



The 7MC

A Publication of
Wahoo Base USSVI
May 2017



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Our Creed

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

From The Commander

Shipmates, as in every organization, we the USSVI and the Wahoo Base, need to keep up with the times. The National Parliamentarian has written, for a proposal to the members of the USSVI, a document to combine the current By-Laws and the Constitution of the USSVI. We in the Wahoo Base are also in the process of updating our By-Laws. We as a Base and the National USSVI would like your opinion on anything that you want changed, updated or conceivably be deleted from either of the two documents. The time for the suggestion to be into the Western Regional Director is June 30, 2017. I will send the combined document out to everyone who has a computer but I can't put it in the 7MC because it is 37 pages long. If you get the 7MC via snail mail and you want a copy I will print a copy and send it to you. Our Base is going to send out via snail mail the proposed changes that the Wahoo Base BOD thinks we need to

make to the By Laws of the Wahoo Base. These changes will be in the mail sometime in May. Then 30 days after the letter goes out we will, at the next meeting, have a vote of the members present on our By Law changes. The month of April is going by very fast and I hope you are all looking forward to Memorial Day and participating in a local Memorial Day function in your area.

Jim Van Vranken Base Commander

April Sailing List

Glenn Boothe, Tom Barrans, Donald Johnson, Jim Van Vranken and Guests James & Janice Lecuieu. James & Janice live in Chowchilla.

Boats lost in May

April Meeting Minutes

We do not have minutes for the April meeting as we did not have a meeting. We only had 4 members present which is not a quorum. I opened the meeting by telling the members present we were not having a meeting

May Meeting

The May meeting will be again at the Seven Bar & Grill in Clovis at 11:00 am on the 20th of May

May Anniversaries

Bill & Pauline Pratt 5/1

May Birthdays

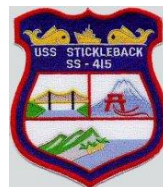
Stan Cook 5/10
 Hugh Flanagan 5/12
 Dawn Poston 5/14
 Marquita Giesler 5/23



USS Squalus (SS 192) Lost May 23, 1939 with a loss of (26 men 33 men were rescued) when it flooded and sank off Portsmouth, New Hampshire the boat was salvaged and recommissioned under a new name



USS Lagarto (SS 371) lost May 3, 1945 with a loss of all hands (86 men) in the Gulf of Siam during a Japanese surface attack



USS Stickleback (SS 415) lost May 29, 1958 the whole crew was safely evacuated Rammmed by USS Silverstein (DD 543) during exercises off Hawaii.



USS Scorpion (SSN 589) Lost May 22, 1968 with a loss of all hands (99 men) due to causes unknown 400 miles southeast of the Azores in the Atlantic Ocean.



CMDR Robert L. Owens

Editors Note;

The obituary for Mr. Owens had no information except that there would be a graveside ceremony at the Sanger Cemetery. This article has already been in the 7MC in 2015 but because of no Obituary I am going to reprint the article Jim Van Vranken

Robert "Bob" Owens

I was born June 3, 1924 in Sanger, California. My parents were Russell and Alice Owens. I went to school in Sanger and graduated from Sanger High School in June of 1942. At the request of the government, I joined the Navy in February 1943 and was discharged as an Electrician Mate Second Class at the end of WWII. I returned to Sanger and attended Fresno State University. I graduated on June 15, 1950 with a degree in Geology. During my College days I worked for my Dad at Owens' Plumbing Company in Sanger. After finishing at FSU I applied for and received a commission as an Ensign USNR with a job designation in submarines. In 1949 I married a great Lady from Ventura, California who was teaching school in the Sanger School system. I still have her 65 years plus later. Lucky Me! In 1952 I was ordered to active duty and sent to the USS Sirago (SS 485) in Norfolk, Virginia. I qualified for my Gold Dolphins in 1953. From there I was sent to Officers Regulas Missile School in 1955 and then to Guided Missile Unit 50 at Port Hueneme, California also in 1955. At that time I was selected to transfer to USN as a full Lieutenant. I was assigned to commission the USS Grayback in 1957. Then on to Com Sub Pac staff in 1961 as Assistant Ord. Officer for missiles. I was selected to LCDR in 1960 and on to USS Growler (SSG 577) in 1961 as the X O. I then fleeted up to C O of USS Growler (SSG 577) in 1963 and made two deterrent patrols as C O for a total of 7 patrols onboard two SSG's. The Growler was decommissioned and after a brief tour back at COM SUB PAC I was then made C O of the USS Sea Leopard (SS 483). I was selected to Commander in

1965. In 1966 I was transferred to CinC LANT FIT Polaris OPS Division. In 1968 I became Assistant Chief of Staff for Plans and Operation at Sub Flot Six. From there I was Joint Chief of Staff as the submarine officer in the office of LT. General Allison, USAF the Strategic Arms Negotiator for the JCF SALT. My last assignment was to the 688 project officer at Dam Neck, Virginia. I retired June 30, 1975. I then worked for a short time as a consultant for Ling-Temco-Vaught on their bid to produce the current cruise missile. I then returned to Sanger and purchased half interest in Owens Plumbing Company. I eventually sold the business and retired again. I have a son and daughter living here in Fresno along with 6 Grand kids (2 girls 4 boys) One granddaughter is an F-18 fighter jock and a full Lieutenant. My wife and I recently attended the Growler Reunion in Reno. Great Memories, Great Crew.

Sailor Rest your Oar

Submarine Navy News

Women in the military: US Navy redesigning its submarines
hosted.ap.org

PROVIDENCE, R.I. (AP) -- Every submarine in the U.S. fleet was designed with the height, reach and strength of men in mind, from the way valves are placed to how display screens are angled. That's going to change. With women now serving aboard submarines, defense contractor Electric Boat is designing what will be the first Navy subs built specifically to accommodate female crew members. The designers are doing the obvious things, such as adding more doors and

washrooms to create separate sleeping and bathing areas for men and women and to give them more privacy. But they are also making more subtle modifications that may not have been in everyone's periscope when the Navy admitted women into the Silent Service. For example, they are lowering some overhead valves and making them easier to turn, and installing steps in front of the triple-high bunk beds and stacked laundry machines. The first vessel built with some of the new features, the future USS New Jersey, is expected to be delivered to the Navy in 2021.

The Navy lifted its ban on women on submarines in 2010, starting with officers. About 80 female officers and roughly 50 enlisted women are now serving on subs, and their numbers are expected to climb into the hundreds over the next few years. For now, the Navy is retrofitting existing subs with extra doors and designated washrooms to accommodate women. But Electric Boat in Groton, Connecticut, is at work on a redesign of the Navy's Virginia-class fast-attack subs and is also developing a brand-new class of ballistic-missile submarines, relying on body measurements for both men and women. "We have a clean sheet of paper, so from the ground up, we'll optimize for both men and women," said Brian Wilson, Electric Boat director of the new ballistic-missile sub program. Electric Boat officials had no immediate estimate of how much the modifications will cost. As anyone who watches war movies knows, submariners are always turning valves, whether to operate machinery, redistribute water between tanks or isolate part of a system that has been damaged. On the Columbia-class boats, valves will generally be placed lower, Wilson said. Sometimes there

will be an extension handle, and some will be easier to turn. Sailors will be able to connect their masks into the emergency air system at the side of passageways, instead of overhead. Emergency air masks are being moved on fast-attack submarines, too, but the bulk of the changes on those subs are to ensure privacy. Seats in the control room on the ballistic-missile submarines will adjust forward a little more so everyone can touch each display and reach every joystick. Steps will be added so shorter people can climb into the top bunk or see into the washers and dryers, since clothes that get stuck in the machines are a fire hazard. The first Columbia-class ballistic-missile sub is scheduled to join the fleet in 2031. At 5-foot-6, Lt. Marquette Leveque, one of the first women to serve on a submarine, said that she didn't have any trouble reaching valves and other equipment but that the ergonomic changes will be helpful for shorter crewmates. Leveque was assigned to a compartment with two other female officers on the USS Wyoming. They shared a washroom with male officers. A sign on the door could be flipped to show whether a man or woman was using it.

On the Lighter Side

THIS IS HOW POLITICS WORK:

I told my son "You will marry the girl I choose".

He said "No"

I told him "She is Bill Gates' daughter".

HE said "Yes"

I called Bill Gates and said" I want your daughter to marry my son"

Bill Gates said "No"

I told Bill Gates "My son is the C.E.O of World Bank"

Bill Gates said "OK"

I called the President of World Bank and asked him to make my son the C.E.O."

He said "No""

I told him my son is Bill Gates son-in-law"

He said "OK"

This is how politics work.

Senior Observations

Since it was such a crappy day I sat in my recliner and started thinking about life and came to realize that, as I have grown older I've learned that pleasing everyone is impossible. But pissing everyone off is a piece of cake.

Condoms don't guarantee safe sex anymore; a friend of mine was wearing one when he was shot by the woman's husband.

Lance Armstrong I think it is just terrible and disgusting how everyone has treated Lance Armstrong, especially after what he achieved, winning 7 Tour de France races, while on drugs. Hell, when I was on drugs, I couldn't even find my bike.

Someone broke into my house last week. They didn't take my TV, just the remote. Now he drives by and changes the channels. The sick bastard!

Hope these observations help you through your day.

The Infamous Toilet Paper Letter

On 11 June 1942 - The captain of the USS Skipjack, James W. Coe , CDR, USN sends his now famous letter up the chain of command. This letter which addressed the problem of obtaining

toilet paper by his ship had an example of the desired material attached as Enclosure (B) It reads:

U.S.S. SKIPJACK

11 June, 1942

From: Commanding Officer

To: Supply Officer, Navy Yard, Mare Island, California

Via: Commander Submarines, Southwest Pacific

Subject: Toilet Paper

Reference: (a) USS HOLLAND (5148) USS SKIPJACK Req. 70-42 of July 30, 1941.

(b) SO NYMI Canceled invoice No. 272836

Enclosure: (1) Copy of cancelled Invoice (2) Sample of material requested.

1. This vessel submitted a requisition for 150 rolls of toilet paper on July 30, 1941, to USS HOLLAND. The material was ordered by HOLLAND from the Supply Officer, Navy Yard, Mare Island, for delivery to USS SKIPJACK.

2. The Supply Officer, Navy Yard, Mare Island, on November 26, 1941, cancelled Mare Island Invoice No. 272836 with the stamped notation "Cancelled--- cannot identify." This cancelled invoice was received by SKIPJACK on June 10, 1942.

3. During the 11-1/2 months elapsing from the time of ordering the toilet paper and the present date the SKIPJACK personnel, despite their best efforts to await delivery of subject material, have been unable to wait on numerous occasions, and the situation is now quite acute, especially during depth charge attack by the "back-stabbers."

4. Enclosure (2) is a sample of the desired material provided for the information of the Supply Officer, Navy Yard, Mare Island. The Commanding Officer, USS SKIPJACK cannot help

but wonder what is being used in Mare Island in place of this unidentifiable material, once well known to this command.

5. SKIPJACK personnel during this period have become accustomed to use of "ersatz," the vast amount of incoming non-essential paper work, and in so doing felt that the wish of the Bureau of Ships for the "reduction of paper work" is being complied with thus effectively "killing two birds with one stone".

6. It is believed by this Command that the stamped notation "cannot identify" was possible an error, and that this is simply a case of shortage of strategic war material, the SKIPJACK probably being low on the priority list.

7. In order to cooperate in war effort at small local sacrifice, the SKIPJACK desires no further action be taken until the end of the current war which has created a situation aptly described as "war is hell."

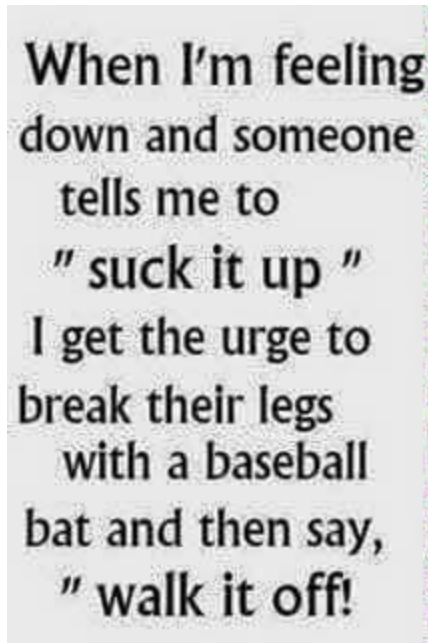
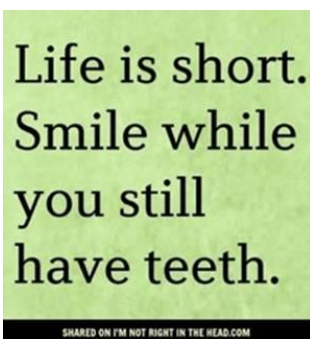
J.W. Coe

Here is the rest of the story:

The letter was given to the Yeoman, telling him to type it up. Once typed and upon reflection, the Yeoman went looking for help in the form of the XO. The XO shared it with the OD and they proceeded to the CO's cabin and asked if he really wanted it sent. His reply, "I wrote it, didn't I?"

As a side note, twelve days later, on June 22, 1942 J.W. Coe was awarded the Navy Cross for his actions on the S-39. The "toilet paper" letter reached Mare Island Supply Depot. A member of that office remembers that all officers in the Supply Department "had to stand at attention for three days because of that letter." By then, the letter had been copied and was spreading throughout the fleet and even to the President's son who was aboard the USS Wasp. As the boat

came in from her next patrol, Jim and crew saw toilet-paper streamers blowing from the lights along the pier and pyramids of toilet paper stacked seven feet high on the dock. Two men were carrying a long dowel with toilet paper rolls on it with yards of paper streaming behind them as a band played coming up after the roll holders. Band members wore toilet paper neckties in place of their Navy neckerchiefs. The wind-section had toilet paper pushed up inside their instruments and when they blew, white streamers unfurled from trumpets and horns. As was the custom for returning boats to be greeted at the pier with cases of fresh fruit/veggies and ice cream, the Skipjack was first greeted thereafter with her own distinctive tribute - cartons and cartons of toilet paper. This letter became famous in submarine history books and found its way to the movie ("Operation Petticoat"), and eventually coming to rest (copy) at the Navy Supply School at Pensacola, Florida. There, it still hangs on the wall under a banner that reads, "Don't let this happen to you!" Even John Roosevelt insured his father got a copy of the letter. The original is at Bowfin Museum in Hawaii.



The Longest Password Ever

We laugh- -BUT her I. D. is safe. During a recent password audit by a company, it was found that an employee was using the following password:

"MikeyMinniePlutoHueyLouieDeweyDonaldGoofySacramento"

When asked why she had such a long password, she rolled her eyes and said: "Hello! It has to be at least 8 characters and include at least one capital!" .

A blonde suspects her boyfriend of cheating on her, so she goes out and buys a gun. She goes to his apartment unexpectedly and when she opens the door she finds him in the arms of a redhead. Well, the blonde is really angry. She opens her purse to take out the gun, and as she does so, she is overcome with grief. She takes the gun and puts it to her head.

The boyfriend yells, 'No, honey, don't do it!!!'

The blonde replies, 'Shut up, you're next!'