

Lobo Jr.

Issue 5 September/October 2020

USS RAZORBACK ASSOCIATION

NEWSLETTER FOR MEMBERS AND FRIENDS





USS RAZORBACK ASSOCIATION — USS394.ORG

**President:**

Fred Reker

Seal Beach, CA 90740

1-615-898-0669

email: fredreker326@gmail.com

Vice President;**Bob Hickey**

Stockton Springs, ME 04981

email: bob@bobteddi.com

Treasurer/Membership**Wayne Hildebrand**

Vida, OR 97488-0125

1-541-822-1149

email: wthna59@hotmail.com

Chaplain:**Ron Sagaert**

Tallahassee, FL 32309-4618

1-828-461-4618

email: rtsagert@masn.com

Webmaster:

Rod Sagaert & Jerris Basset

Max Basset's wife

Middleburg, FL 32068

1-904-282-3379/1-904-728-3008

email: jemullis@bellsouth.net

Newsletter Editor Lobo Jr.**Valerie Braunschweig**

Victoria, BC, Canada V9Z

email:valerieanddick@telus.net

**In This Issue:**

Page 1 Cover

Page 2 Directory & Executive

Page 3 From the Bridge

Page 4-5 Surrender in Toyoko Bay– 75th Ann.

Page 6-11 WWII Submarine Found

Page 12-13 Below Deck Tales

Page 14-15 Royal Navy

Page 16-17 WWII USS Stickleback Found

Page 17-18 USS Thresher

Page 19-21 CNO Ships Covid-19 Cases

Page 22 –24 Masks– Why Aren't Brass
Following Suit?

Page 25 Work Party Notice

Page 26 Razorback Logo/Badge

MEMBERSHIP DUES**Are due before December
31 for next year.****If you haven't already sent
your \$20 dues in please
do so now to :****Wayne Hildebrand****P.O. Box 125****Vida, OR.****97488-0125***Include your name, e-mail and
home address with payment.***Cover Photo- Gene Haley collection**

Lobo Jr. newsletter is produced with acknowledgement & appreciation to the authors & writers of articles and to photographers, stories submitted and photos sourced. Opinions expressed are not necessarily those of the USS Razorback Association.



From the Bridge

Our next event is Work Week scheduled for April 19-24, 2021 on the boat in N. Little Rock. The Corona virus is a threat but several boat reunions have been held this year at AIMM on the Razorback, so we are confident that Work Week will be held. So far, a dozen or so people plan to attend: Bob Opple, Ron Sagaert, John Hertzberg, myself, Bob Hickey and family, Mel Kleinsorge, Bobby Barge and others. We plan to hold a business meeting during the work week to plan for the future.

Our treasurer, Wayne Hildebrand, reports that we have not received any dues so far this year. The treasury funds the Lobo Jr newsletter, our website [USS 394.org](http://USS394.org) and money for maintenance of the ship among other good causes. Please send your \$20 dues payment to:

Wayne Hildebrand, USS Razorback, Association, PO Box 125, Vida, OR 97488

As many of you may know the USS Bonhomme Richard suffered a major fire July 12, 2020. It burned for 4-5 days. A sailor is being questioned about possible arson. The damage to the ship is likely to cause the ship to be scuttled. The Bonhomme Richard is an amphibious assault ship and can be used as a mini aircraft carrier. It could cost the Navy up to \$4 billion to replace it. The investigations into cause and decision on what to do with the ship are expected to last into December. In the meantime, the crew is salvaging what equipment they can and cleaning out the debris. It is sad to find that the fire might have been arson.

I hope everyone votes in this election and supports the Navy. One of the frustrating things about living in California: it is a one-party state and there is no balance in the legislature. We also get a dozen or so propositions most of which are disguised spending bills in the form of bond issues which are usually defeated, but a lot of money is wasted fighting the often-special interest proposals. Every Day the mail and TV are overloaded with wasteful Ads. Hopefully it will balance sometime in the near future.

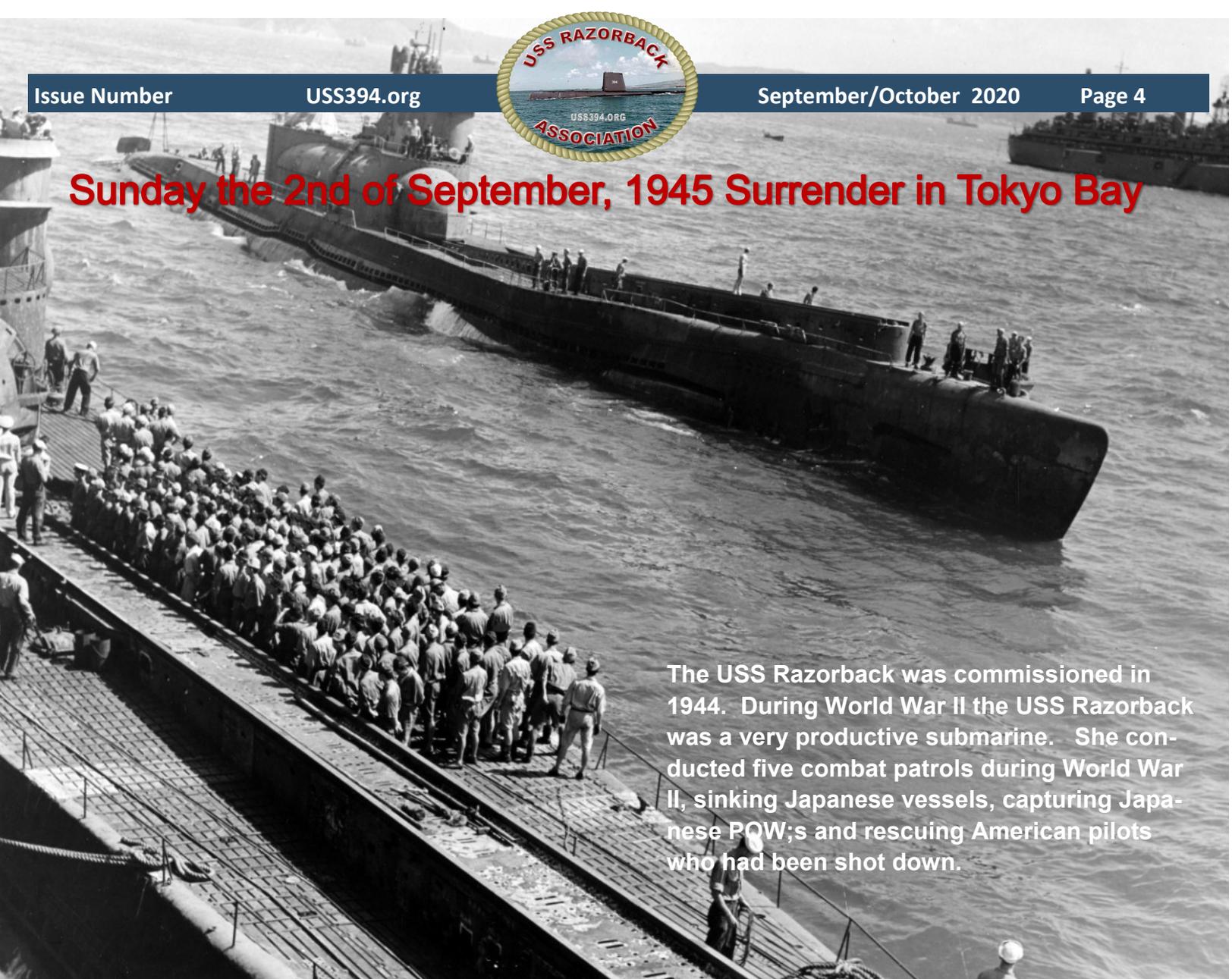
One last note. The wildfires out west have hit home. Wayne Hildebrand was evacuated on short notice and found out later his house survived but both neighbors burned to the ground. He is still (after about three weeks) living away from home as his house has no utilities. Keep him in your prayers.

I hope all you shipmates are safe and doing well. See you next April at Work Week.

Fred Reker, Captain, USNR-R



Sunday the 2nd of September, 1945 Surrender in Tokyo Bay



The USS Razorback was commissioned in 1944. During World War II the USS Razorback was a very productive submarine. She conducted five combat patrols during World War II, sinking Japanese vessels, capturing Japanese POW;s and rescuing American pilots who had been shot down.

After having an incredible tour, with the ending of the war, the Razorback was one of twelve submarines to present during the Japanese signing of surrender in Toyko Bay on September 2 nd, 1945.

Submarines (SS) at the signing in Toyko Bay

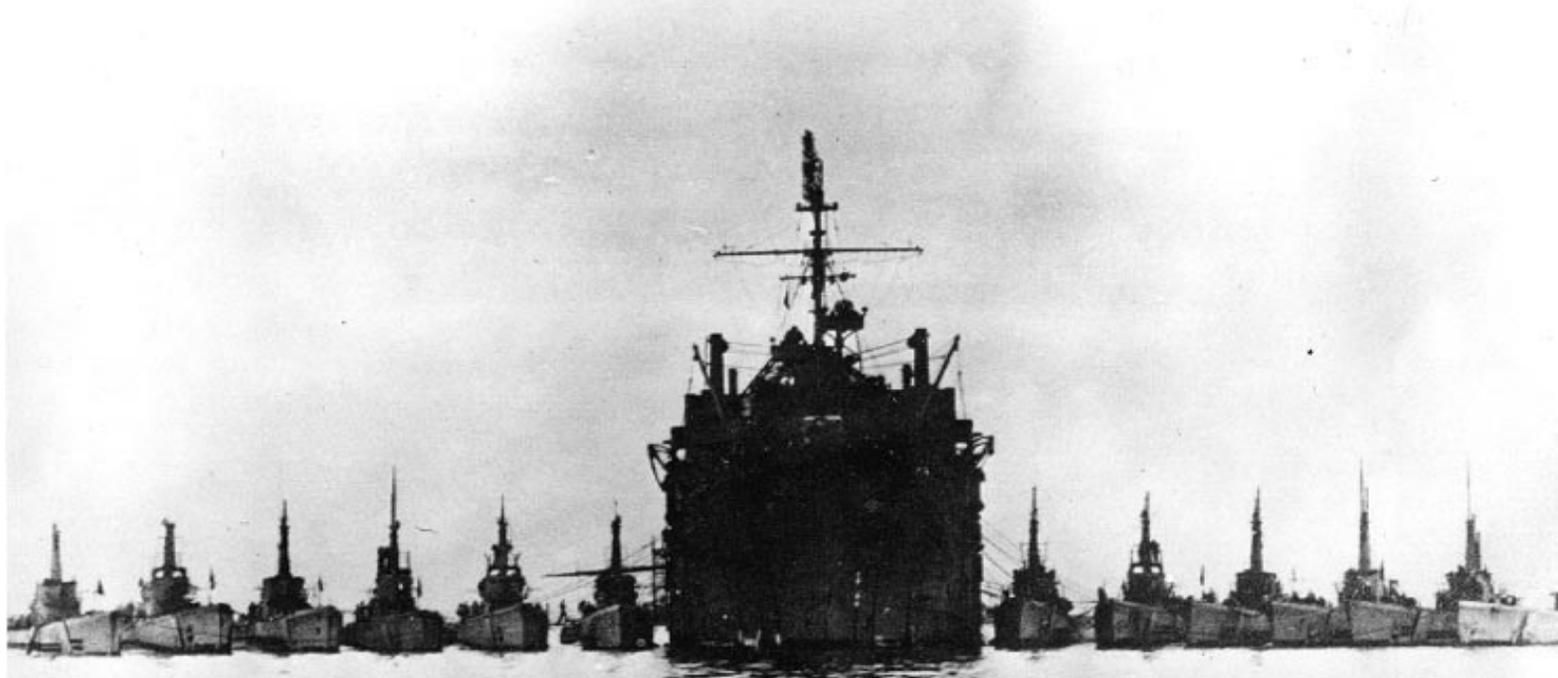
USS *Archerfish* (SS-311)
 USS *Cavalla* (SS-244)
 USS *Gato* (SS-212)
 USS *Haddo* (SS-215)
 USS *Hake* (SS-256)
 USS *Muskallunge* (SS-262)

USS ***Razorback*** (SS-394)
 USS *Runner* (SS-476)
 USS *Pilotfish* (SS-386)
 USS *Sea Cat* (SS-399)
 USS *Segundo* (SS-398)
 USS *Tigrone* (SS-419)





Sunday the 2nd. of September 1945. Surrender in Tokyo Bay

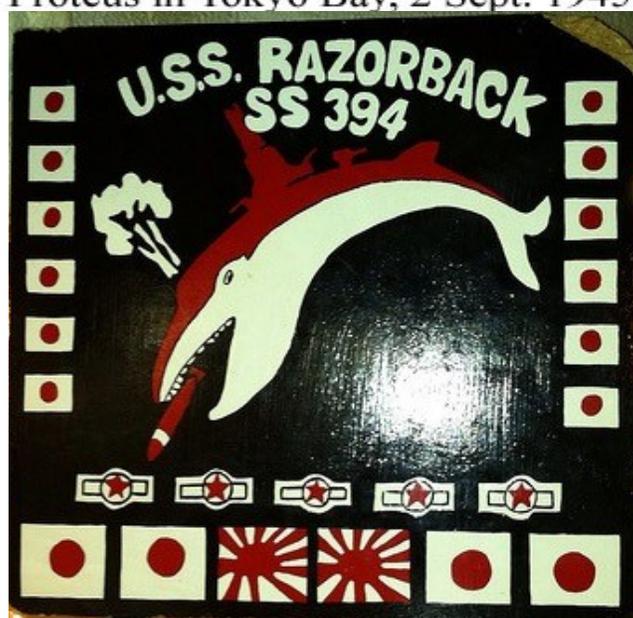
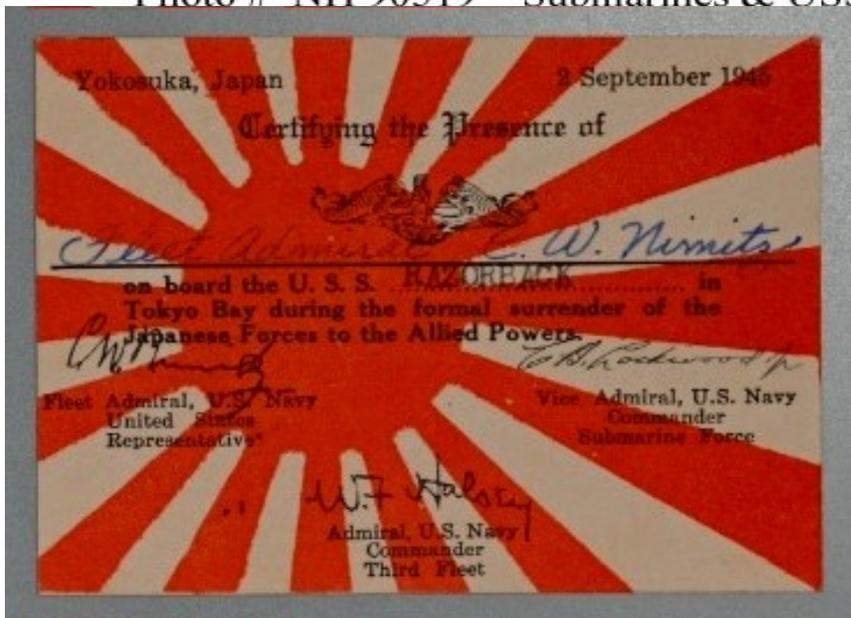


★ **Tokyo Bay On Surrender Day** ★
 2 SEPT. 1945
 Comsubron-20 ----- Captain **U.S. Parks**
 U.S.S. Proteus ----- Captain **J.A. Jordan**

U.S.S. ARCHERFISH - COMDR. J.F. ENRIGHT
 U.S.S. CAVALLA -- COMDR. H.J. KOSSLER
 U.S.S. GATO --- COMDR. R. HOLDEN
 U.S.S. HADDO --- LT COMDR. F.C. LYNCH
 U.S.S. HAKE --- COMDR. F.E. HAYLER
 U.S.S. MUSKALLUNGE - COMDR. W.H. LAWRENCE

U.S.S. PILOTFISH -- COMDR. AR SCHNABLE
 U.S.S. RAZORBACK - LT. COMDR. C.D. BROWN
 U.S.S. RUNNER -- COMDR. R.H. BASS
 U.S.S. SEGUNDO -- LT. COMDR. S.L. JOHNSON
 U.S.S. SEACAT --- LT. COMDR. R.H. BOWERS
 U.S.S. TIGRONE --- LT. COMDR. V. SHUMACHER

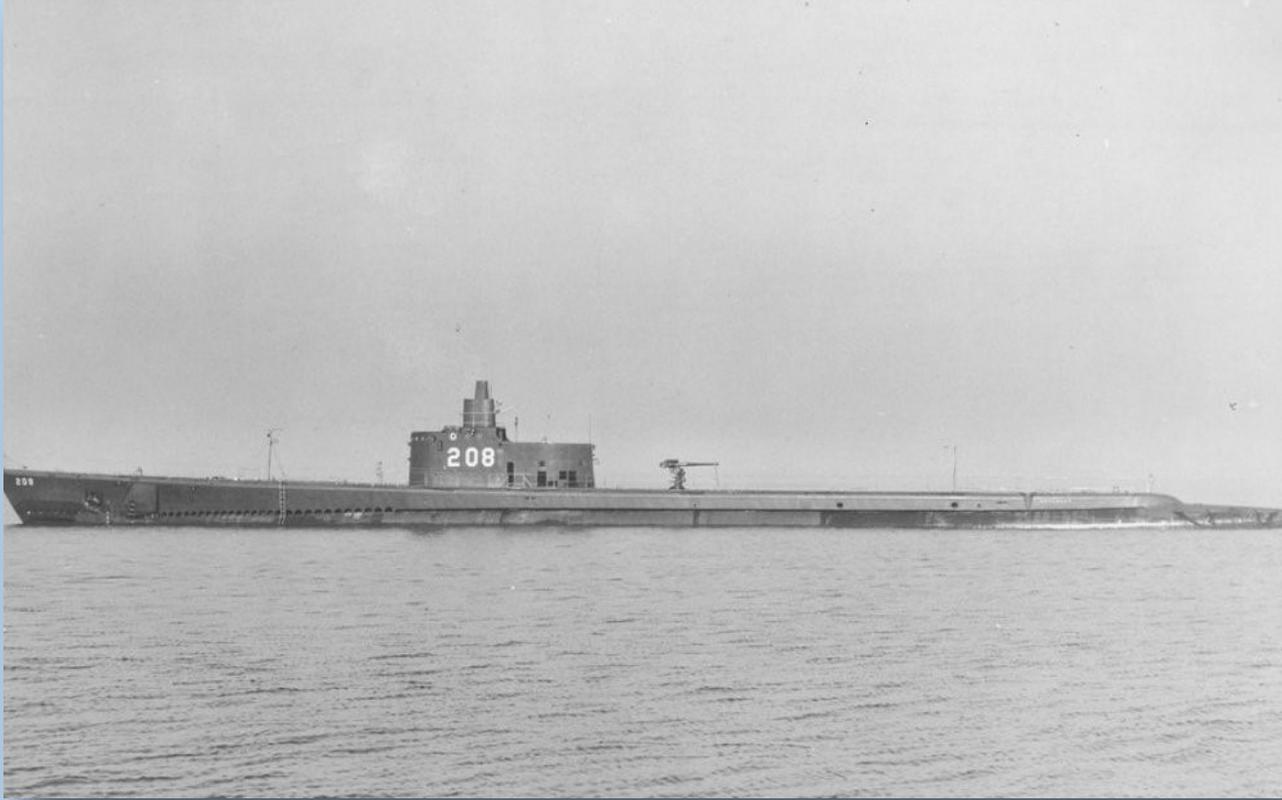
Photo # NH 90519 Submarines & USS Proteus in Tokyo Bay, 2 Sept. 1945





Navy Submarine Missing Since World War II Is Found Off Okinawa.

USS GRAYBACK



A 75-year-old mystery has been solved, and the families of 80 American sailors lost at sea will now have closure: the *U.S.S. Grayback* has finally been found.

On January 28, 1944, the *Grayback* had embarked on a combat patrol from Pearl Harbor. It was her tenth such mission – and, as it happens, it would be her final one. Before disappearing beneath the waves, though, the sub sent a message back to base on February 24, reporting that she'd sunk the Japanese freighters *Toshin Maru* and *Taikei Maru* and hit two others.

The sub that the researchers and technicians were searching for was the U.S.S. *Grayback*, or S.S.-208 as it was less lyrically known. And this salvage operation was carried out on behalf of the Lost 52 Project, which is dedicated to locating the 52 U.S. submarines that disappeared in WWII. The U.S. Navy had previously posted the *Grayback* as missing in late March 1944.

The sub made another report on February 25, with her crew relating that the craft had done serious damage to the liner *Asama Maru* – which the Japanese had pressed into military service as a troop carrier – and sunk the tanker *Nanpo Maru*. And since these attacks over two days had left the *Grayback* with just two torpedoes, she therefore had to set sail to Midway Atoll in the North Pacific for resupply.



The mystery began on Jan. 28, 1944, when **the Grayback**, one of the most successful American submarines of World War II, sailed out of Pearl Harbor for its 10th combat patrol. By late March it was more than three weeks overdue to return, and the Navy listed the submarine as missing and presumed lost.

After the war, the Navy tried to piece together a comprehensive history of the 52 submarines it had lost. The history, issued in 1949, gave approximate locations of where each submarine had disappeared.

The Grayback was thought to have gone down in the open ocean 100 miles east-southeast of Okinawa. But the Navy had unknowingly relied on a flawed translation of Japanese war records that got one digit wrong in the latitude and longitude of the spot where the Grayback had probably met its end.

The error went undetected until last year, when an American undersea explorer asked a researcher, Yutaka Iwasaki, to go through the wartime records of the Imperial Japanese Navy base at Sasebo. The files included daily reports received by radio from the naval air base at Naha, Okinawa — and the entry for Feb. 27, 1944, contained a promising lead.

The report for that day said that a Nakajima B5N carrier-based bomber had dropped a 500-pound bomb on a surfaced submarine, striking just aft of the conning tower. The sub exploded and sank immediately, and there were no survivors.

“In that radio record, there is a longitude and a latitude of the attack, very clearly,” Mr. Iwasaki said. And it did not match what was in the 1949 Navy history, not by a hundred miles.

Mr. Iwasaki is a systems engineer who lives in Kobe, Japan, and who became fascinated as a teenager with the Japanese merchant ships of World War II — four-fifths of which were sunk during the war, he said. Uncovering the history of those ships necessarily brought him into contact with records on submarines. “For me, finding U.S. submarines is part of my activity to introduce the tragic story of war,” he said. “It is my hobby, and also my passion.”

His work on Japanese maritime shipping had brought him to the attention of Tim Taylor, an undersea explorer who has set out to find the wrecks of every American submarine lost in the war. In 2010 he found his first submarine, *the U.S.S. R-12*, off Key West, Fla., where it sank during a training exercise in 1943. He set up the privately funded Lost 52 Project to track down the rest, relying on technology that had become available only in the last 10 to 15 years.

Mr. Taylor says that of the 52 lost American submarines, 47 are considered discoverable; the other five were run aground or destroyed in known locations. Mr. Taylor and his wife, Christine Dennison, have been searching for those 47, and have begun to focus on the ones that were probably sunk near Japan.

Through his work in undersea exploration, Mr. Taylor was introduced to Don Walsh, a former Navy submariner who, as a lieutenant in 1960, reached the deepest point of any ocean on Earth, in the Mariana Trench near Guam. Mr. Walsh gave Mr. Taylor his copy of the 1949 Navy history, “U.S. Submarine Losses, World War II.”

Armed with the information in that book and Mr. Iwasaki's discovery, Mr. Taylor and the Lost 52 team decided to make a run at finding the Grayback.



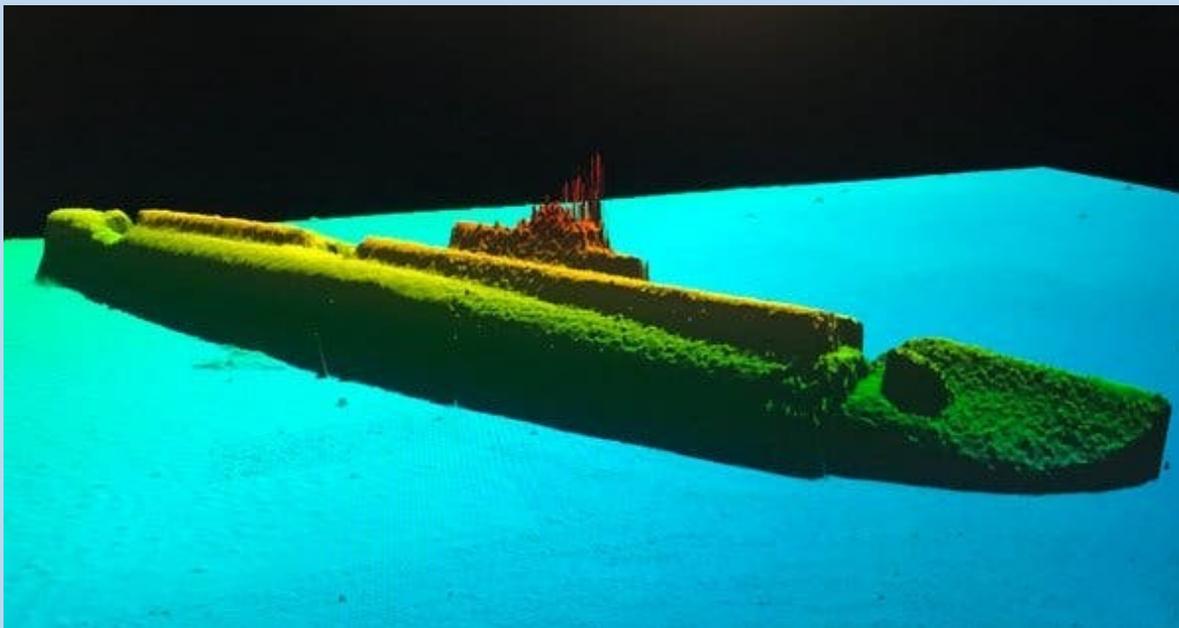
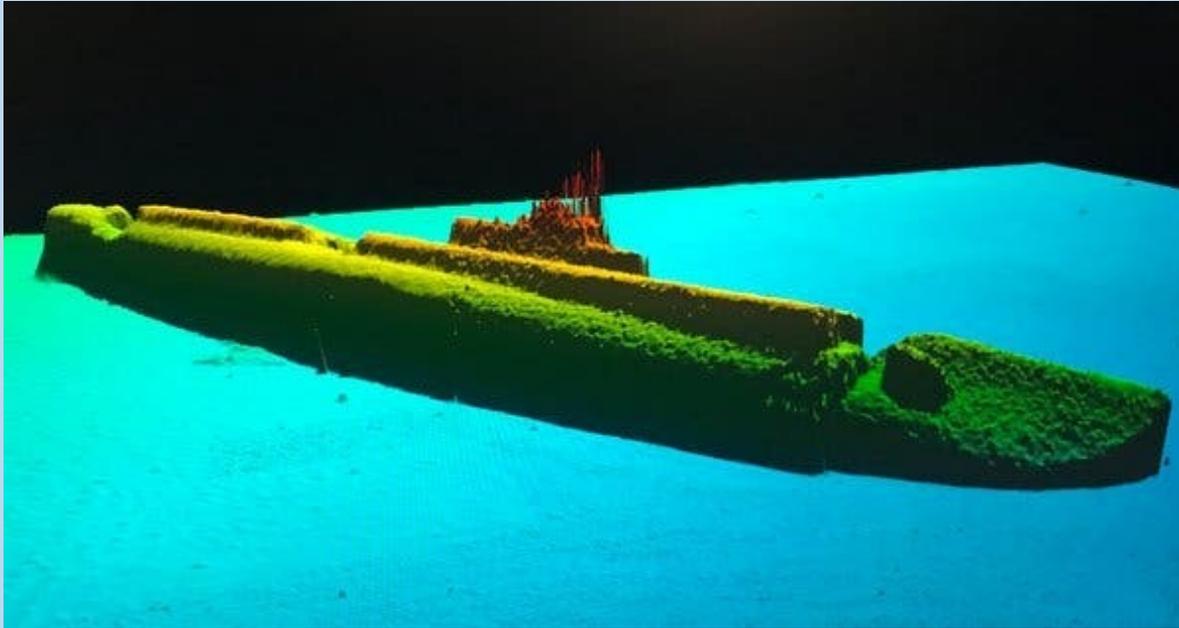
Mr. Taylor set up the Lost 52 Project to track down missing American submarines from World War II, relying on technology that had become available only in the last 10 to 15 years. Credit...Tim Taylor/Lost52 Project

The Grayback's last patrol was its third under the command of Cmdr. John A. Moore, who had been awarded the Navy Cross for each of the first two. His third Navy Cross would be awarded posthumously, after the submarine sent 21,594 tons of Japanese shipping to the bottom on its last mission. In all, the Grayback sank more than a dozen Japanese ships. The Navy considers submarines like the Grayback to be "still on patrol."

As Commander Moore did 75 years before, Mr. Taylor launched his mission to Okinawa this spring from Hawaii. When they reached Japanese waters in June, he and his team fought through mechanical and electrical problems that bedeviled their mission.

They were searching an area where the ocean was 1,400 feet deep, and their main search tool was a 14-foot-long autonomous underwater vehicle weighing thousands of pounds that Mr. Taylor likened to an underwater drone. It would dive to just a few hundred feet above the sea floor and then spend 24 hours pinging with different sonars back and forth across about 10 square nautical miles. When the drone returned to the mother ship, technicians downloaded its data, using computer software to stitch all of the sonar imagery into one coherent picture that they could quickly review.

"When you're on these sites, you feel like you're one breakdown away from having to go home," Mr. Taylor said of the search area. "So every day is precious." On the next to last day of the expedition, the drone reported a malfunction one-third of the way through a planned 24-hour mission. As they recovered the drone, Mr. Taylor said, half of his crew started getting the ship ready to return to port, thinking that the vehicle was likely to be beyond quick repair. But Mr. Taylor began reviewing the images captured by the drone.



A sonar image of the U.S.S. Grayback lying at a depth of 1,427 feet off the coast of Okinawa, Japan. Tim Taylor and his team at the Lost 52 Project located the wreck using an autonomous underwater vehicle to gather sonar data from a few hundred feet above the sea-floor. Credit...Tim Taylor/Lost 52 Project

He quickly spotted two anomalies on the sea floor, and readied another of the ship's remotely operated vehicles to visit the bottom. Unlike the drone, this one was steered manually from the mother ship, and had high-definition cameras.

In a matter of hours, Mr. Taylor was looking at the hull of the Grayback and, lying about 400 feet away, was the submarine's deck gun, which had been blown off when the bomb exploded.



The U.S.S. Grayback was on its 10th combat patrol when it sank on Feb. 27, 1944, struck by a 500-pound Japanese bomb just aft of its conning tower. Credit...Tim Taylor/Lost52 Project



“We were elated,” Mr. Taylor said. “We found 80 men.” The next day, Mr. Taylor and his crew held a ceremony to remember the sailors lost aboard the ship and called out their names one by one.

“But it’s also sobering, because we just found 80 men.” The next day, Mr. Taylor and his crew held a ceremony to remember the sailors lost aboard the ship and called out their names one by one.

One of those names was John Patrick King. His nephew John Bihn, of Wantagh, N.Y., is named after him. Mr. Bihn, who was born three years after the Grayback went down, remembers him as a constant presence in his maternal grandparents’ home, where a black-and-white photo of the submarine hung in the living room near a black frame holding Mr. King’s Purple Heart medal and citation. But in his family, the subject of his uncle’s death was “too sad to ask about,” Mr. Bihn said. “My mother would cry very often if you spoke to her about it.”

With no body to bury, Mr. Bihn’s grandparents, Patrick and Catherine King, memorialized their son on their own headstone. Under their names, Mr. Bihn said, they had engraved, “John Patrick King ‘Lost in Action.’”

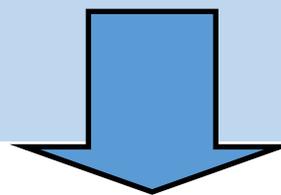
Mr. Bihn got a text message from his sister Katherine Taylor (*no relation to Tim Taylor*) two weeks ago, saying the Grayback had been found. She had gotten the news from Christine Dennison. “I was dumbfounded,” he said. “I just could not believe it.”

“I wish my parents were alive to see this, because it would certainly make them very happy,” he added. In a video taken by the vehicle that surveyed the wreck, Mr. Bihn said, the camera tilted upward at one point to show the conning tower, and a plaque reading “U.S.S. Grayback” was plain to see.

“It’s like someone wiped it clean,” Mr. Bihn said. “It’s like it wanted to be found.”

A version of this article appears in print on Nov. 11, 2019, Section A, Page 6 of the New York edition with the headline: Navy Submarine Missing Since World War II Is Found Off Okinawa.

Editors Note: The Grayback is the fourth submarine to be discovered of the four US Navy submarines lost since the end of World War II. The others were Stickleback, Cochino, Thresher, and the Scorpion.



RAZORBACK

WORK WEEK

April 19-24, 2021

**On the Razorback
in Little Rock, Arkansas**



RAZORBACK'S - BELOW DECK TALES

Stories, memories, incidents, jokes, photos & tall tales from your fellow shipmates



Vice Admiral Bogan Rescue

By Fred Reker USN Capt. Retd.

In August of 1963 we were heading home to San Diego, CA from Pearl at the end of my first WESTPAC 6- month patrol.

I (Ensign Reker) was OOD (Officer Of the Deck) on the bridge mid- day and got a message from Radio to change course to 080 and increase speed as we were on a SAR, Search and Rescue mission. I did that and called Captain Davis to announce the change. He told me to go back to original course, which I did.

Two minutes later he told me to go back to the SAR course and increase speed to all ahead full. We were the closest ship to a reported sinking of a private yacht and were on a mission to rescue the sailors from the lost yacht.

We acknowledged the message and informed Pearl that we were on our way to the rescue location. We were briefed on what happened and how many survivors there were. The 108 ft, yacht, Freedom II, sunk about 600 miles from San Diego.

The crew was commanded by retired VADM Gerald Bogan, and consisted of a first mate, who was an experienced sailor and 5 college

On the transit to the rescue site, we made preparations to care for the survivors. We prepared some dry clothing, a place to sleep, which is no easy task on a crowded submarine, and had the PIO (Public Information Officer) who happened to be Wayne Hildebrand briefed.

We made recordings of the approach to the rescue site and the process of retrieving the survivors, all of which occurred at night. We were successful in retrieving the survivors and even tried to rescue the motor from the yacht. We did get it into the sail but the heavy seas were too much and ruined the motor, a Volvo marine engine on the way back.





RAZORBACK'S - BELOW DECK TALES (continued)

We had to jettison the Volvo as we got close to San Diego. The college kids were pretty scared at the time and awed by the process and trip on the real submarine.

We gave each of them an Honorary Submariner Card, and made them as comfortable as practical on WWII diesel submarine.

The VADM got the XO's bunk and the first mate ended up in the chief's quarters. The college kids ended up in the crew's berthing compartment, and probably got to hot bunk.

As we got close to San Diego the news spread to the local news media. So when we pulled into the piers at 32nd street at night there were TV cameras, bright flood lights and local news reporters as well as navy brass waiting for us.

As usual, we had an anchor pool on exactly what time we would land. It was won by the 1st mate of all people. Capt. Davis was a local hero and made the news casts that weekend.

Later that weekend a news story appeared in the local paper that covered the rescue and noted the first mate was a crook and wanted on several charges. I often wonder how he won the anchor pool.

At the 75th birthday celebration a family member of one of the college kids told us the survivor treasured his Honorary Submariner Card for the rest of his life and showed me the card which she had saved. It was signed by Capt. Davis.

Razorback got lots of local celebrity coverage and enjoyed bragging rights within Subdiv 32 for a few weeks.



Editors note:

It is fitting that our first submission for our new column *Razorback's—Below Decks* has come from our President, Fred Reker who has shared with us his great story of a rescue he participated.

We look forward to you sending in your story or memory of an incident, or a joke to share with fellow shipmates. Keeping in touch.

Valerie Braunschweig, Editor
send to: valerieanddick@telus.net



Things that ruin a submariner's day



The Royal Navy May Not Be the Most Dangerous, But It Can Kill Billions

Kyle Mizokami



Key point: A submarine-based nuclear deterrent can't be beaten.

The United Kingdom maintains a fleet of four ballistic missile submarines with the ability to devastate even the largest of countries. This fleet came into being after its ally, the United States, canceled a key weapon system that would have been the cornerstone of London's nuclear arsenal. Fifty years later, the UK's missile submarine force is the sole custodian of the country's nuclear weapons, providing a constant deterrent against nuclear attack.

The United Kingdom's nuclear force in the early 1960s relied upon the so-called "V-Force" strategic bombers: the Avro Vulcan, Handley Page Victor and Vickers Valiant. The bombers were set to be equipped with the Skybolt air-launched ballistic missile, which could penetrate Soviet defenses at speeds of up to Mach 12.4 (9,500 miles an hour). Unfortunately technical problems plagued Skybolt, and the U.S. government canceled the missile in 1962.

Skybolt's cancellation threatened to undo the UK's entire nuclear deterrent, and the two countries raced to come up with a solution. The United States agreed to offer the new Polaris submarine-launched ballistic missile to replace Skybolt. The United Kingdom had no missile submarines to carry Polaris—it would have to build them.

A study by the Ministry of Defense concluded that, like France, the UK would need at least five ballistic missile submarines to maintain a credible deterrent posture. This number would later be reduced to four submarines. Like the French Le Redoutable class, the submarines would bear a strong resemblance to the U.S. Navy's Lafayette-class ballistic missile submarines, with two rows of eight missiles tubes each behind the sail. Unlike Lafayette and Le Redoutable, the new submarines of the Royal Navy's Resolution-class would have their hydroplanes on the bow, with the ability to fold up when parked along a pier.



Most of the submarine was British, with two built by Vickers Armstrong at Furness and two by Cammel Laird at Birkenhead. The missiles, missile launch tubes and fire control mechanisms, however, were built in the United States. Each submarine was equipped with sixteen Polaris A-3 submarine-launched ballistic missiles. The Polaris had a range of 2,500 miles and was originally equipped with a single British warhead. A midlife improvement for the missile, Polaris A-3TK, replaced the single warhead with two Chevaline warheads plus penetration aids.

The first submarine, HMS *Resolution*, was laid down in 1964 and commissioned in 1967, followed by *Repulse* and *Renown*, commissioned in 1968, and the aptly-named *Revenge* in 1969. *Resolution* first successfully launched a missile off the coast of Florida in February 1968.

In the early 1980s, it became clear that the Resolution class would eventually need replacement. Despite the end of the Cold War and the dissolution of the Soviet threat, London held firm and built all four ships. The UK again decided to build its own submarines and outfit them with American missiles. The result were the four Vanguard-class submarines: *Vanguard* (commissioned in 1993), *Victorious* (1995), *Vigilant* (1996) and *Vengeance* (1999). *Vanguard* carried out her first Trident II missile firing in 1994, and undertook her first operational patrol in 1995.

At 15,000 tons displacement, the Vanguards are twice the size of the Resolution class that preceded them. Although each submarine has sixteen launch tubes, a decision was made in 2010 to load each sub with just eight American-built Trident II D-5 submarine launched ballistic missiles. The Trident II D-5 has a range of 4,600 miles, meaning it can strike targets across European Russia with ease. Each D-5 carries eight multiple independently targetable warhead 100 kiloton warheads, giving each submarine a total of 6.4 megatons of nuclear firepower.

UK missile submarine crews, like their American counterparts, maintain two crews per boat to increase ship availability. Under a program known as Continuous At Sea Deterrence (CASD) at least one submarine is on patrol at all times, with another coming off patrol, another preparing for a patrol and a fourth undergoing maintenance. According to the Royal Navy, CASD has not missed a single day in the last forty-eight years without a submarine on patrol.

In 2016, the Ministry of Defense announced the next generation of nuclear-powered ballistic missile submarines, dubbed Successor, would be the Dreadnought class. The Royal Navy will build four Dreadnought-class subs, [each weighing 17,200 tons](#), with [construction beginning in September 2016](#). Each will have twelve missile tubes instead of sixteen, and the subs will recycle the Trident II D-5 missiles from their predecessors. The Dreadnought boats are expected to enter service in the 2030s and have a thirty-year life cycle. The ministry expects the new submarines to cost an estimated \$39 billion over thirty-five years, with a \$12 billion contingency. The introduction of the third generation Dreadnought class will provide the UK with a powerful strategic deterrent until the 2060s and possibly beyond.

At any one time, at least sixty-four of the UK's nuclear weapons are somewhere at sea, ready to launch within minutes of warning. While nowhere near as powerful as the U.S. strategic deterrent, the nuclear weapons are more than enough to prevent any opponent from launching a surprise attack. The Royal Navy's ballistic missile submarines carry on the service's centuries-old mission of protecting the country from the sea.

Kyle Mizokami is a defense and national-security writer based in San Francisco who has appeared in the Diplomat, Foreign Policy, War is Boring and the Daily Beast. In 2009 he cofounded the defense and security blog Japan Security Watch. You can follow him on Twitter: [@KyleMizokami](#). This first appeared in 2018.



Lost 52 Project:

WORLD WAR II USS STICKLEBACK FOUND.



The WWII Submarine USS Stickleback was commissioned on March 29th, 1945. She was deployed to Guam and began her first war patrol on August 6th when she departed for the Sea of Japan. She arrived the following week and began her patrols. During this timeframe, the atomic bombs had been dropped on Hiroshima and Nagasaki and it was believed the war would end shortly.

Stickleback had only been in the patrol area for two days when the cease-fire order was passed. She remained in the area and, on 21 August, she sighted two bamboo rafts containing 19 survivors of a freighter. They were taken on board for 18 hours, given food, water, medical treatment, and set afloat again a short distance from one of the Japanese islands.

USS Stickleback was recommissioned on September 6th, 1946 and served at San Diego, California as a training ship. The vessel was back at sea on June 26th 1953 and joined Submarine Squadron 7 at Pearl Harbor. Stickleback supported the United Nations forces in Korea from February to July 1954 when she returned to Pearl Harbor.

For the next four years, the submarine participated in training operations and the development of both defensive and offensive submarine tactics. 28 May 28th, 1958, Stickleback was participating in an antisubmarine warfare exercise with the destroyer escort USS Silverstein and a torpedo retriever in the Hawaiian area.

In the course of these drills, the submarine had just completed a simulated torpedo run on Silverstein and was diving to a safe depth when she lost power and breached approximately 200 yards (180 m) ahead of the destroyer escort. Silverstein backed full and put her rudder hard left but could not avoid a collision. The result of which was a hole to the submarine on her port side.

Stickleback's crew was removed by the torpedo retriever and combined efforts were made by several vessels to save the submarine. The rescue ships attached lines around her, but all compartments flooded, and the Stickleback sank in 1,800 fathoms (3,300 m) of water.



The Stickleback is the Third submarine to be discovered of the four US Navy submarines lost since the end of World War II. The others were Cochino, Thresher, and Scorpion.

"Each discovery of a sunken craft is an opportunity to remember and honor the service of our Sailors. Knowing their final resting place brings closure, in some part, to their families and shipmates as well as enables our team to better understand the circumstances in which the boat was lost," says Neyland. "We're grateful for the respectful, non-intrusive work Tim Taylor's team performs and the opportunity they provide to remember and honor our history."

Editor's note: Since this article was written, Project 52 has found the USS Grayback, see article on page 6-11

USS THRESHER - Article received from Don Brassler, USSVI Bremerton Base

How Tragedy Led to Change - USS THRESHER

The Thresher had just completed a months-long overhaul period when -- on April 10, 1963 -- the sub began dive tests off the coast of Massachusetts.

It was accompanied by the submarine rescue ship Skylark, which received garbled communications about the Thresher experiencing minor difficulties.

The court of inquiry determined that the Thresher sank due to a piping failure that resulted in a loss of power and the inability to blow ballast tanks quickly enough to avoid sinking. **Houston said this week that the Navy stands by those initial determinations.**

Bryant wanted to know more, though, and was unsatisfied with the Navy's original decision to publicly release just 19 of the 1,700 pages of documents from the court of inquiry. It was only after a Freedom of Information Act request failed to shake loose the documents that he took the Navy to court.

The families and the public have a right to know more about the decisions that led up to the accident, he said. **In 2018, Bryant wrote a piece for the U.S. Naval Institute's Proceedings magazine arguing that data showed the Thresher "very likely had already sunk below her 1,300-foot test depth limit when she reported minor difficulties."**

Noonis, who said he's read everything he could find publicly on the Thresher, said he'd like the Navy to further analyze acoustical recordings of the Thresher accident that were picked up by the Navy's Sound Surveillance System, known as SOSUS.

Bryant described an analysis **Navy Reserve Lt. Bruce Rule (STIC Lead Analyst at the time/ ddb) provided during 1963 testimony** about what the SOSUS picked up on the Thresher's sinking. According to Bryant's April 2020 Proceedings article titled "[USS Thresher \(SSN-593\) Disaster: Ten Questions Our FOIA Lawsuit Hopes to Answer](#)," **Rule's observations reject the Navy's assessment that there was major flooding on the sub before implosion.**

While Noonis said he'd like to see the Navy take another look at that claim, he isn't holding out much hope -- especially since the service isn't releasing the documents by choice.

**USS THRESHER** - Article received

from Don Brassler, USSVI Bremerton

"They were forced to release it," he said. "I don't have a lot of faith in the government coming out and changing their conclusion. ... Bureaucracies aren't fond of finding fault with themselves."

People who study technology need access to any information available about major accidents to understand the decisions leading up to them, so they don't repeat the same mistakes, Bryant said this week.

Despite the battle over the documents, though, Bryant credits the Navy with taking important steps in the aftermath of the Thresher tragedy to help prevent other undersea mishaps. That's why he said he wants to see the service share any documents it has that can help others understand what went wrong.

Houston said the Thresher remains a defining event for the submarine service. Every new Navy submariner learns about the vessel.

"From day one, every new submariner checking onboard discusses the impact of Thresher to the submarine force, and the significant improvements that transpired as a result of her loss," he said.

The Navy's Submarine Safety program, known as SUBSAFE, was born out of the Thresher accident. SUBSAFE has "drastically improved quality control and assurance in the fabrication, construction and maintenance of submarines," Houston said.

"Since the program's inception, no SUBSAFE-certified submarines have been lost at sea," he said.

MacMillan said she's grateful the accident led to change, but said without the Navy releasing the full probe, no one can be certain all possible steps have been taken to prevent something similar from happening again.

"Was it the main coolant pump? Was it just a push too fast for a deeper dive in the Cold War?" she said. "It really does feel like it's been [more than enough] time to know what really occurred."

Now, as the Navy begins releasing never-before-seen documents on the accident that prompted those changes, Houston said the service must balance being transparent while still protecting information relating to national security.

Bryant said he and his attorney feel the Navy's plan to release about 300 pages connected to the Thresher probe every month is reasonable, but noted they'll be closely monitoring what is held back or redacted.

If the Navy refuses to declassify information they feel should be made public, Bryant said, "We're going to fight them over it."

MacMillan said she hopes the documents being released prove to the public that it's possible to take on powerful organizations that might be reluctant to release information. Bryant didn't have a stake in the Thresher accident, she said, but fought to do the right thing.

"If you work long and hard enough, you can get to the truth," she said. "... As a 6-year-old child kind of still frozen in that time period, I think it's high time that they come up with something."



Chief Naval Operations: had COVID– cases

More than 190 ships have

Geoff Ziezulewicz

Oct 9, 2020



Sailors assigned to the Harry S. Truman trundle off the ship and onto Naval Station Norfolk in June 2020 after a seven-month deployment. (Navy)

More than 190 U.S. Navy ships have suffered a COVID-19 outbreak this year, Chief of Naval Operations Adm. Mike Gilday said in a message to the fleet late last month.

If that tally is limited to the sea service's 296 deployable ships, it would mean nearly 65 percent of the fleet has experienced some level of infection by the novel coronavirus.

Officials did not immediately clarify that point. At the same time, "aggressive early action" to isolate, quarantine and contact trace has helped contain outbreaks, he added.

Precisely which ships have suffered outbreaks, and the extent of those outbreaks, remains unclear.

Following Pentagon regulations, the sea service stopped reporting COVID cases at local units this spring.



Navy spokeswoman Lt. Emily Wilkin told Navy Times this week that the 190 ships with at least one case onboard were a mix of ships at sea and in port. “We have not had any [other] outbreaks like USS Theodore Roosevelt and USS Kidd,” she said in an email.

TR showcased the harrowing virality of COVID this spring, when an outbreak on the ship eventually infected roughly a quarter of its sailors and forced an emergency diversion to Guam.

Infections onboard the guided-missile destroyer Kidd afflicted at least 78 sailors, which was the last tally provided by the Navy before it stopped releasing updates.

Wilkin pointed to an outbreak onboard the aircraft carrier Ronald Reagan earlier this year that was successfully contained, with a handful of COVID-positive sailors flown off and the carrier able to continue operations without any new cases.

The revelation regarding how many ships have suffered COVID infection came about in updated guidance to the fleet sent Sept. 30 by the CNO regarding the novel coronavirus, which had infected 10,585 sailors as of Wednesday.

Officials said Friday that Gilday has tested negative for COVID but continues to self-quarantine at home along with other members of the Joint Chiefs of Staff after the vice command of the Coast Guard *tested positive* earlier this week.

Roughly 35 percent of infected sailors have shown few to no symptoms, and Gilday wrote that “testing is the best way to uncover asymptomatic service members.”

At the same time, Gilday warned that “testing resources are constantly strained and may become more strained during influenza season.” Sailor infection rates tend to mirror the local area, and three units have traced ship outbreaks “to command dinners at a public restaurant,” the CNO wrote.

“As the country continues to re-open, individual sailors and commands must show resolve in practicing proper health protection measures and avoid unnecessary risk,” Gilday wrote.

Wilkin declined to identify which ships had suffered outbreaks traced to restaurants, citing the Pentagon policy.

While offering a high-level view on how the pandemic has impacted the Navy and its sailors, Gilday’s recent guidance also offers more ground-level instructions for keeping everyone safe when a ship is on a cruise.

“Sailors should alternate head/foot where berthing configuration allows to minimize close contact,” he wrote. “Where possible, spread out sleeping arrangements. In congested berthings, ensure sailors use personal pillows and linens are regularly laundered.”

Gilday’s message again hammers home the effectiveness of the 14-day restriction





of movement, or ROM, isolations that he called a “key enabler” of getting a ship to sea with a COVID-free crew.

now precede a ship getting underway, what

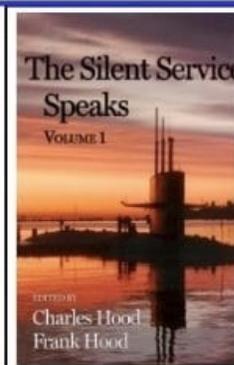
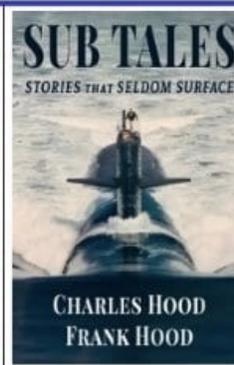
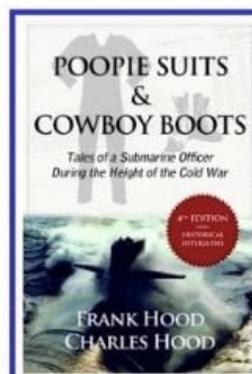
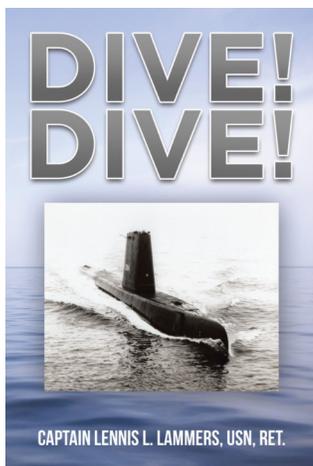


Hospital Corpsman 2nd Class Eric Hayford collects sealed COVID-19 test samples aboard the amphibious transport dock ship New Orleans on Aug. 12 in the Sea of Japan. (MC2 Kelby Sanders/Navy)

Those ROMs often flow right into final at-sea training before a deployment begins. In a copy of remarks Vice Adm. Phillip Sawyer made earlier this month, the deputy chief of naval operations for operations, plans and strategy gave a nod to the struggles COVID policies place on sailors and families.

“We know these mitigations are hard on Sailors and their families, adding extra family separation onto the beginning of a deployment and foregoing the chance to visit and enjoy foreign ports,” Sawyer said. “But it’s a critical piece of protecting our young women and women who have signed up to serve. All of this is about keeping our Sailors safe from this deadly virus.”

About Geoff Ziezulewicz *Geoff is a senior staff reporter for Military Times, focusing on the Navy. He covered Iraq and Afghanistan extensively and was most recently a reporter at the Chicago Tribune. He welcomes any and all kinds of tips at geoffz@militarytimes.com.*



**ALL THREE BOOKS
FROM
THE HOOD
BROTHERS
AVAILABLE
TODAY
AMAZON
BARNES & NOBLE
APPLE BOOKS**





Masks are the uniform of the day for the rank-and-file why aren't the brass following suit?

Geoff Ziezulewicz



President Donald Trump, meets with Cabinet secretaries, senior military leadership and national security team members on May 8, 2020. No one wore masks despite sitting within 6 feet of each other. (White House/Flickr)

All ranks of the military have become mindful of masks in recent months.

A cloth mask is worn not to protect yourself from COVID-19, experts say, but to protect others from you. They help prevent the spread of infectious droplets that can linger in the air long enough to be inhaled by your battle buddies, especially for those not exhibiting any symptoms.

From recruits on Parris Island to shipmates at sea and the personnel locked down at the nuclear war-ready Cheyenne Mountain complex, the military is masking to keep those personnel safe when 6 feet of distance isn't possible. **So why isn't the brass following suit?**

An official White House photo from a meeting President Donald Trump held with national security officials this past weekend — including Defense Secretary Mark Esper and the Joints Chiefs of Staff — shows leadership sitting around a table officiously.

The meeting took place during a time when the virus has moved beyond some abstract threat to U.S. military leadership. Still, they sit within 6 feet of each other and no one is wearing masks.



Chief of Naval Operations Adm. Mi-coming into contact with a family

The head of the National Guard Bureau, Air Force Gen. Joseph Lengyel, initially tested positive before subsequent tests produced a negative result.

The brass answers to the president, but despite the recommendations of his public health experts, and cases popping up in the West Wing, Trump has indicated he won't wear a mask.

"I just don't want to wear one myself," he said during a coronavirus briefing last month, according to POLITICO.

The president's refusal to follow basic public-health guidelines put the service chiefs in an awkward position last weekend, according to Dr. Dean Winslow, a retired Air Force colonel and infectious disease doctor at Stanford University

"I don't blame the generals that were in that picture for not wearing masks," he said. "They were in a difficult situation. It would have come across as being disrespectful if they had all been wearing masks and the president...and secretary of state were not."

Winslow, who served in Iraq and Afghanistan, caveated his thoughts by noting that he takes "very seriously being respectful to the commander in chief and the current leaders in all four branches of the military."

Still, Winslow said, "I think the serving chiefs and the chairman of the Joint Chiefs of Staff are put in a bad position by the president and the vice president."

"Right now we're in the midst of a global pandemic," he added. "The leadership of the (U.S. Centers for Disease Control and Prevention) and (National Institutes of Health) have said that the uniform of the day is that, if you can't maintain 6 feet of distance, you should be wearing a mask."

If Trump, Pence and his Cabinet wore masks, the uniform of the day for such situations, "it would send a very powerful message," Winslow said.

"It's analogous to if you're a police chief or sheriff, you follow the speed limit," he said. "You want to set the example for everyone else."

A White House official told Military Times this week that "everyone in attendance was tested" before Saturday's meeting "as they were in close proximity to the president."

A mandatory masking policy for White House staff was stood up this week after Trump's military valet and others at the White House tested positive for the virus.

"It's analogous to if you're a police chief or sheriff, you follow the speed limit," he said. "You want to set the example for everyone else."

A White House official told Military Times this week that "everyone in attendance was tested" before Saturday's meeting "as they were in close proximity to the president."

A mandatory masking policy for White House staff was stood up this week after Trump's military valet and others at the White House tested positive for the virus.



U.S. Army parachute riggers with the 647th Quarter Master Company, 3rd Expeditionary Sustainment Command, prepare fabric to be sewn into protective masks at Fort Bragg, N.C., on April 15, as part of Operation Dragon Mask. (Spc. Hubert D. Delany III/Army)

Questions regarding whether the service chiefs have received guidance on masking in Trump's presence were referred to White House officials, who did not answer as of publication.

Trump has touted "big progress" against the virus as experts continue to warn of serious consequences if the country reopens too quickly. Throughout the reopening debates, masks have become a powerful symbol.

"Photographs of powerful people wearing masks in the middle of a pandemic sends different messages to different people," said Alice Friend, a former Pentagon official who is now a senior fellow at the Center for Strategic and International Studies, focusing on civil-military relations.

"Some people interpret it as they're behaving responsibly ... other people might look at the picture and get nervous."

Still, Friend said she doesn't think rank-and-file troops will take their masking cues from the service chiefs.

"I think most folks in uniform are going to follow the orders of their immediate commanding officers," she said. "For a broader audience, I don't think it sets a good example."

Note: This editorial was written prior to the diagnosis that President Trump had contacted Covid-19. What changes will President Trump and his administration at the White House put in place to prevent the spread of Covid-19 with his top brass?

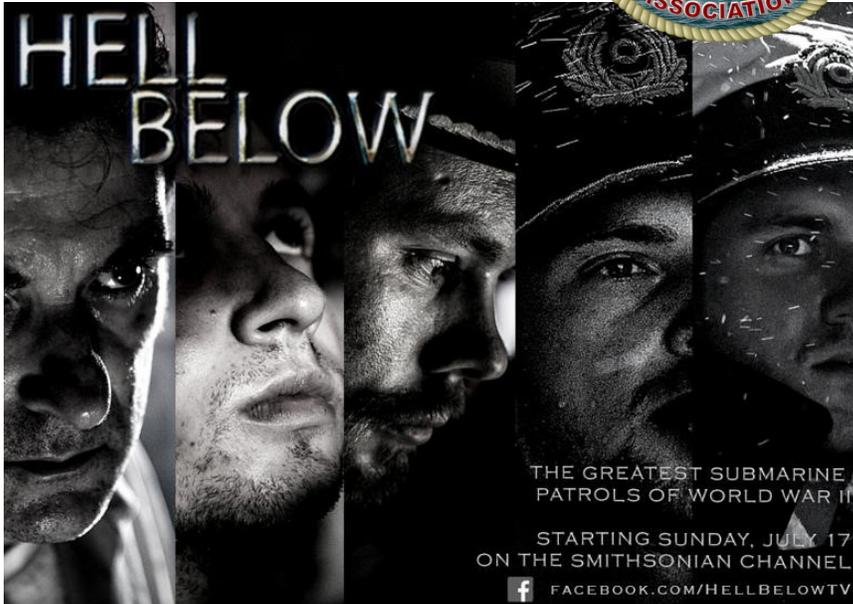


Stay tuned - Batten down the hatches, full speed ahead, boys ,its going to be rough seas ahead.

NEWS FLASH: Oct. 16, 2020

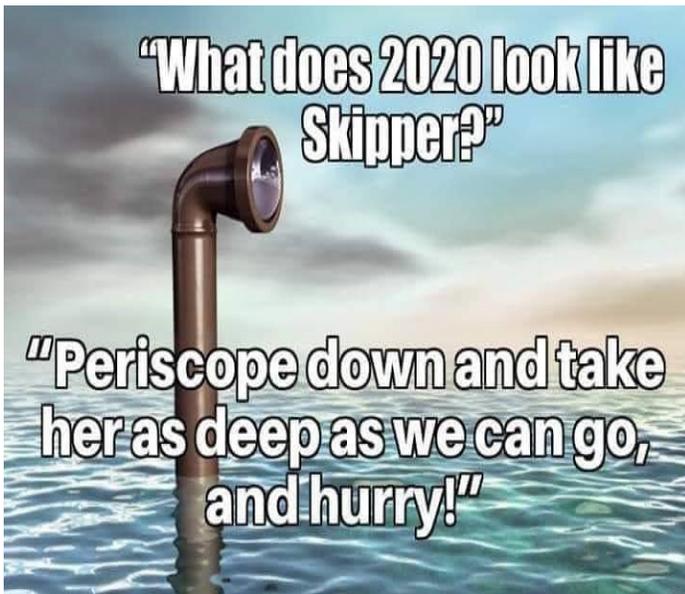
"A small number" of sailors assigned to the aircraft carrier Theodore Roosevelt tested positive for COVID-19 Thursday during at-sea training, Naval Air Forces officials have confirmed.





HELL BELOW - is an event-based TV series charting the stealth game of sub sea warfare, tracking the dramatic narrative from contact to attack of the greatest submarine patrols of World War II . From the rise of the Wolfpack to the drive for victory in the Pacific, we profile the strategic masterminds and the rapid evolution of technology and tactics, as the threat of undersea warfare brings every sailor's worst nightmare to life. Expert analysis and stock footage are woven with narrative driven re-enactments filmed on authentic Second World War era submarines to place the characters at the heart of the action.

Awesome series being repeated on Smithsonian Channel Ck for local listings



RAZORBACK WORK WEEK

April 19-24, 2021
On the Razorback in Little Rock, AK.

COME JOIN US
WE COULD USE YOUR
HELP. IT'S A GREAT
WEEK TO RECONNECT
AND DO OUR PART TO
HELP MAINTAIN THE
RAZORBACK



Our Master Chief cook, Baby Huey!





ATTENTION MEMBERS

As your new Editor of Lobo Jr. I have taken the liberty of designing a Logo / Badge for the USS Razorback Association as it did not have one.

I wanted to instill pride in remembrance of this wonderful boat and to thank each and every member who has served on her for their service.

I hope you like the logo/badge, and that it can be used for future endeavors.

Valerie Braunschweig

Lobo Jr. Editor/Publisher



First Sail Version →

