



Hooter Hilites

A Publication of the USS Sea Owl Association

Web Site: <http://www.usseawol.com>

We still give a hoot!

March 2009 Issue



President's Message

Shipmates & 1st Mates:

Really where does the time go? It seems like we were just preparing for winter, as now we are patiently awaiting spring to arrive. For many of us, it can't get here fast enough. As we look forward to warmer weather, we must prepare for summer picnics and time with our families.

Groton Picnic:

Looking forward to our Groton Picnic, Ed Welch has decided trying to move the date forward one week. It will be June 12th, 13th, and 14th, with a dinner June 12th at the Groton Motor Inn, and our picnic Saturday, the 13th, and a breakfast on the 14th, for those wishing to stay, at a local restaurant. Dinner at the Groton Motor Inn is \$30.00 each; the Picnic cost is \$15.00 each, children \$8.00, plus lobster is available for an additional \$10.00 each. Those wanting lobster must inform Ed prior to the picnic so that he can purchase the correct amount of lobsters. (There are always a few extras for our hungry shipmates or 1st mates.) Breakfast Sunday is on your own; it's just another day to enjoy each other's company.

Again this year, we are raffling off a Sharp 26" HDTV television.



Tickets are \$5.00 each or 5 for \$20.00. A picnic registration form is included in this newsletter or can be printed from this web page: <http://www.usseawol.com/NewPages/2009Raffleitem.html> or if you don't have a computer/internet you can send Ed Welch a note with a check, explaining just what you want. Ed's address & e-mail are located elsewhere in this Newsletter. You do not need to be present to win . . . as shipmate Terry Murphy knows; just purchase your tickets . . . we will send it to you should you win.

REGISTRATION FORMS AND PAYMENT FOR PICNIC MUST BE RECEIVED BY JUNE 6th, 2009.

San Diego Sea Owl Reunion/National USSVI Convention:

Our 2009 Sea Owl reunion will be held in San Diego, CA, September 8th through the 12th, 2009, at the Town & Country Resort. We will have a hospitality room for our Sea Owl Association meeting and for our sea stories. Shipmates are encouraged to attend the USSVI Dinner Cruise on San Diego Bay on Thursday, September 10th, and the Awards Banquet with a Keynote Address by TBD, band and dancing on September 12th, 18:30-23:00, plus anything else that USSVI is offering during this Convention that might interest you. With all that USSVI has to offer this year, I have decided not to have our own dinner. We will take advantage of our fellow shipmates' hospitality during the USSVI banquet dinner. I would ask that those Sea Owl shipmates that are attending, please let me know, so that we can provide snacks and beverage in our hospitality room for everyone.

Reservations can be made by calling 1-800-77-ATLAS or 619-291-7131 or by visiting this web page:

<http://www.usvisandiego.org/Convention2009/index.htm>

Anyone for a Cruise:

While Carol & I are out West visiting, I thought that we would extend our visit a few days by taking a cruise. Anyone is invited to join us. The Carnival Cruise departs on the 13th of September from San Diego and returns on the 17th. We will visit Catalina Island, CA on the 14th, then Ensenada, Mexico, on the 15th. You can see the complete cruise information on this page: <http://www.carnival.com> then just do a search for cruises from San Diego in September visiting Mexico and the departure date of September 13th. We hope to have a few of our shipmates join us!!!

For those arriving by air into San Diego:

Terminal one: Cross up and over the sky bridge/catwalk, take the escalator down; at the bottom, look to the right and you will see a space between the iron gate to walk through. Walk through the space and you will be at the taxi stand/shuttle pick up zone.

Tell the expeditor who calls up the vehicles that you need an Xpress Shuttle van to the Town and Country resort. Please make sure that you get on an Xpress Shuttle van, as we have an exclusive rate with them and any other company will cost you more money!

Terminal two: This one is a little easier. Cross the street from the center of the terminal's baggage claim area. You will be at the taxi/shuttle stand. Follow the same procedures for catching the shuttle from terminal one.

From the Editor

Once again, Shipmate Bob, D'Amico has come through with a great cartoon! Bob is open to any other ideas for cartoons for future issues as well. I invite you to challenge him by coming up with ideas for future cartoons that can be published in future newsletters. There are few guidelines for what will be considered. Just remember this is a "family newsletter" and subjects should be suggested accordingly. I will not knowingly embarrass or insult any Sea Owl shipmate.

Coming up with new subjects that I think would be of interest to Sea Owl shipmates continues to be a challenge. Sometimes I am afflicted with a serious case of “writer’s block” when trying to fill a six page newsletter four times a year. If you have any stories that you think would interest your Sea Owl shipmates, please let me know!

As always a newsletter would not be complete if we were not to remind everyone to pay their dues. As has been the case for some time, the two digits or letters following your name on the mailing label indicate your dues status according to my records. To review, if there is a “LM” on your mailing label, you are a Life Member and you never have to pay dues again. A “09” would mean you are paid up through October 2009, etc. If you have reason to believe that this status is in error, please let me know.

Sea Owl on Facebook

By Ken Johnson

In February shipmate Bill Noe, EN 68-69, created a group on Facebook titled, “USS Sea Owl SS405”. At the time I did not know anything about Facebook except hearing occasional reference to it, but was curious and thought I would check it out. As you may expect, Wikipedia has a description that will tell you probably more than you ever know about Facebook, <http://en.wikipedia.org/wiki/Facebook>. (If you don’t know what Wikipedia is, I am not going to explain it here.) To summarize the Wikipedia entry, Facebook is a free-access social networking website that is operated and privately owned by Facebook, Inc. Users can join networks organized by city, workplace, school, and region to connect and interact with other people. People can also add friends and send them messages, and update their personal profiles to notify friends about themselves. The website’s name refers to the paper facebooks depicting members of a campus community that some US colleges and preparatory schools give to incoming students, faculty, and staff as a way to get to know other people on campus.



Facebook was founded by Harvard University students in 2004 and membership was initially limited to Harvard students. Membership was later

expanded to other colleges in the Boston area, the Ivy League, and Stanford University. On September 26, 2006 it expanded further to include anyone aged 13 and over with a valid email address. The website currently has more than 175 million active users worldwide.

Now that I have given you a brief description of what it is, let me tell you how you can find what Bill has created and let you consider whether you want to join his group. First you need to go to the Internet URL <http://www.facebook.com>. To gain entry, you need to provide your name, email address, sex and date of birth. This registers you and you can then begin to explore. What you add to your profile, should you choose to create one, depends on you. If you enter your high school or college class information, it will notify you of other classmates who are on Facebook and help you to get in touch with them. There are thousands of groups on Facebook that you can join. One of them, “Got Dolphins?”, is rapidly growing and already has well over 2,000 members!

Cavalla Restoration Fund

By Ken Johnson

Recently USSVI sent out an appeal for support of the restoration of Seawolf Park in Galveston, TX after the devastation there caused by hurricane Ike in September 2008. Seawolf Park is the home of the USS Cavalla memorial museum boat.

Your USS Sea Owl Association responded to this appeal with a check for \$100. We hope that you will agree that this is a very worthwhile cause.



This photograph shows the aftermath of Ike. The sail at the right in the photograph is that of the SSN 637 class submarine USS Tautog (SSN 639). The ship on the left is the destroyer escort USS Stewart (DE-238). USSVI has posted some additional photographs here: http://www.ussvi.org/Documents/Online_CavallaUpdate3-2-09.pdf

Historic Naval Ships Association

By Ken Johnson



In this issue I make several references to information which the Historic Naval Ships Association has posted on line that will certainly bring back memories to many of you. What is the Historic Naval Ships Association? The following is from their web site.

On the afternoon of December 10, 1966, representatives from five former United States naval vessels that were open as museums met in the wardroom of the battleship *North Carolina* in Wilmington, NC

and established what would become known as the Historic Naval Ships Association. From that small beginning, the organization would grow into a global institution and come to be regarded informally as “the world’s third largest navy.” Indeed, as of the beginning of 2008, fleet members representing twelve nations number 115 organizations with 175 vessels of all types. The founders desired to create a forum which would enable them to exchange ideas, discuss problems, and provide mutual support for each other. The original tenets of the founders remain to this day - to honor the men and women who joined the naval service of their nation; to educate the public, both young and old about the great naval heritage of their nation; and to inspire men and women to serve their country.

The ships are historical artifacts in their own right and not immune to the indignities of aging. Preservation of a ship requires an investment of considerable financial, industrial, and human resources. Above all, preservation requires adherence to an age old axiom: constant vigilance. Organizations entrusted with these vessels have approached the restoration tasks in different manners. A few of these organizations are blessed with adequate funding necessary to accomplish the enormous upkeep required on a regular basis. Most, however, have to develop phased approach plans that can be realistically supported in an environment of funding and staffing

limitations. As the years go by, restoration becomes increasingly more difficult as sources of vintage spare parts dry up. Costs to fabricate custom parts from scratch will further burden ship restorers.

The USS Cavalla is one of the historic vessels that is part of the Historic Naval Ships Association along with at least 12 other WW II era U. S. submarines.

In addition to the submarine related manuals mentioned elsewhere in this newsletter, the following publications are also available on line:

The Fleet Type Submarine, 1946 NavPers 16160
Submarine Main Propulsion Diesels, 1946 NavPers 16161
Submarine Electrical Installations, 1946 NavPers 16162
Submarine Refrigerating and Air-Conditioning Systems, 1945 NavPers 16163
Submarine Distilling Systems, 1955 Navpers 16163A
Submarine Air Systems, 1946 NavPers 16164
Submarine Periscope Manual, 1946 NavPers 16165
Submarine Trim and Drain Systems, 1945 NavPers 16166
Submarine Sonar Operator's Manual, 1944 NavPers 16167
Submarine Underwater Log Systems, 1945 NavPers 16168
Submarine Hydraulic Systems, 1946 NavPers 16169
Torpedo Tubes, 21-Inch submerged, Mk 32 to 39, 1944 O.P. 1085

There is a lot of reading material available that is sure to bring back many memories!

Sea Owl Shipmate Heard From

Roy recently sent me the following from a recently located shipmate:

"I would be honored to be a member of the Sea Owl Association, please inform me as how I can send dues do perpetual dues exist I am a practicing physician in Rome Italy after internship I returned to Italy and stayed. My mom is 87 years old and still resides in Brooklyn, New York. If you are interested I can send a more detailed bio-sketch.

Take care and my best to all.

PS: I have never forgotten my shipmates and all the fond memories aboard."

For those who might want to contact him, Lou's address is:

Louis Mauro SN 67-68
Piazza Asti n.6
Rome, Italy 00182

Editor's note: Lou, I hope you enjoy reading this issue of Hooter Hilites which I am sending on to you. You are most welcome to join the Sea Owl Association as an annual member for \$10/year or as a Life Member for \$75 if under age 75 or \$35 if over age 75.

In other news from Roy: Shipmate Jim Madigan FT 68-69 recently visited shipmate Mike Noon EN 67-69 at Mike's home in Kentucky. I spoke with both Jim & Mike recently. Mike sounds very good, keep him in your prayers.

I also spoke with shipmate Ray Mayo TM 66-69 few nights ago. He has moved to Mesa, AZ. Shipmates can contact him at (480) 396-9553

If you haven't been to our Guestbook on the Sea Owl website. Please visit it once in a while. There you can find shipmate Richard Baker ST 46-48 (dkemu@aol.com) and shipmate Fred Bruno QM 68-69 (fbruno8964@aol.com) looking to hear from their shipmates.

USS Pampanito

One of the finest virtual on line tours of a WW II era submarine is that of the USS Pampanito (SS 383) in San Francisco which you can

find here: <http://www.maritime.org/tour/index.php>. You can look around the compartments, read the descriptions of equipment located in each compartment and even listen to an audio description of the compartment. Ever miss the sound of those magnificent Fairbanks-Morse diesels on the Sea Owl? Well, visit the Pampanito's engine rooms and listen to one cranking over and starting up! By taking this tour through the boat you can experience everything but the smell! (No, I didn't find any "submarine cologne" for sale in their on line store!)

Bravo Zulu to the "crew" of the Pampanito for creating such an outstanding example of how to display our submarine heritage!

Mark 37 Torpedo Information On Line

By Ken Johnson

We heard recently that Historic Naval Ship Association has published on line the "Submarine Qualification Book - Mark 37 Torpedo, 1966". It is at URL: <http://hnsa.org/doc/torpedo-qual-mk37/index.htm>. This is a section of an officers qualification book describing the tactics used with an early version of this electric Cold War homing torpedo.

This complements the Mk 37 manual, "Mark 37C Torpedo System Technical Description, NVR 73-50, 1973" posted previously, that describes the update of the Mk 37 torpedo to the C version. This volume is at URL: <http://hnsa.org/doc/torpedomk37/index.htm>. The "speed-up kit" which was part of this upgrade consisted of replacing the MK 37 electric motor and propulsion battery with a MK 46 engine and an Otto fuel system. The speed-up system not only yielded a speed increase of over 40%, but increased endurance by over 60%. This more than doubled the MK 37 run range. Since this upgrade occurred toward the end of Sea Owl's service, it is unlikely that she ever carried this model of the MK 37 torpedo.

Sailors Rest Your Oars

As usual one of the saddest parts of doing the newsletter is always the listing of those shipmates who have departed on "eternal patrol" since the last issue.

Bruce Lewis, TM 68-69 – September 27, 2008

Robert Kreeger, TM2 50-54 – March 10, 2009

We extend our deepest sympathy to the families and friends of our departed shipmates.

*There is a port of no return, where ships
May ride at anchor for a little space
And then, some starless night, the cable slips,
Leaving an eddy at the mooring place . . .
Gulls, veer no longer. Sailor, rest your oar.
No tangled wreckage will be washed ashore.*

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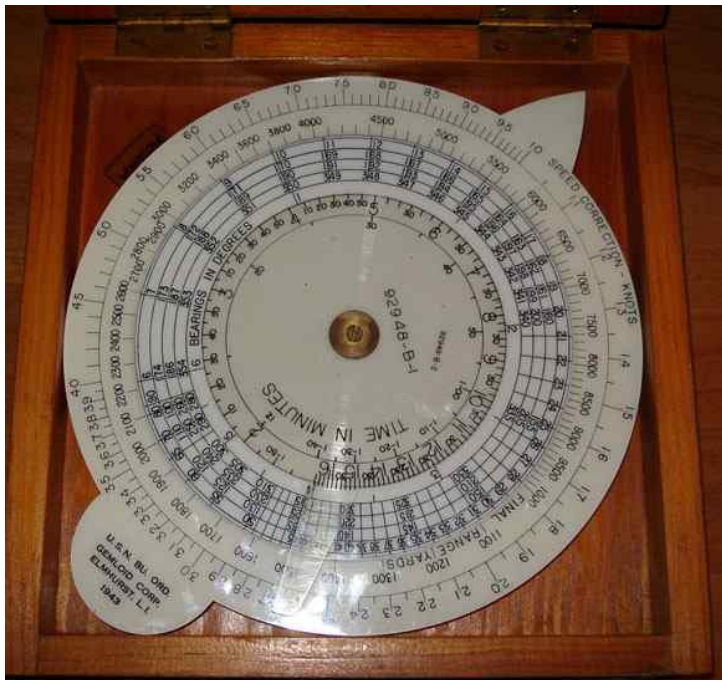
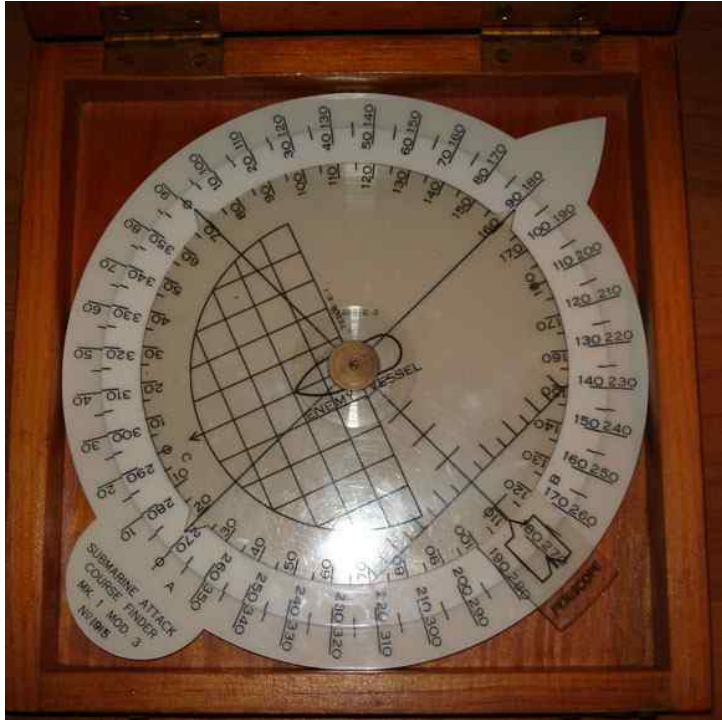
The 40's

March 2009 Issue



The Is-Was

What did you do if the TDC broke down? Well there was the Submarine Attack Course Finder Mark I Model 3 commonly called the "is-was".



How did you use it, well you can find the answer here:

<http://www.hnsa.org/doc/attackfinder/index.htm>

What did you do if you accidentally dropped the is-was down a periscope well? Well, according to shipmate Bob Kristian you ask someone to volunteer to be lowered down the periscope well to retrieve it. He did!

Editor's note: This is the kind of story that newsletter editors live for! If anyone has details about this, I would love to hear them. Not only would it make a good story for a future newsletter, but when I mentioned it to "staff cartoonist", Bob D'Amico, he immediately recognized its potential for a future Hooter Hilites cartoon!

5-Inch 25 Deck Gun Manual On Line

By Ken Johnson

5-Inch Gun Mount Mark 40, OP 1029, 1944, describes the five inch, 25 caliber, wet mount gun used on U.S.N. submarines near the end of WW II, including Sea Owl.

<http://hnsa.org/doc/fiveinch25/index.htm>



This is the 5-inch 25 gun on display at the Submarine Force Museum in Groton. For most of us our Sea Owl no longer had this deck gun. Most likely it was removed during her Fleet Snorkel conversion in 1951.

WW II War Patrol Reports Now On Line

By Ken Johnson

The Historic Naval Ships Association has published all WW II submarine war patrol reports on line. These were converted from microfilm to digital format in 2008 and earlier this year were published on line by HNSA. All war patrol reports for all submarines can be accessed from this URL:

<http://www.hnsa.org/doc/subreports.htm>

Sea Owl's war patrol reports may be found directly at this URL:

http://issuu.com/hnsa/docs/ss-405_sea_owl?mode=a_p



The 50's

March 2009 Issue



Robert Kreeger

By Ken Johnson



Shipmate Robert Kreeger, TM2 50-54, departed on "eternal patrol" on March 10, 2009. Bob Kreeger was a regular attendee of our annual Groton Base picnics and this photograph was taken at one such affair.

In lieu of flowers, the family requested that donations in his memory be directed to Submarine Veterans Club, Inc., 40 School St., Groton, CT and your Sea Owl Association has

made a donation of \$100.00 in his memory. Bob only became a Life Member of the USS Sea Owl Association in October 2008.

I was honored to be a member of the USSVI Groton Base Honor Guard at his memorial service on March 16th at the Byles Memorial Home in New London. This is not the first time I have participated in such an honor guard as I make every attempt to do so when a Sea Owl shipmate is honored in this manner.

This was the first time I have been asked to deliver a remembrance by the Groton Base Chaplain, Tom Russell. Let me share this remembrance with you:

"To those of you gathered here to honor his memory, Robert was many things; a friend, a brother, father, or grandfather. The Navy knew Robert at his retirement as a Torpedoman Chief Petty Officer but to us gathered here before you he was a shipmate. He served his country for 21 years in the Navy, but to be a shipmate is a lifetime commitment. Shipmates pull together in times of need and a shipmate is someone you can always depend on to be there when you need them.

Robert qualified in submarines in 1951 onboard the USS SEA OWL (SS 405). He was also a Life Member of the USS Sea Owl Association and regular attendee at our annual Groton picnics. He also served aboard the USS IREX (SS 482) and the USS SKATE (SSN 578). During his Navy career he doubtless had other assignments, but I am sure his fondest of memories are those of his time aboard these submarines.

After his retirement Robert worked at the United Nuclear Corp as a supervisor and retired from UNC after 20 years. He joined us at SUBVETS in 2001 and he was a Life and Holland Club member. To be a Holland Club member means that one has been qualified in submarines for over 50 years.

During his years of Naval service and after, Robert had a positive impact on many Sailors, people he worked with, and the community. We all have our own memories of Robert and, although we mourn the passing of our Shipmate, it is our creed 'To perpetuate the memory of his deeds and dedication', and we will."

Advancement in Submarine Rescue Technology

Last Fall the Submarine Rescue Diving and Recompression System's (SRDRS) Rescue Capable System (RCS) replaced the Deep Submergence Rescue Vehicle Mystic (DSRV-1) as the U.S. Navy's deep-submergence submarine rescue asset. Mystic and the DSRV program began deactivation on October 1.

SRDRS is a rapidly deployable rescue asset that can be delivered by air or ground, installed on pre-screened military or commercial vessels of opportunity (VOO) via a ship interface template, and mated to a distressed submarine within a 72-hour time to first rescue period.

Mystic is a small rescue submarine capable of deploying via air or ground to a port where it is mated to a specially-configured submarine which serves as the host platform for the voyage to the disabled submarine.

"Mystic has served the United States and the international submarine community admirably for the last 31 years," said Steve Schulze, executive director, Undersea Warfare, Naval Sea Systems Command.

"Mystic brought new capabilities to the fleet when she entered service in 1977; now SRDRS builds upon those innovations, delivering even greater capabilities to the international submarine community."

SRDRS is a three-phased acquisition program that will deliver advanced submarine rescue and treatment assets to the fleet. The first phase of the program was the Atmospheric Dive System 2000 (ADS2000) which was delivered to the Navy in 2006. ADS2000 is a manned, one-atmosphere dive suit capable of inspecting disabled submarines and clearing debris from escape hatches. The RCS constitutes SRDRS' second phase.

SRDRS-RCS consists of Falcon, the tethered, remotely-operated Pressurized Rescue Module (PRM), its launch and recovery system, and its support equipment; all of which are controlled from a VOO. Falcon can conduct rescue operations to a depth of 2,000 feet, can mate to a disabled submarine at a list and trim of up to 45 degrees, and can transfer up to 16 personnel at a time. Because SRDRS-RCS receives its power from a VOO via an umbilical, it can operate around the clock without pause.

The final phase of the SRDRS program is the Submarine Decompression System (SDS), scheduled for delivery in late 2012. SDS will allow rescued submariners to remain under pressure during the transfer from the PRM to hyperbaric treatment chambers aboard the VOO.

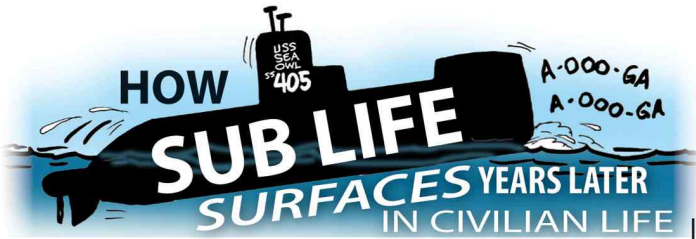
SRDRS is a "fly-away" system that can quickly and easily be mobilized via large military or civilian transport aircraft and installed aboard a variety of VOOs within hours of notification of a submarine in distress.

SRDRS will be based out of San Diego, and operated by the Navy's Deep Submergence Unit.



The 60's

March 2009 Issue



HOME, SWEET SUB:

Feeling right at home in basements of large buildings... Plenty of pipes, valves, gauges, panels and switches!



Thanks Herb & Dianne Hawes

ODD REMNANT SUB TALK PHRASES:

What does this contraption do? Simple... Works fine, fails safe, and drains to the bilges!



Thanks Roy Purtell

Thanks Herb Lathrop for the idea!

FLASHLIGHT OBSESSION

This is a photo of just SOME of my FLASHLIGHT COLLECTION.

Bob D'Amico
USS Sea Owl, seaman, 1969
www.cartoonbob.com



NAVIGATION TERMS USED:

Where are my CHARTS... I mean MAPS?
What's OUR COURSE?
Something stinks in here... RIG FOR EMERGENCY VENTILATE!



Send YOUR sub cartoon ideas to cartoonbob@mac.com

Bob D'Amico, SN 68-69

By Ken Johnson

I have been blessed as a newsletter editor to have the talents of a skilled, professional illustrator providing original material for our newsletter. I am also pleased to have recently added him to my list of friends on Facebook as well as being honored to call him a Sea Owl shipmate. This is his Facebook profile photo and you may



notice he is wearing a Sea Owl sweatshirt.

This is also his "Cartoon Bob" persona and you will find it if you visit his web site: <http://cartoonbob.com/>. This is one of two web sites where Bob displays his talents. Bob's other one for his own business, Millenium Design Group is:

<http://www.millworldwide.com/index.html>



Please take the time to visit either or both of these sites and look at the quality of Bob's work! There you will find he proudly displays this logo. If you ever have occasion to use the type services he offers, please, keep him in mind!

Doug Jensen Fund

By Ken Johnson

As of the time I write this, the Doug Jensen Fund has collected over \$4,500 which has been forwarded through me to Doug. We know that Doug has also received additional contributions through other sources in addition to this. We understand that Doug eventually plans to rebuild on the same site and is currently staying with friends in Friendship, WI. You can write to him directly at this address:

c/o Bottensek
1127 Hwy 21
Friendship, WI 53934

Doug is very grateful for the kindness and generosity of his shipmates. He has indicated that he hopes to make it to San Diego in September. We all wish him the best and look forward to seeing him there!