could also use this attached letter to provide ISA-USA with any dollar amount as a volunteer "BOOSTER FUNDS" CONTRIBUTOR.

It should be noted: Time is running short; The Executive Board has unanimously approved an increase of the annual dues to \$25.00 and a Life Membership to \$100.00 effective July 1, 2011.

I am currently working on the draft of the ISA-USA annual operating budget to be presented to the Executive Board by March 1, 2011.

If anyone has any great fundraising ideas for ISA-USA please feel free to submit them to me and we will review them with the Executive Board.

(Bill) William J. Windle, Treasurer ISA-USA

tzgood@yahoo.com

(916) 988-2239

P.O. Box 664

Folsom, CA 95763-0664



INTERNATIONAL SUBMARINERS ASSOCIATION—UNITED STATES OF AMERICA

International Friendships run silent and run deep

March 1, 2011

Name  
Street Address  
City, State, Zip Code

Dear:

It's time to address your annual dues in the International Submariner Association—USA. These dues are for the calendar year 2011. We are providing you with several options on paying your dues this year.

Your ISA-USA membership number is:

Please return the bottom section with your payment.

**Annual Dues, \$ 10.00 per year**

Name: \_\_\_\_\_ Membership #: \_\_\_\_\_

Number of Years Renewing: \_\_\_\_\_

X \$10.00

Total Amount for Annual Dues: \$ \_\_\_\_\_

Upgrade to Life Membership (Currently \$50.00): \$ \_\_\_\_\_

Booster Club, any amount is appreciated: \$ \_\_\_\_\_

Total Amount Enclosed: \$ \_\_\_\_\_

\*\*\*\*\*PLEASE NOTE\*\*\*\*\*

MEMBERSHIP DUES WILL INCREASE ON JULY 1, 2011 TO:

ANNUAL DUES \$25.00 PER YEAR

LIFE MEMBERSHIP \$100.00

## Why Join the ISA-USA?

The Purpose of the ISA-USA will be: to Perpetuate the memory of those who have lost their lives in submarines and to further promote and keep alive the spirit and unity that exists among all submarine crewmen, to foster friendship and goodwill internationally, remembering always our belief in the freedom of thoughts, words and deeds.

As a member of the ISA-USA you will benefit in many ways.

1. Be part of a 47 year tradition of international friendships of submarine sailors. Check out [www.submariners.org](http://www.submariners.org) for the history of this association
2. Travel to foreign countries to participate in conventions



Members include submarine veterans from E-3 to O-10.

Members include currently active submariners, both enlisted and commissioned.

Members include spouses of submariners and adult children of submariners.

Members include submarine veterans from numerous foreign countries.



International  
Submariner's Association



International Friendships Run Silent and Run Deep

W W W . I S A U S A . o r g

**Annual conventions of submarine veterans from many different countries.**

**Recent past conventions:**

**2005—Argentina**

**2006—Russia**

**2007—France**

**2008—Poland**

**2009—San Diego, USA**

**2010—Israel**

**Up coming conventions:**

**2011—Istanbul, Turkey**

**2012—Kiev, Ukraine**

**2013—Italy**

**2014—TBD**

**2015—TBD**

**Application for Membership  
International Submariners  
Association -  
United States of America**

**Name** \_\_\_\_\_

**St Address** \_\_\_\_\_

**City** \_\_\_\_\_

**State** \_\_\_\_\_ **Zip** \_\_\_\_\_

**Boats** \_\_\_\_\_

**Boats** \_\_\_\_\_

(Actual boat experience is not necessary for membership)

**Phone** \_\_\_\_\_

**Alt.Phone** \_\_\_\_\_

**E-mail** \_\_\_\_\_

(Please print clearly)

**Date Submitted** \_\_\_\_\_

**Dues are \$10.00(US) (Jan 1-Dec31)  
Life membership \$50.00\***

**Member of USSVI:**  
**Yes** \_\_\_\_\_ **No** \_\_\_\_\_

Mail application to:

**ISA-USA  
William Windle  
PO Box 664  
Folsom, CA 95763-0664**

For more information, contact ISA-USA's  
Membership Chairman:

**Bill Windle  
916-988-2239  
Or  
tzgood@yahoo.com**

\* Subject to change

## Navy: New Subs to be Designed for Women

February 13, 2011  
The Day, New London, Conn.

The Navy says it's about to start spending money to design women's accommodations for Virginia-class and future ballistic-missile submarines.

The Navy officially lifted the ban on women serving aboard submarines in the spring. Twenty-four women have already begun training to serve as early as the end of this year as officers on ballistic-missile and guided-missile submarines.

The Navy's initial plans did not include enlisted women, or the smaller fast-attack submarines because of the perceived lack of privacy.



Now the Defense Department has notified Congress that the Navy will design the next generation of ballistic-missile submarines with the flexibility to accommodate female crew members. Beginning this fiscal year, the Navy will also study how to reconfigure Virginia-class submarines to bring women on board.

The Navy plans to buy 12 ballistic-missile submarines to replace the 14 current Ohio-class, or Trident, boats that are nearing the end of their service lives. The lead ship in this new class will not be purchased until 2019.

"Design of the Ohio replacement is the next anticipated expenditure of funds in the Navy's approach to assign women within the Submarine Force," the Defense Department stated in its letter to Congress.

The design change is needed should the Navy allow enlisted women to serve on submarines. Female officers can serve on the current ballistic-missile submarines without any modifications to the subs.

"There will be flexibility if our policy changes," Lt. Cmdr. Mark C. Jones, spokesman for the commander of the Submarine Force, said Thursday, adding that "women officers are going to lead the way for the study of the integration of enlisted females."

Electric Boat in Groton, the prime contractor for the Virginia-class program, has been working on the design of the ballistic-missile submarine. A spokesman referred all questions to the Navy.

EB has not yet been asked to make any changes to the Virginia-class design, Jones said. "We're just going to evaluate the possibility," he said. "As we bring women into the Submarine Force, we're looking at different accommodations on different platforms."

Jones could not give a timeline or say how much money would be spent on the endeavors.

The letter to Congress stated that the desired flexibility would be "achieved in a fiscally responsible manner."

## A Busted Flush: Jinxed Navy Submarine that Ran aground Returns to Port with Sewage System Failure

The Royal Navy's newest and largest nuclear submarine - which recently ran aground off the Scottish coast - has returned to port after breaking down again during sea trials.



The £1.2billion HMS Astute arrived back at its home port of Faslane on the River Clyde with failures to its weapons support and sewage systems.

The latter problem resulted in the vessel's toilets being out of service for its 90 crew break down: The Royal Navy's newest and largest nuclear submarine - which cost £1.2billion - has broken down during sea trials

According to Naval sources, the 7,800-ton vessel - which is armed with Tomahawk cruise missiles - will be confined to port for up to six weeks as engineers carry out repairs.

Accident prone: The submarine, which was completed four years late and over budget, has been beset by mechanical setbacks since it was formally commissioned into the Navy last August

The Navy has now launched an investigation into why the vessel has suffered repeated problems - including running aground off the Isle of Skye last October.

A Ministry of Defense spokesman said: 'Work is ongoing to fix the weapons support and sewage problems.'



## Would You be interested in Advertising in Our Newsletter?

The *International Submariner - USA* newsletter is read by the nearly 600 members of ISA-USA and is also distributed to over 100 international contacts. They in turn distribute it to their members. We are not sure how many read it, but we know that it is a large audience.

In addition, many USSVI bases include our newsletter in their base newsletters or link ours to their web sites. So, we do have a few thousand readers in the US and another few thousand readers internationally – all submarine veterans.

We have about 120 members who don't have e-mail and so we mail them all a hard copy of the newsletter. We print it with just black ink to keep the cost down. But, it still costs us a little over \$1.00 (nearly \$500 per year) to mail each issue to those without e-mail and therefore we have decided to look for any advertisers who would like to be included in this vehicle.

### Rates:

Size	One Issue	Four Issues (one Year)
Full page	\$35.00	\$100.00
Half page	\$20.00	\$60.00
Quarter page	\$12.00	\$35.00
Business Card	Not Available	\$20.00

### Terms:

- Ads are run in full color for electronic copies and in black and white for the approximately 120 hard copies that are printed for mailing.
- Four issues can be the same or different for each issue. The subscriber will submit their own art in PDF format.
- Ads must be submitted five days before the initial review date for each issue. That date will be sent to the advertiser one month prior to the initial review date.
- Contact the treasurer if you are interested in advertising in the *International Submariner* who will provide instructions on getting your advertisement to our editor.

## The Secretary's Story of the revitalized Fast Attack & Boomers Display

Back in the year 2000, I was privileged and honored to one of the Chiefs that was selected to



put together a presentation in Washington, DC and I was joined by another Groton Submarine Squadron Chief, Machinists Mate (SS) Larry Burns. This remarkable display was housed at the Smithsonian's National Museum of American History (NMAH) and was officially opened on the 100th anniversary of the Submarine Service, on April 12th 2000. The Fast Attack & Boomers (Submarines in the Cold War) ran for three years and was stored at the Naval Heritage Command at the Washington Navy Yard (WNY). I am now reengaged in taking the display out of mothballs for the future US Navy's Cold War Museum at the WNY that will be dedicated this year. The story of this remarkable achievement starts with the birth of the US Submarine Service

**The purchase of the USS Holland VI (SS-1) on April 11, 1900** by the United States Navy from an immigrant Irish inventor was the birth of the United States Submarine Service. John Philip Holland was born in Liscannor, County Clare in what is now the Republic of Ireland. John Holland was a spirited inventor who had



an extraordinary vision that turned the world's navies upside down. It was his foresight and skills that brought us the modern submarine. A Twist of irony saw that within 40 days of his passing from pneumonia in August 1914, the German Navy's four hundred and fifty ton Submarine the U-9 sank three British Royal Navy Cruisers, in the North Sea. This new war machine manned by only twenty-six men dispatched a total of thirty-six thousand tons of ships to Davie Jones's Locker and sent over fourteen hundred men to the hereafter.



**The Naval Submarine League (NSL)** Headquartered in Annandale, VA first proposed celebrating the unparalleled contribution that the United States nuclear and conventional powered submarines made to win the Cold War.

With the full support of the Director, Undersea Warfare (N87), Retired Admirals, Kelso, Burkhalter, and Engen presented the idea, for a commemorate exhibit honoring the Centennial, to Dr. Spencer Crew, Director of the (NMAH), on 15 January 1998. Within three weeks, the Smithsonian granted conditional approval to proceed with this groundbreaking concept.

Captain John Shilling, USN (Ret) the exhibit coordinator and his group from NSL traversed the entire country visiting the naval bases at New London CT, Norfolk 2 VA, and Bangor, WA

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## The Secretary's Story of the revitalized Fast Attack & Boomers Display

searching for the right artifacts for the exhibit. In the course of their visits, they went aboard USS SEAWOLF (SSN21), USS TREPANG (SSN 674), USS James K. POLK (SSBN 645) and USS MICHIGAN SSBN (727), The team also visited General Dynamics, Electric Boat Division, Newport News & Shipbuilding, The Naval Undersea Warfare and Nautilus Museums. These visits along with many meetings, papers, e-mails, phone calls and briefings resulted in the design concept, of the exhibit that was created.

With the help of the U. S. Navy, NSL was given access to the TREPANG that was to be decommissioned at Puget Sound Naval Shipyard in the state of Washington. Visits to the ship while she was still in commission at Groton CT established a positive and cooperative attitude on the part of the ship's company. Likewise the personnel at Puget Sound were briefed and equipment removals were done with the utmost of care. The office of Director of Strategic Systems provided many artifacts, models and graphic materials to support this effort. The Maneuvering Station that was on display had been removed from the decommissioned USS SANDLANCE (SSN 660). The decommissioned USS Polk supplied several more significant artifacts.

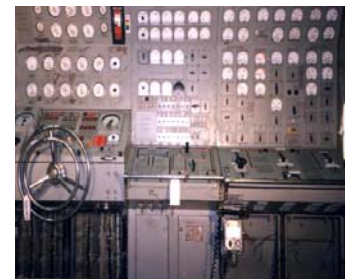
A listing of several of the larger items follows:

- |                 |                     |
|-----------------|---------------------|
| Watertight Door | Trash Disposal Unit |
| Torpedo Storage | Skid Bunks from the |

- |                        |                               |
|------------------------|-------------------------------|
| Torpedo Loading Hatch  | Mess Tables and Benches       |
| Bridge Access Hatch    | Chief's Commode               |
| Ballast Control Panel  | *Steam Control Panel          |
| Ship's Control Station | *Reactor Plant Control Panel  |
| ESM Console            | *Electric Plant Control Panel |
| Sonar Room             | Periscopes                    |

\*These three maneuvering room consoles that were removed from SANDLANCE required extensive declassification. This was the very first time that the general public got to see these highly classified nuclear plant operations panels. A General Dynamics, Electric Boat (EB) Tiger Team did the declassification work at the Submarine Base. The box that contained the panels was so large that it could not fit inside any of the repair facilities buildings. As a result it occupied three reserved parking spaces and remained outside for the six weeks of winter while the work was being accomplished. A small entry door was cut into the side and heat and light were installed inside the box.

The personnel on the lower submarine base



The panels are shown above before restoration

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## The Secretary's Story of the revitalized Fast Attack & Boomers Display



Chief Cunnally at the sonar

that saw it referred to it as a new building numbered SSN 660. Although, the folks that removed the various pieces of equipment from the nuclear submarines did an admirable job and took care to not destroy any of it, the artifacts did not look as they would on an operating boat. It was this equipment along with many other artifacts, which the two Squadron Chiefs, in consort with additional sailors from the Washington area separated, cataloged, cleaned, assembled, and prepared for Display.



Senior Chief Engle at Manoeuvring



Chief Burns and Lieutenant Richard Douglas of the Washington unit, a former First Class Machinist Mate (SS) who served aboard several attack

boats took charge of the assembly of two periscopes. They deftly rigged a chain fall from the overhead of the building and cautiously mated several sections together to produce the attack and observation scopes. One had the feeling that you could look through the eyepieces and see a Russian Yankee Class Submarine waiting to unleash her missiles on the US.

Although sanitized for protection of our underway-nuclear submarines, the visitors to the exhibit received a true feeling, of the goings-on in the power plant of one of their United States Navy nuclear submarines.



Panels after restoration



Senior Chief Fred Engle and LT Richard Douglas recall their days in a submarine bunk

An additional tiger team from the Newport News Shipbuilding Company joined the Navy team and the people from EB in producing the display. The effort, in just turned all the various parts that the submariners had separated and cataloged into a 12-man bunkroom and a 12-man crews mess.

The highlight of the effort was a rewarding visit from Admiral Frank L. "Skip" Bowman, Director, Naval Nuclear Propulsion and several members of his staff. The Admiral inspected the work in progress and voiced his support for the exhibit. As one of the most experienced submariners in our Navy, he offered a number of very constructive suggestions to enhance the presentation of the various artifacts and the overall professional presentation of the display.



## History: Bermuda's "Maritime Chernobyl"

*BerNews.com, December 10, 2010*

On October 3, 1986 while on patrol 680 miles northeast of Bermuda, the 10,000 ton, 425-foot long Soviet Yankee Class Ballistic Missile Submarine K-219 suffered an explosion and fire in one of her 16 missile tubes caused by a seal failure which allowed seawater to leak in and mix with residue from the missile's liquid fuel.

Three members of the submarine's 113-man crew were killed in the devastating blast and a fourth, Sergei Preminin, died when he volunteered to shut down the submarine's two nuclear reactors by hand and was trapped in the reactor compartment.

There were fears an uncontrolled chain reaction in the submarine's damaged reactors could "cook off" the 34 independently targetable warheads the K-219's missiles were armed with.

This would have caused a cataclysmic nuclear explosion which would have poisoned the Gulf Stream and rained radioactive waste on Bermuda, killing most of the population and rendering the island uninhabitable for generations.

The crippled sub remained on the surface for three days while efforts were made by her crew to have the stricken vessel towed by a Soviet merchantman. However, on October 6 several gas leaks forced her Captain to order ship abandoned against orders from the Kremlin. Shortly after the crew went over the side the submarine rolled and sank, carrying both

her nuclear reactors and nuclear warheads with her to the bottom of the Atlantic.

Throughout the Cold War there were often up to five Soviet submarines patrolling the waters near Bermuda. Submarine-launched Soviet ballistic missiles fired from the Bermuda area would have only taken about 16 minutes to reach military and civilian targets along the US East Coast. Soviet submarines were not withdrawn from the Bermuda "patrol box" until the late 1980s. As late as 1987 the former Soviet Union engaged in a large-scale submarine exercise near Bermuda.

The Soviet Union officially blamed the US Navy for the damage to K-219, stating that the damage resulted from a collision with the submarine USS 'Augusta', which was trailing the East Bloc vessel at the time. The US Navy denies this and points to a previous similar missile tube mishap on the sub as evidence that the Soviet vessel was in poor condition. To date, there have been no public efforts to remove the nuclear weapons or nuclear fuel from the sub which lies at a depth of some 18,000 feet.

At the time environmental group Greenpeace described the sinking as "a maritime Chernobyl", a reference to the catastrophic April, 1986 accident at a Soviet nuclear power plant which released massive amounts of radioactivity into the surrounding environment and is blamed for causing thousands of deaths. But then Premier Sir John Swan was assured by British military and scientific experts the sub wreck posed

*(Continued on page 15)*

## History: Bermuda's "Maritime Chernobyl"

*BerNews.com, December 10, 2010*

no threat to Bermuda. Fears the K-219 could leak radioactive waste into the ocean causing health hazards for Bermudians and an environmental threat to our marine life were later described as "about zero" by the Bermuda Biological Station.

However, there are unconfirmed reports the Russian Navy still performs periodic testing of the surrounding seabed, flora and fauna for radiation from the sub's hull in association with scientists from the Wood's Hole Oceanographic Institute in Massachusetts.

Recently a correspondent for the Russian newspaper "Pravda" marked the 24th anniversary of the disaster, talking to surviving crew members of the submarine about the disaster.

"On October 3, 1986, the submarine K-219 had been in the autonomous navigation for about 30 days," reported the newspaper. "After surfacing for a communication session and determining its location, the submarine submerged to periscope position. And suddenly water gushed from one of the missile silos on the left side of the ship. An explosion shook the ship ... pressure crushed the body of a missile. Water began to come into the bay. Three people — the commander of the missile warhead compartment, and two sailors — were killed immediately.

"An emergency alert was announced on the submarine, it emerged. Despite sealing the compartments and the struggle for survival, a poisonous orange-coloured fog from the components of rocket fuel spread through the

damaged submarine. Many sailors were poisoned by these nitrogen oxide fumes. In some areas, the pollution level exceeded the legal limits by two to three thousands of times.

"There were several attempts to drain the fuel components and pump the missile silos with seawater. But the main missile specialists died in the explosion. The task remained unfulfilled. The crew fought to save the ship for nearly 14 hours when the 6th compartment sent a report to the central office: there was a fire in the 5th compartment; a gray-brown smoke was visible. Fifty minutes after that reactor protection got activated. Compensating gratings built to shut down the reactor were to automatically go down. However, this did not happen, they got stuck.

"The drives of the compensating gratings received no power. From the moment that the emergency protection was triggered, it became clear that they will not be able to get the power to the compensating gratings, everyone clearly understood that the most important thing was to shut down the reactor. The compensating gratings had to be manually dropped with a special handle — this was provided by the design. Sailor Sergei Preminin, who lowered the compensating gratings, remained in the reactor compartment forever as the bulkhead doors got locked under pressure. He went down with the ship.

"When it became clear that the submarine cannot be saved, that even in tow it would not get to the nearest base, the crew abandoned

# History: Bermuda's "Maritime Chernobyl"

*BerNews.com, December 10, 2010*

the ship. The struggle for survival continued 77 hours 38 minutes. The commander, Captain of the 2nd Rank Igor Britain was the last to leave the ship on October 6, at 11:00am. And at 11.03am K-219 sank, carrying in its womb the sailor-hero Sergei Preminin to the depth of nearly four kilometers.

"The crew and the bodies of three sailors killed on the submarine were delivered to nearby Cuba. Then the crew was brought to the Soviet Union, and for nearly a year the crew was dragged in for questioning by special investigators. The terrible accident was deemed secret, the crew members had to sign a non-disclosure agreement. The Soviet media was silent, despite this being the highly publicized period of Gorbachev's glasnost (reform) in the USSR.

"... Any heroic deed has a surprising property: made by a single man, it subsequently ceases to belong to its creator. The deed becomes a national treasure, increasing the spiritual wealth of the people who stand in one row with cultural, scientific and economic values. Let us not shy away from lofty words. We are not used to using them lately. Intentional or unintentional neglect of heroic deeds like that of the K-219 sailor Sergei Preminin is not as innocuous as it might seem: it is tantamount to squandering the national wealth. Those who respect their country cannot allow that. Glory to the submariners, both Soviet and Russian!"

## K-219 Casualties

The following casualties were directly attributed to the incident:

### Died 3 October 1986

Petrachkov, Alexander V.	Captain, Third Rank	Weapons officer
Kharchengo, Igor K.	Seaman	Machinist
Smaglyuk, Nicolai	Seaman	Weapons Division
Preminin, Sergei A.	Seaman	Reactor Team

### Died later from health complications resulting from the incident

Karpachev, Vladimir N.	Captain Lieutenant	Commander's Deputy
Markov, Vladimir P.	Captain Third Rank	Communications Officer

Career (USSR)	
Name:	<i>K-219</i>
Laid down:	28 May 1970
Launched:	8 October 1971
Commissioned:	31 December 1971
Struck:	1986
Homeport:	Gadzhiiyev
Fate:	Sunk by explosion and fire caused by seawater leak in missile tube, 6 October 1986, killing 6
Status:	Located in 18,000 ft. (6000 m) of water, Hatteras Abyssal Plain, North Atlantic Ocean

## South African Submarine Returns From Exercise After 7,000 Mile Trip

*By Christopher Szabo, Digital Journal, Dec 6, 2010*

Simons Town - A major international naval exercise has come to an end for the South African Navy (SAN) as its last participating vessel, the submarine SAS Charlotte Maxeke comes "alongside" at Simon's Town naval base, following a voyage of 7,000 nautical miles.

The biennial exercise, aimed at strengthening co-operation between developing nations and making the Southern Ocean safer, was called ATLASUR VIII and included exercises between the Brazilian, Argentinean, Uruguayan and South African defence forces.

The SA Navy sent its Fleet Replenishment vessel, the SAS Drakensberg, along with a diesel-electric submarine, S-102, named after Charlotte Maxeke, a strong-willed Bible-punching pioneer of the South African Black civil rights movement. (South Africa's submarines are called the Heroine Class vessels.)

Brazil took part with the frigate BNS Constrictor, Uruguay sent the Rou (Oriental Republic of Uruguay) frigate, Uruguay while the largest contingent, five ships, was supplied by the Argentine navy, which was also the host country. The destroyer, ARA Almirante (Admiral) Brown, named after Irish-Argentinean Admiral William Brown widely seen as the father of Argentina's navy; the helicopter corvettes ARA Espora and Spiro, the fleet ocean tug ARA Teniente Olivieri and the support ship Punta Alta, as well as the submarine ARA Salta. The Salta is of the same German design, the Type 209 as the South African S-102. Germany has made a specialty of building non-nuclear powered ships and sub-

marines for smaller navies, which include many South American and European fleets, as well as South Africa, South Korea, Turkey and India.

According to the SA Navy, the South African ships left Simon's Town in October, crossed the 3,500 nautical miles to Mar del Plata on the Argentine coast, where they joined the other ships in exercising flashing light messages, cross deck landings and helicopter training, as well as casualty evacuation (CASEVAC) and damage control exercises. The South African Maritime Reaction Squadron (MRS) also took part in practice boardings.

The navies practiced anti-submarine, anti-ship and anti-aircraft drills as well as replenishment exercises at sea, putting in at the main Argentine naval base of Puerto Belgrano on November 7.

The ships then visited the Uruguayan capital, Montevideo, which lies across the bay of the Rio de la Plata, following a brief visit to the Argentine capital, Buenos Aires, where the former fiery opposition leader, now South African ambassador to Argentina, Tony Leon, was taken aboard to visit the ships.

On November 15, the two SA Navy ships took part in a Fleet Review to celebrate the 193rd anniversary of the Uruguayan Navy. The two ships then faced the 3,500 nautical mile journey to the Cape of Good Hope.

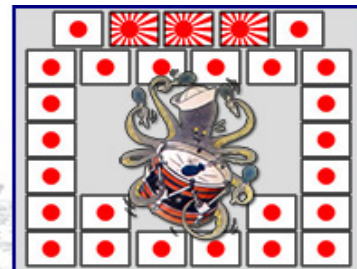
SAS Drakensberg arrived at naval base Simon's Town on December 1 and SAS Charlotte Maxeke on Sunday, December 5.



# USS Drum

## SS-228

The oldest *Gato*-class,  
WWII-era, diesel-electric  
museum submarine in the world!  
Mobile, Alabama, USA



Around the year 2000, Tom Bowser, a MM1 (SS) nuclear submarine veteran, was passing through the Mobile, Alabama area. He spotted the USS *Drum* on a billboard and decided to stop by. He was able to make a few more visits on through 2004 and got to know Lesley Waters, a Battleship Park maintenance employee who was doing her best to take care of the *Drum* any way she could. Lesley had already been working on the *Drum* for several years. In 2004, Tom's job changed to where he was driving through Mobile every other week so he would stop by on Mondays and Fridays to bring Lesley supplies and to help her. After Tom's wife passed away, he moved to the area and started working at Battleship Memorial



Park in the gift shop just so he could help restore the *Drum* (when he wasn't in the gift shop). Finally able to retire, Tom

spends 60 to 70 hours a week working with Lesley at restoring and maintaining the *Drum* as well as giving tours.

If you want to help them, go to <http://www.drum228.org/restoration.html>

What a horrible fate for such a proud old Boat-How in the world did all that heavy steel plat-

ing erode like that, sitting on blocks out of the corrosive salt water?

There has to be an electrolytic

ground some-

where on that hull to cause steel molecules to decay and cause such erosion and deterioration.



I also wonder what maintenance has been applied to the exterior hull over the years. Without the hard work of two dedicated people DRUM would be gone in another 10 to 15 years. I hope they can find some monetary support and some volunteer manpower to assist in making the aging Lady look better. The Forward Battery space had been restored to a great looking state. The radio room is also looking good. My hat is doffed to Tom Bowser and Leslie Waters for their super efforts to perform restoration work.

### Mark Maynard, WWII Subvet, CA

Go to the web site shown earlier in this article to see 116 excellent photos showing progress from a derelict bucket of rust to a museum piece of work. Tom Bowser and Lesley Waters deserve a standing ovation and more importantly, help. They can use financial help and probably manpower.

## CHANGE OF ADDRESS FORM

Please provide your new address; phone number and e-mail

NEW ADDRESS: \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE \_\_\_\_\_ EMAIL \_\_\_\_\_

*Please send completed information to:*

ISA-USA  
P.O. Box 664  
Folsom, CA 95763-0664

*Please help us stay in current contact with you.*

## WE'RE SORRY!

Last issue we sent this message:

*Thank you to Brad Canutt for volunteering to fill the Chaplin's position.*

*Thanks Brad!*

Well,

Our apologies to Brad, that message should have read the **Chaplain's** position.





## *48<sup>th</sup> International Submariners Congress 2011*

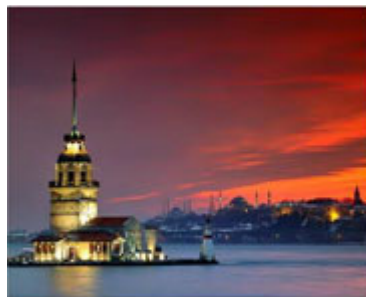
*23 – 27 May, 2011 Istanbul Turkey*

*The Turkish Submariners Association would like to extend an invitation to our fellow Submariners and their guests from all around the world to attend the 48th International Submariners Congress in May 2011.*

*We are pleased to announce that Congress will be held in Istanbul, a unique city in the world connecting two continents; Europe & Asia, the crossroads of civilizations and the European Capital of Culture for 2010.*

*It is our honour to share with you that in 2011, Turkish Submariners will celebrate the 125th Anniversary of the Submarine Service.*

*You are most welcome to join the congress and explore this marvelous city, blessed with natural beauty, cross cultural prosperity and historical legacy of thousands of years' history.*



REGISTRATION FORM [www.isa-turkiye-2011.com](http://www.isa-turkiye-2011.com)

Mr. Mrs.	<i>Please complete this form using CAPITAL</i>	
Family Name (please underline) / First Name, Initials	<i>letters and return before April 22nd, 2011</i>	
Universal Travel Services		
Submariners 48		
Passport No	Expiration Date	Universal Bldg. Ferah Sok. No:29 Tes-vikiye
34365 Istanbul - TURKIYE		
Tel : +90 212 246 7401		
Place of issue	Date of Birth	Fax : +90 212 246-2908
E-Mail : universal@universaltravel-tr.com		
Street, no	State (if applicable)	
P.O.Box	Postal / Zip Code	City
Country	E-Mail	
Cell Phone	Telephone Residence / Work	Fax
Accompanying Guest Name(s) (Mr/Ms)		Passport Number(s)
Special requirements (e.g. Diatery, meals, disabilities, etc.)	T-Shirt Size(*)	Male Female
XS-S-M-L-XL-XXL		
<i>*write separately for both</i>		<i>participant</i>
<i>and accompanying guest(s)</i>		
<b>Registration Fee</b> Fee per person Nb. Of participants TOTAL		
Participant and accompanying person(s)	470 Euro	
Optional Dinner & Show at Night Club May 24	65 Euro	
<b>GRAND TOTAL</b>		
<b><i>We kindly ask you to register in advance; the registration system will be closed on 22nd of April</i></b>		
<b>Airport / Hotel / Airport transfers (included in the registration fee only on May 23 and May 27)</b>		
To Istanbul from City/Country: Flight Nb: Arrival time:		
From Istanbul to City/Country: Flight Nb: Departure time:		
<b>Please indicate which tour you want to participate on May 26 (cost already included in the reg. fee)</b>		
Option 1 "Shopping Tour" (please write the nb of people participating on the next column)		
Option 2 "Golden Horn Tour" (please write the nb of people participating on the next column)		
<b>Payment</b>		
Method of Payment: Bank Transfer Visa Mastercard		
Credit Card Number		
Expired Date CVV2 Code:		
<b>month year Last 3 digits of the number at the back of the card</b>		
<b>Card Holder's Name:</b>		
Bank Transfer: Payable to : Universal Turizm ve Tic AS.		
Bank details: Turkiye Is Bankasi Branch Name: Fulya Account Number: 1197 0003208		
Swift Code: ISBKTRISxxx IBAN Number: : TR 680006400000211970003208		
<b>Bank charges are the responsibility of the attendee and should be paid at source in addition to the registration fees</b>		
<b>Please send the copy of the bank transfer confirmation by fax or e-mail.</b>		
<b>Cancellation Policy</b>		
Any cancellation up to 45 days prior to arrival is subject to 50 Euro cancellation charge. There will be no refund for		
the cancellations made less than 45 days prior to arrival.		
Date	Signature:	

International Submariner-USA  
c/o Ken Earls  
7178 Prairie Ridge Road  
Prescott Valley, AZ 86314



If you are receiving this via the U.S. Postal system it is because we don't have your e-mail address. That also means you are missing out on other weekly information sent in our bulletins.

Please send your e-mail address to John North at [jcnorth@astound.net](mailto:jcnorth@astound.net)

