



## ***From the Bridge***

### Quarterly Theme – Know your AOR

MSU full timers were on hand 19 Feb 2008 to acknowledge Larry Coble, Bob Eldridge, Chris Halladay and Jim Stoddard as certified watch standers. Larry and Jim were also recognized as assistant pollution investigators. Bud Irvin and Jack Gordon received crew certification.

Jack has a funny story concerning a MOB drill on Soloman T. Seems as though Oscar was recovered. However, the Soloman T steamed over Coxswain George Asimos' hat. Fortunately, George was not wearing the hat at the time. Perhaps 10-05 should establish an HOB (hat overboard) award to be presented at the COW for the funniest patrol experience.

Floyd McLeroy, Nancy Hahn, Geoff Chaney, and Bud Irvin all received the 5<sup>th</sup> District Operations Award. Our newest vessel examiner is Larry Coble.

Jim Flowers and George Stern reminisced about Rogers Howell, a member of 10-05 who died of cancer around 1990.

Captain Rogers Howell, USN, was involved in Operation Crossover at Bikini Atoll after WWII. Bikini Atoll, which is a part of the Marshall Islands, was used as the Pacific Proving Ground for 20 nuclear tests between 1946 and 1958. The first test of a dry fuel hydrogen bomb occurred there in 1952. Prior to the first atomic bomb test, the lagoon at Bikini was used as a ship graveyard during WWII.

Operation Crossover was a series of nuclear tests designed to study the effects on ships, equipment and material. A fleet of 90 target ships, including surplus U.S. cruisers, destroyers and submarines were assembled at the Bikini Lagoon. After detonation of the bombs, most of the target fleet was contaminated by radioactive sea spray and debris. Support ships also

experienced contamination of the hulls' marine life as well as the seawater piping systems.

Captain Rogers Howell, a destroyer commander, was placed in charge of decontamination before the surplus ships could be towed to San Francisco where detailed damage analysis could be conducted. All operations were undertaken under radiological supervision, which limited personnel exposure to 0.1 roentgens per day. At the time, this was considered to be a tolerable amount of radiation that would not cause harmful long-term effects. Captain Rogers Howell died of cancer. One wonders about the fates of his shipmates.

### **Important Dates**

18 Mar 2008 – Aux Meeting 1900 hrs, SOI

19 Mar 2008 – Radio Drill 1900 hrs

01 Apr 2008 – Staff Meeting 1900 hrs, SOI

15 Apr 2008 – Aux Meeting 1900 hrs SOI

19 Apr 2008 – Spring BBQ 1600 hrs at Waterway Park, St James

### **Sick Bay**

On 27 Feb 2008, after a long, heroic struggle with cancer, Rich Thompson crossed the bar. Condolences by all hands of 10-05 are extended to Rich's wife Marilyn, their daughter Andrea, and their son-in-law, Mike.

Bob Hancock's death was remembered by Jim Flowers. Bob, a member of 10-05 for many years, served as FSO-OP and SO-OP. He was a Lieutenant Commander in the British Navy during WWII, surviving the sinking of two ships in the Indian Ocean by the Japanese Navy.

## From the Galley

Assistant pollution investigator Stoddard will be our guest chef, and hopefully the food source will not be connected to his investigations.

## Doc Talk

Fats – the good, the bad, and the ugly:

*Good Fats* such as olive oil, canola oil and corn oil, are usually liquid at room temperature and are unsaturated.

*Bad Fats* such as butter, red meat and poultry skin, are saturated and are solid at room temperature.

*Ugly Fats* are hydrogenated or partially hydrogenated and are called “trans fats”.

## Back in Time

The blockade-runner Bendigo was described as a “topsail yard schooner steamship” of Liverpool design. Displacing 178 tons, iron ship Bendigo was constructed with a green hull pierced by 3 portholes fore and aft of her paddle boxes. She wore an elliptic stern bridge a thwart ships on top of her paddle boxes. She drew 8 feet, six inches of water. In early January 1864, the blockade-runner Bendigo ran aground at Lockwood’s Folly Inlet. Acting Rear Admiral S.P. Lee was aboard his flagship USS Fahkee when he discovered the grounded Bendigo. Since the monetary value of its cargo would be distributed among the discoverers, he was determined to take the Bendigo under tow. While assisting in the tow, the USS Iron Age of the North Atlantic Blockade Squadron ran hard aground also at the bar at 0900 hours 10 Jan 1864. When floating attempts failed, both vessels were torched at 0400 hours on 11 January 1864.

Today, approximately one third of the stern of the 162 foot USS Iron Age rests on the bar within the channel on the east side. In January 2008, an Army Corps of Engineers dredge working the channel at Lockwood's Folly Inlet sat down on the remains of the USS Iron Age. The dredge's hull was penetrated, creating a hole of approximately 2 feet in diameter. A side scan sonar image produced by the survey vessel Gillette clearly showed a significant portion of the Iron Age's stern in the channel. The dredge was pulled out of the water for repairs. Thus, the USS Iron Age, sunk in 1864, disabled the Corps' dredge in 2008.

Happily, the Bendigo still lies beyond the western edge of Lockwood's Folly channel.

"It's déjà vu all over again"

-Yogi Berra

That's all, folks,

Jack Hisley, FSO-PB