



USS Runner SS-275



OUR CREED

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

LOST BOATS IN DECEMBER

17 DECEMBER, 1917	USS F-1 CARP	SS 20	19 MEN LOST
17 DECEMBER, 1927	USS S-4	SS 109	38 MEN
10 DECEMBER, 1941	USS SEALION	SS 195	4 MEN LOST
02 DECEMBER, 1943	USS CAPELIN	SS 289	ALL HANDS LOST 78 MEN

SAILOR, REST YOUR OAR.

Welcome to the newly redesigned Hudson Valley Base newsletter. It's purpose is to keep you informed of Base happenings, events and general stories of interest. We're limited in the amount of information that can be put into it due to the fact that we have to mail it out to those members who don't have email. If you receive a paper copy in the mail but have an e-mail address please let me know.

Welcome to our newest member, John Mcaliney. John served on the Albacore, SS-569, and qualified in 1955. John lives in Hopewell Junction and signed up as a Life member. Welcome aboard John.

Meeting Dates To Remember:

6 January, Friday - Base meeting @ 1900 VFW Post New Paltz, NY
4 February, Saturday -Base meeting @ 1300 VFW Post New Paltz, NY
3 March, Friday - Base meeting @ 1900 VFW Post New Paltz, NY
??? April, Saturday – Annual Scholarship Dinner Auction and Base meeting. Date & Place TBD.
5 May, Friday - Base meeting @ 1900 VFW Post New Paltz, NY

Annual Scholarship Dinner & Auction

The time, location and menu choices for our 2006 Annual Dinner & USSVI Scholarship Fund Auction will be discussed and finalized at our January 6th base meeting. Specific information, including choices of menu options will be presented and voted on. If you are planning on attending the dinner, it is important that you attend the January meeting to take part in the discussion and voting. We are selecting a new location this year and active participation is important to make the event a success.

Vests

Pat Lynn is in the process of taking orders for vests for the SubVettes. Contact Pat to order, or see her at the January meeting.

PEARL HARBOR DAY CEREMONY.

This Wednesday, Dec. 7th, we will be taking part in memorial ceremonies at Marlborough HS and the VFW Post. We will meet at the VFW at 09:30 hrs. Wednesday morning. Please try to attend.

2007 USSVI CONVENTION - CRUISE ALASKA - SEPT. 15-22, 2007

Bremerton Base & AAA invite you to join your shipmates and their guests who have already signed up to take part in this alluring adventure! Spend a week exploring the stunning Inside Passage of Alaska on board Holland America's gorgeous cruise ship, the *ms Oosterdam*. Hear the crack of calving glaciers before they crash into the ice-blue waters. Revel in the thrill of being the first to see an enormous breaching humpback whale. Relax and enjoy being pampered on board ship as America's last great wilderness slips by one historic port city after another.

A \$350 dollar per person deposit is due when booking your cabin. It is fully refundable until September 2006 when the balance is due. Insurance is available that will refund most of your money in case you are unable to sail in 2007. The price includes: A seven night cruise, all shipboard meals and entertainment, port tax, gratuities, and registration for the 2007 convention.

At www.aaawa.com/submarine/index.htm you will find the cruise itinerary, port info, onboard experiences, deck plans, pricing, photos, contacts, and FAQ. View the deck plans and pricing then contact our AAA Travel Agent Kim either by email at www.aaawin.com/submarine or toll free at (877) 802-6894 and book your cabin and Boat Reunion before September 2007. For current (updated weekly) 2007 Convention News and the Cruise Roster go to <http://gertrude-check.up-scope.org/>.

2006 BASE DUES:

All 2005 members are requested to send in your dues now so that we can have as many people renewed by 31 Dec 2005 when membership lapses. Dues are due and payable effective on the first day of January. After Jan 1st a non-renewed member is considered delinquent. Members whose national dues are in arrears on April 1st of the current year will be dropped from the rolls of the organization. Contact is Dick Winchell.

VFW Eligibility Requirement Revised

If you are interested in joining the VFW they have revised their eligibility requirements. Now includes the Afghanistan Campaign Medal (ACM), the Iraq Campaign Medal (ICM), the Air Force Expeditionary Service Ribbon with Gold Border (AFESR w/GB), the Combat Action Badge (CAB), and the SSBN Nuclear Deterrent Patrol Breast Insignia.

If you are a Boomer you are now eligible. Get application from Steve C and bring DD214 to VFW post. Dues: \$25 per year.

AMERICAN SUBMARINER

You should have already received the latest edition of the National Magazine, the **American Submariner**. The American Submariner is also available on-line at www.americansubmariner.us/. There's a lot more than just the magazine in PDF Format. You will need a password which will change each month and it will be posted in the current American Submariner Magazine. Members can now opt to read the American Submariner on-line only. This would save National the cost of mailing the magazine. Contact Mike Bircumshaw at subvetseditor@yahoo.com

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NY STATE SUBMARINE MEMORIAL – USS RUNNER SS-275

The SubVets of WWII has assigned each of the 52 boats lost in WWII to a US State with NY & CA having 2 each. The NY East boat is the USS Runner and the WWII SubVets are sponsoring a project for each state to erect a plaque for the lost boat(s) assigned to that state. We (USSVI) are involved as a base because the memorial was turned over to us by Sub Vets WWII a few years ago. The plaque will list the names of all of the crew members lost when the Runner sank. Bob Fulton and Matt will report on the progress at the January meeting.

USS RUNNER (SS 275) May 28, 1943 - 78 Men Lost

**DP. 1475 TONS (SURF.), 2370 TONS (SUBM.); L. 307'; B. 27';
S. 20K (SURF.), 8.75K (SUBM.); TD. 300'; A. 1-3"/50, 6-21" TT. FWD., 4-21" TT. AFT;
CPL. 6 OFFICERS - 54 ENLISTED MEN; CL. "GATO"**

Keel laid down by Portsmouth Naval Shipyard, Kittery, ME, 8DEC41;
Launched: 30MAY42; Sponsored by Mrs. John H. Newton;
Commissioned: 30JUL42 with Cdr Frank W. Fenno, Jr. in command.

Following shakedown out of New London, *USS RUNNER* (SS-275) departed the east coast in late 1942, and arrived at Pearl Harbor via the Panama Canal on 10 January 1943. Her first patrol, 18 January to 7 March, was conducted in the area between Midway and the Palau Islands. Five Japanese cargo ships were torpedoed on this patrol, but none was confirmed as being sunk. In making the last attack of the patrol on a freighter off Peleliu, she was damaged by a near miss from a bomb dropped from a patrol bomber. The concussion knocked out her sound gear and the power supply for both periscope hoists. *RUNNER* made her escape by a deep dive, the crew made emergency repairs, and the ship returned to Pearl Harbor for overhaul.

On her second patrol, 1 April to 6 May, *RUNNER's* primary mission was to lay a minefield off Pedro Blanco Rock. Successful in this mission, *RUNNER* proceeded to Hainan Straits, off the Chinese mainland. One freighter was torpedoed, and the sound of a ship breaking up was heard over *RUNNER's* sound gear, but the kill could not be confirmed. The submarine returned to Midway 6 May 1943.

On 28 May 1943 *RUNNER* left Midway to proceed to 48! -30'N, 154! E and begin her third war patrol. She was to patrol south and west from this spot, until she came into the area south of Hokkaido and east of the northern tip of Honshu, where she was to patrol from about 8 June to 4 July 1943. The submarine was never heard from following her departure from Midway.

She was expected at Midway about 11 July, and not later than 15 July, and should have made a transmission when approximately 500 miles from this base. She was ordered on 11 July to make an immediate transmission, but no reply came. Although a careful lookout was maintained in the hope that *RUNNER* was safe but without transmission facilities, results were negative. On 20 July *RUNNER* was reported as presumed lost.

A summary of Japanese antisubmarine attacks received since the close of hostilities contains no mention of an attack which could explain the loss of *RUNNER*. Thus her loss must be ascribed to an enemy minefield, of which there were at least four in the area to which she was assigned, to an operational casualty, or to an unreported enemy attack. Destruction by a mine is considered the most likely of these possibilities..

RUNNER was awarded one battle star for World War II service.

Sunday, November 20, 2005

Soviets plotted war

Planned nuclear attack on Hawaii was to be blamed on China

By Norman N. Brown

The Associated Press

"Red Star Rogue" is as exciting as any novel. It is full of dramatic circumstances, tales of impending world danger and the possibility of a nuclear war. But this is not fiction. It is a true story that will horrify readers as they realize that a nuclear attack on the United States was seconds away from occurring on March 7, 1968.

These events have been brought to light by co-authors Kenneth Sewell, a nuclear engineer and a veteran of intelligence operations with the U.S. Navy's submarine branch, and Clint Richmond.

In 1968, the Cold War was raging. The Soviet Union continued its saber-rattling and attempts to spread communism. The United States was involved in Vietnam and was concerned with military preparedness for threats from the communist world including China, a growing military power and a dangerous foe.

But the Soviet empire was becoming bankrupt trying to keep its military on a par with America's while supporting the armies of its satellite countries. There was dissension within the Soviet government fueled by hardliners.

Slow down America's military: One possible solution: provoke a war between China and the United States. Such a war would destroy China and open it to Soviet occupation and future dominance. It would also weaken America's military, and undermine its will and capacity to stand up to world communism.

It is not known who set in motion Russia's plot to launch a nuclear missile at Pearl Harbor, Hawaii, from a purportedly Chinese submarine. But such an attack would trigger an immediate American response, and the Kremlin would have only to sit back and enjoy watching its two enemies battle it out.

According to the plan, a Soviet submarine, the K-129, based in Siberia, would perpetrate the attack. It was the same type of ship the Soviets had sold to China when the two nations were on friendlier terms.

The type of missile to be fired was similar to that deployed by the Chinese navy except that China's version had a much shorter range than the Russian missile. So, to reinforce the pretense that China was the attacker, the Russian sub would have to get much closer to its target than would have otherwise been necessary.

Eleven strangers: The K-129 was ordered to sea in late February 1968 with its usual crew plus 11 men who were not members of the submarine branch. They had gone aboard without explanation shortly before the K-129 left port. It is surmised that these men, who have never been identified, were to seize the submarine from its crew at the appropriate moment and fire the missile.

The mission failed when the missile exploded in its tube. The submarine and all aboard were lost about 350 miles northwest of Hawaii.

U.S. Navy intelligence eventually reconstructed the track of the K-129 and found spy-satellite evidence of the explosion. Subsequent activity by the Soviet navy pointed to a search for a lost submarine. The U.S. Navy investigated the area where the explosions had been recorded and found the remains of K-129.

The wreck was photographed and explored, and later recovered by the U.S. The story of the recovery was kept secret at first but was later leaked, although full of falsehoods. Since the end of the Cold War, information from American and Russian sources has clarified the circumstances.

In "Red Star Rogue," Sewell and Richmond have written a coherent version of this obscure and frightening episode.

PUBLICATION ANNOUNCEMENT

AN ANTHOLOGY OF U.S. SUBMARINE STORIES

As told by the World War II men of the U. S. Submarine Service

Edited and Compiled By Paul W. Wittmer

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A book of 76 selected short stories each one previously published in the POLARIS magazine and on a web site. The book consists of 570 pages of text alphabetically arranged in six chapters by the story author's name. It is a 5" x 8-1/4" paper bound nonfiction depiction of the historic records and experiences of U. S. Submarine men during World War II.

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Submarine involved in September collision returns home

By PAT EATON-ROBB
Associated Press Writer

November 17, 2005, 1:51 AM EST

GROTON, Conn. -- A U.S. nuclear submarine that collided with a Turkish cargo ship in September returned home Wednesday to a warm welcome from more than 200 family members and friends.

The USS Philadelphia and its 125 crew members pulled into the Naval Submarine Base New London as "Philadelphia Freedom" by Elton John blared from loudspeakers.

The submarine spent five months at sea as part of a fleet of U.S. and allied vessels trying to stop the movement of terrorists and the smuggling of drugs and weapons in the Persian Gulf.

It was traveling on the surface of the Gulf about 30 miles northeast of Bahrain at about 2 a.m. on Sept. 5 when it hit the bulk carrier M/V Yaso Aysen.

Nobody was injured and the damage was minor.

As a result of the accident, Cmdr. Steven M. Oxholm was relieved of his command and two other officers were reassigned. Capt. Robert J. Brennan replaced Oxholm as commander of the Philadelphia.

"She obviously came 8,000 miles back so she does everything she needs to do and was able to answer the bell and accomplish all tasks," said Brennan, who commended the crew Wednesday for its performance after the accident.

He said the submarine suffered minor damage to the deck, rudder and stern that will require about a week of repair work.

Navy officials said they're not sure where they'll send the submarine for final repairs.

On Wednesday, Brennan turned over command of the Philadelphia to a new commander, Jeff Jablon.

Family members said the accident made for some tense moments back at home.

"I've been a Navy wife for a long time, and this is the first time I had to endure an accident," said Rena Carrender, 42, of Groton, who brought 3-year-old daughter Brooke to welcome back her husband, Chief Machinist's Mate Ricky Carrender. "It was frightening to be woken up in the morning by a phone call saying 'don't worry,' and as he's saying that, it's coming over CNN."

Sandy Jarvis of South Windsor was glad to see her husband, Petty Officer Mark Jarvis. Their daughter, Victoria, was born June 14, four days after the crew deployed. Sandy Jarvis said dealing with the birth, a 2-year-old at home and the accident made for a difficult five months.

"I was very scared when they called me at 12:30 at night to tell me he was OK, but he called me the next day and I felt better," she said.

It was the Navy's second collision with a civilian vessel in the Gulf in 14 months.

In July 2004, the aircraft carrier USS John F. Kennedy collided with a dhow in the Gulf, leaving no survivors on the traditional Arab sailing boat.

The Navy relieved the Kennedy's commander, Capt. Stephen B. Squires, after the incident.

The Kennedy itself was unscathed, but two jet fighters on the deck were damaged when one slid into the other as the carrier made a hard turn to avoid the dhow.

The investigation into the Philadelphia accident has not been completed, Brennan said, and the Philadelphia crew members don't know when they'll be deployed next. Turnaround time is generally three months to a year.

For now, Brooke Carrender is just happy to have her father back to give her what she missed most.

"Hugs!"

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USS Charlotte Achieves Milestone During Under-Ice Transit

By Lt. j.g. Dave Ozeck, Commander, Submarine Force, U.S. Atlantic Fleet Public Affairs

NORTH ATLANTIC OCEAN (NNS) -- The improved-Los Angeles-class fast attack submarine USS Charlotte (SSN 766) arrived in Norfolk, Va., Nov. 29, following an historic transit that began in Pearl Harbor, Hawaii, and took the boat under the arctic ice cap.

During the transit, Charlotte surfaced at the North Pole, ascending through 61 inches of ice - a record for a Los Angeles-class submarine.

Upon reaching the Pole, the boat commenced a 12-hour underwater search of the ice canopy, utilizing specialized ice avoidance and side scan sonar systems. Once an ideal location was found, the ship performed a flawless vertical ascent.

Even though the wind chill factor reached a low of -50°F while surfaced, the 137 crew members and 17 officers on board reveled in the once-in-a-lifetime opportunity for "ice liberty." Some of the men took pictures, while others filmed a "Spirit Spot" for the Army/Navy football game. A few even played a game of football themselves.

Charlotte Commanding Officer Cmdr. Dennis Carpenter was thrilled that the crew enjoyed a fun and safe 18 hours of ice liberty.

"Conducting an under-ice transit presented both unique challenges and rewards for the Charlotte team," Carpenter said. "I am very proud of the men on board who engaged the situation head-on, and I am ecstatic that they were able to experience a North Pole surfacing."

To ensure safety, several sets of floodlights were arranged on the surface to compensate for the complete lack of sunlight. Also, the submarine's independent duty corpsman verified that each crew member wore appropriate clothing for the extreme temperature.

Underway for the transit were two guests, Lt. James Winsor, a submarine qualified officer of the Royal Navy, and Travis King, known affectionately by the crew as the "Ice Pirate," a civilian arctic expert of the U.S. Navy's Arctic Submarine Laboratory who has made countless under-ice trips throughout his career.

The newly-christened crew of "Bluenoses," a nickname for Sailors who have crossed the Arctic Circle, had nothing but positive things to say about the whole experience.

"I couldn't believe how dark it was at the Pole. It was pitch black and incredibly cold, but it was still really exhilarating," said Yeoman 3rd Class (SS) Guadalupe Deleon, who was one of the first crew members topside. "After all, how many people can say they have been at the North Pole?"

Prior to commencing the transit, the crew underwent a demanding workup period designed to train the crew for the unusual Arctic environment. Specific attention was paid to proper and safe navigation in the polar region and ice avoidance.

Charlotte is undergoing a temporary change of homeport in order to undergo a major Depot Modernization Period (DMP) at the Norfolk Naval Shipyard, Portsmouth, Va. Upon conclusion of the availability, the submarine will return to its home port of Pearl Harbor, Hawaii.

For related news, visit the Commander, Submarine Force, U.S. Atlantic Fleet Navy NewsStand page at www.news.navy.mil/local/sublant/.