

June, 2007

## **The Loudhailer**

### **From the Bridge**

Quarterly Theme – QE check rides

Once again – be prepared as the checker is into details.

### **Recognitions**

George Stern, who occupies the “Old Salt” row along with Jim, Gerry and Vic, has served more than 20 years in 10-05.

George enlisted in the U.S. Navy at age 17 and shortly after his 18<sup>th</sup> birthday, shipped out on the anti-aircraft cruiser (CL[AA]) New Orleans which joined Task Group 38.1, Task Force 38, Third Fleet commanded by Admiral William F. Halsey. The mission of the Third Fleet was to support General MacArthur’s return to the Philippines. MacArthur decided to land at Mondora on 15 Dec 1944 and establish air base support for his invasion of Luzon. Ninety ships were involved in Task Force 38, which included the Yorktown in George’s Task Group 38.1 and the North Carolina, which was part of TG 38.3.

George’s battle station was in the #2 turret where he managed the optical sites used for fire control. His watch station was the AA computer room in a box 90 feet above deck, which became a precarious perch when the Fleet encountered a typhoon on 16, 17, and 18 December. His first awareness came when he was tossed out of his bunk while the New Orleans heeled 32<sup>0</sup>. George became appreciative of the power of 125 mph winds, 60 foot seas, pressure 26.30, and horizontal rain. While climbing down the ladder from his perch at the end of his 4 hr watch, his shirt was torn from his back and he crawled along the deck using safety lines to reach the nearest hatch. The New Orleans 790’ in length survived 32<sup>0</sup> heels.

The Third Fleet suffered much damage in that 790 sailors were lost, 147 aircraft were destroyed, two Farragut Class destroyers capsized and sank (Hull, Monaghan), a Fletcher Class destroyer (Spence) sank and 9 destroyers were severely damaged.

Two of the 3 ships that capsized and were lost were Farragut Class destroyers long known to have stability problems because of added weight topsides. Also there was the problem of near empty fuel bunkers (some ships were down to 15%). Halsey, who was focused on maintaining Fleet formation and his mission, was criticized by the Court of Inquiry for failing to heed the pressure reading and the seaman's eye.

During WWI, U.S. Navy ships had as their forecasting tools the barometer, a thermometer and the seaman's eye to look at the sky, determining the direction and force of the wind and the size of the swells.

Hurricanes or typhoons, as they are referred to in the Pacific, are elliptical storms some 300 miles in diameter with a 10-20 mile eye where the winds are calm, the seastate confused and the pressure low. The strongest winds are near the storm's center, flowing in a counter clockwise direction in our hemisphere. There are some practical rules of thumb regarding hurricanes:

1. Singer's Law – When the barometer drops 0.1 inch or more in 3 hours or less, you are in the storm's path so you'd better haul ass.
2. According to Bowditch, one of the first signs of an approaching storm is a pressure reading of 0.10 inches below the expectation for that area (average sea level reading 29.88).
3. In our hemisphere, to locate a storm's path, face the wind and look  $90^{\circ}$  –  $135^{\circ}$  to the right. The storm's center will be within that  $45^{\circ}$  arc.

4. Piddington's Horn Book suggests an average drop of 0.02 to 0.06 inches per hour indicates the storm's center is about 200 miles away.
5. The faster the rate of fall in pressure per hour, the faster the storm's approach.
6. Pressure decreases after the appearance of cirrus clouds.
7. Rules of avoidance:
  - a. Ships to the right of the storm's path facing the direction of the storm's travel are in the danger semicircle, hence should put the wind on the starboard bow and attempt to outrun it.
  - b. Ships in the direct path are on the left of the storm's track and are in the navigable semicircle, hence should put the wind on the starboard quarter and attempt to outrun it.

George still has vivid memories of that experience as well as some funny stories he would no doubt like to share. After the war when George's cruiser the New Orleans returned to its home city New Orleans, much fanfare was awaiting them on the wharf. The ship's commander was a former destroyer commander and was unfamiliar with the docking speed of a heavy cruiser. Needless to say, he violated the main principle Nancy Hahn teaches in the BS & S class and that is never to approach any faster than you want to hit the wharf.

As a footnote, the USS Dewey, a Farragut Class destroyer commanded by Captain Raymond Calhoun of Caswell Beach, heeled 75<sup>0</sup>, righted herself and survived the storm as well as the war. By now you have deduced that George's email address:

[noboatca32@aol.com](mailto:noboatca32@aol.com) is the New Orleans and not "no boat".

### Important Dates

16 Jun 2007 – ABC course 0800 Progress Energy

19 Jun 2007 – Aux meeting 1900 hr USCG Station OI

20 Jun 2007 – Radio drill 1900 hrs

03 Aug 2007 – Master Chief's COW @USCG Station OI

### Marine Safety

Division MS – Opportunity exists for those members interested in becoming a Marine Environmental Education Specialist (MEES). If interested, contact Jim Stoddard.

Monofilament Program – Boat U.S. grant has been issued and 10-05 will be assembling and installing monofilament bins in our area. All who are willing to participate, contact Jim Stoddard.

### ATON

Verifiers need to file their reports by July 2007. POC Floyd McLeroy FSOAN.

### From the Galley

Geoff Chaney will serve the Grog and salt pork at the 19 Jun Aux meeting.

### Sick Bay

Thoughts and prayers for...

Rich Thompson

Marvin Fullwood

Warren Edman's brother

Betsy Asimos

Jan Boland's mother

## Doc Talk

Fire Chief Frank Harrison reminds us that the tops of all drink cans are contaminated with all sorts of microbes so wash before drinking – the can's top, that is.

Fish oils are linked to better mental performance and a lowered risk of heart disease. Omega 3 fatty acids may help relieve neck and back pain. Scientists at the University of Pittsburgh gave 1200 mg of fish oil per day to people with neck and back pain and after 75 days, 60% reported relief. Omega 3's are believed to block inflammation. (Men's Health, Sept, 2006)

## From the Chain Locker

Four days after the Japanese attack on Pearl Harbor, Germany declared war on the United States on 11 Dec 1941. By the end of December, Operation Paukenschlag or Drum Roll launched the first wave of many German U-Boats toward the East Coast. The U.S. Navy didn't have the assets to provide escorts for the convoy systems as well as anti-submarine patrol.

In February 1942, eleven U-Boats left the pens for our east coast. Among them was Kapitän Lt. Erwin Rostin (Knights Cross) on U-158. U-Boat 158 was a 1XC class boat built at the AG Weser boatyard in Bremen. Her keel was laid 1 Nov 1940, she was commissioned 22 Sep 1941 by Kapht Rostin who was U-158's one and only commander. U-158 had a displacement of 1540 tons, length 76.76 m, beam 6.76 m, draught 4.7m, height 9.4 m. Her speed on the surface was 18.3 kts and submerged 7.3 kts with a range of 13450 miles @ 10 kts. The boat had a crew of 54. Her crush depth was 755 feet.

Class 1XC submarines were armed with 22 electric torpedoes whose range was 500m at 30 kts with an explosive charge of 650 lbs. This class boat also carried 33 magnetic mines, 7.5 feet long with an explosive charge of 1276 lbs.

During her brief combat tour 25 Sep 1941 to 30 Jun 1942, U-158 sank 17 ships and damaged 2. U-158 was depth charged by a USN VP 74 aircraft 30 Jun 1942 while running on the surface west of Bermuda. One of the depth charges lodged in the conning tower as the boat was diving. As the boat dove, the depth charge exploded, sinking U-158 and all hands at 32.50 N Latitude and 67.28 W Longitude (ATON WR 4).

One of the ships sunk by U-158 2110 Eastern war Time 13 Mar 1942 was the SS John D. Gill. The Gill, a tanker that was delivered new to her owners in late December 1941, was sunk near Carolina Beach at 33<sup>0</sup> 51.56 N latitude and 77<sup>0</sup> 58.49 West longitude, depth 61 feet at MLW. Fire and explosions were seen and heard 25 miles away. The Gill was 662 feet long with a beam of 148 feet and carried a crew of 49 merchant seamen in addition to a USN gun crew of 7 men.

Motor lifeboat 4405 from USCG Station Oak Island rescued 11 men and transferred them to CGC 186 for delivery to Doshier Hospital in Southport. Fifteen crew members and 4 USN gunners died. Most of the survivors suffered burns and hypothermia. Of the 15 bodies brought to Southport, 14 were interred elsewhere. Only the remains of messman Catalino Tingson was buried in Southport, hence his is the only name listed on the John D. Gill memorial.

Many thanks to Vic Keranan for his input on the sinking of the John D. Gill.

## Back in Time

For those of you who wondered why the flag at USCG Station I was at half-staff on 15 May 2007 (our monthly meeting), it was in recognition of Peace Corps Memorial Day.

**That's all, folks**

Jack Hisley, FSO-PB

-