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**USS TANG**  
COMMISSIONING COMMITTEE  
**NEWSLETTER**



*Creating a Strong Bond between \_ Tampa Bay, the USA\_ and a Great Ship  
The Tang Fish loves Florida's coral reefs*

Issue 1

2024 Fall

October 31, 2024

**LETTER FROM THE  
USS TANG (SSN-805)  
COMMISSIONING COMMITTEE**

Dear Friends of the United States Navy:

By way of an introduction, we are the Commissioning Committee for the USS TANG (SSN-805).

Thank you for your interest in the USS TANG Committee and its work in support of the commissioning and crew of the warship that will carry forward the name of the famous WWII submarine USS Tang (SS-306) and the cold war submarine USS Tang (SS-563).

We would welcome your involvement and support in our once-in-a-fifty-year project, and the engagement of anyone you might suggest. Our Committee and its supporters include members of United States Submarine Veterans Inc (USSVI) Tang Base in Tampa Florida,

Tampa Bay area businesses and residents, plus all Floridians and non-Floridians alike. The Committee will include many military (Navy/ Marine/Air Force/Army/Coast Guard) veterans and active duty, but most Committee participants will simply be patriots who want to make a difference for the young men and women who will sail aboard the USS TANG SSN-805 on "seen and unseen" missions in defense of our nation for decades to come.

R. Michael Cailor, Chairman  
USS TANG (SSN-805)  
Commissioning Committee

Mimi Donnelly—Ship Sponsor (see page 4)

Robert Brady, Vice Chairman  
Neil Kimes, Treasurer  
John Ranes, Secretary  
Dave Farrugia, Board Member, USSVI Rep  
Joe Luna, Southwest Region  
Ervin Easton, Northeast Region  
Anthony Benaglio, Southeast Region  
William (Bill) Andrea, At-Large USSVI Rep  
OPEN, Northwest Region  
OPEN, At-Large

**FEATURED IN THIS ISSUE**

Message from the Commissioning Committee	Pg. 1
Upcoming Events and construction schedule	Pg. 2
Vision & Mission Statements	Pg. 3
NAVAL POWER IN THE 21ST CENTURY	Pg. 4
HISTORY of the TANG Submarine	Pg. 5
John Philip Holland, Submarine Engineer	Pg. 6
School of the Boat—On Eternal Patrol	Pg. 7-8
BuildSubmarines.com Website	Pg. 9
	Pg.
	Pg.
	Pg.

View our website at  
<https://www.ssn-805.org/>

(continued on page 2)



The USS TANG SSN-805 Commissioning Foundation Inc. is a Florida non-profit corporation with Federal IRC Sec. 501(c)3 tax exempt status EIN 99-4450808.



(continued from page 1)

### UPCOMING EVENTS OF INTEREST

#### November 14, 2024- Thursday {4:00pm ET}: Planning Cmte

The USS Tang Commissioning Committee—Planning Committee will hold its first meeting on a virtual basis. Call-In will be thru a “ZOOM Meeting” over the internet. Email ... [bradyrobert305@gmail.com](mailto:bradyrobert305@gmail.com) .... if you want to join the meeting.

#### November \_\_, 2024- \_\_ (TBD) {4:00pm ET}: Executive Cmte

The USS Tang Executive Committee will hold its meeting on a virtual basis.

BELOW — the schedule for USS TANG (SSN 805) construction is still to be determined.

## Virginia Class Submarines

*Christened but not Commissioned Highlighted*

Number of Submarines of the Block Variant										
	1	2	3	4	5	6	7	8	9	10
<b>Block 1</b>	COMMISSIONED				4					
	Virginia 774 (EB)	Texas 775 (NN)	Hawaii 776 (EB)	North Carolina 777 (NN)						
<b>Block 2</b>	COMMISSIONED					6 (10)				
	New Hampshire 778 (EB)	New Mexico 779 (NN)	Missouri 780 (EB)	California 781 (NN)	Mississippi 782 (EB)	Minnesota 783 (NN)				
<b>Block 3</b>	COMMISSIONED							8 (18)		
	North Dakota 784 (EB)	John Warner 785 (NN)	Illinois 786 (EB)	Washington 787 (NN)	Colorado 788 (EB)	Indiana 789 (NN)	South Dakota 790 (EB)	Delaware 791 (NN)		
<b>Block 4</b>	COMMISSIONED				Christened				Laid Down	
	Vermont 792 (EB)	Oregon 793 (EB)	Montana 794 (NN)	Hyman G. Rickover 795 (EB)	New Jersey 796 (NN)	Iowa 797 (EB)	Massachusetts 798 (NN)	IDAHO 799 (EB)	Arkansas 800 (NN)	Utah 801 (EB)
<b>Block 5</b>	Named	Laid Down	Named							
	Oklahoma 802 (NN)	Arizona 803 (EB)	Barb 804 (NN)	Tang 805 (EB)	Wahoo 806 (NN)	Silversides 807 (NN)	John H Dalton 808	TBD 809	TBD 810	TBD 811

*Initials in parenthesis is the location of final assembly, Christening and Commissioning*

DONATIONS can be made to the USS TANG (SSN-805) Commissioning Committee through the United States Submarine Veterans Charitable Foundation at the following URL:

<https://www.ussvcf.org/uss-tang-commissioning.html>

or by contacting the Vice Chairman of the Commissioning Committee at:

**Robert Brady, 727-807-1012,**

or by email to ... [bradyrobert305@gmail.com](mailto:bradyrobert305@gmail.com) ...

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**Commissioning Committee Vision Statement**

Bring together the people of the Tampa Bay area and the Officers and Crew of the USS TANG (SSN-805) to celebrate in exemplary fashion the extraordinary honor of having a new ship of the line named for the WWII submarine Tang (SS-306) and cold war submarine Tang (SS-563).

Create a bond between the people of Florida, the entire USA, and the sailors of the USS TANG submarine which will last throughout the life of the ship and beyond.

Recognize with great honor, the men and women that have served and will serve throughout the history of the land we call the USA.

**Commissioning Committee Mission Statements**

Serve as the agent for the planning, preparation, funding and conduct of traditional and celebratory lay down, christening and commissioning activities under the guidelines of the Secretary of the Navy.

Plan and conduct a statewide/nationwide outreach of social, informative and educational activities to create the bond between the people of USA and those who serve in defense of our great nation on the USS TANG (SSN-805).

Identify and implement a sustainable program so that the crews & families of the USS TANG, from the first crew to all future crews, see tangible ongoing support from the people of Tampa Bay & the USA.

**THE SUBMARINE**

The USS TANG (SSN-805) is the first nuclear-powered fast attack submarine to be named in recognition of the WWII submarine Tang SS-306. The new submarine version of the TANG is part of the Virginia Class of submarines which are multi-mission submarines that perform a variety of peacetime and wartime tasks, including the following:

- Clandestine intelligence, surveillance, and reconnaissance
- Clandestine insertion and recovery of Special Operations Forces
- Clandestine strikes against land targets with Tomahawk cruise missiles
- Clandestine offensive and defensive mine warfare
- Anti-submarine warfare
- Anti-surface ship warfare

During the Cold War, anti-submarine warfare against Soviet submarines was the primary mission of our nuclear attack submarines. In the post-Cold War era, our nuclear attack submarines focused more on performing intelligence gathering. With a change in the global strategic environment, and a renewed emphasis on great power competition, preparation for anti-submarine warfare against Russian and Chinese submarines has become a major mission for our nuclear attack submarines.



## UNDERSTANDING NAVAL POWER IN THE 21ST CENTURY

Vice Adm. Jay Donnelly, former commander, Submarine Forces and commander, Allied Submarine Command, and husband of Mimi Donnelly (USS TANG SSN-805 ship sponsor) presented the following on the topic of why we need a strong Navy. Donnelly's presentation offered five reasons why the nation should maintain a strong Navy.

First, the "wealth" or prosperity of the nation is dependent on our Navy, "More than 90 percent of international trade moves on the ocean, and 99 percent of international data moves on undersea cables. Sea power defends American prosperity." The second and third reasons, which are interrelated, involve our international "connections" and "security." According to Donnelly, the relations we have with our Allies and Partners depend on our naval capabilities, "The U.S. joint force and the militaries of our allies and partners rely on the Navy's war-fighting capabilities and access to secure sea lanes. Sea power protects our homeland and enables America's armed forces around the world." Fourth, the Navy secures and upholds American values, "The freedoms and sovereignty guaranteed by international law depend on an ability to defend them. Sea power protects American values from those who would use intimidation or coercion to undermine international law." And, finally, "America's future is at sea." Coastal regions of the U.S. account for approximately 10 percent of its territory, however those regions constitute almost 40 percent of our population. Coastal population density is increasing in America and around the world. More than two-thirds of all people on earth live within 250 miles of a coastline. Sea power protects America's sovereignty and the homeland from attack.

Having laid out the rationale for having a strong Navy, Donnelly next highlighted some of the global challenges and risks the U.S. faces in terms of its two primary global competitors: Russia and China. Pointing to effects of global warming on the melting of the Arctic icecap, Donnelly displayed a map of the icecap showing current location of active Russian military installations along the northern sea route and compared the capabilities gap between U.S. and Russian vessels that can operate in the Arctic. Currently, the U.S. has two icebreakers while Russia operates 40. The Arctic is a geopolitical convergence point. Without new investment in Arctic capabilities, Russia's influence will greatly enlarge. The risk to the U.S. in this situation will be less protection for our commercial and scientific vessels, ineffective enforcement of international law, and an increasing threat to our national security.

With regard to China, Donnelly pointed to the long disputed claims the Peoples Republic of China have made on the maritime boundaries and islands within the South China Sea. Just as important as the boundaries and islands of the South China Sea is the fact that the region is also a major maritime route that links the Pacific and Indian Oceans. In recent years, disputes have risen among several countries that have made conflicting claims to the islands and waters of the South China Sea. Among the disputed island claims are the Spratly Islands which are claimed in whole or part by Malaysia, the Philippines, Taiwan, Vietnam, and Brunei. China, whose emerging leadership is under pressure to continue economic and military growth, is the principal threat and claims all of the disputed islands and most of the South China Sea basin. The Spratly Islands dispute has importance to U.S. national security interests because it involves island building projects to house military bases.

To tackle the challenges posed by our Chinese and Russian competitors, the U.S. Navy planned to grow its fleet from 297 to 355 vessels. However, former Secretary of Defense Mark Esper initiated a study that produced the Battle Force 2045 report which proposed a greater expansion of the U.S. Navy, growing it to over 500 ships by 2045. Battle Force 2045 calls for a number of changes, including a reevaluation of the role that large nuclear powered 'supercarriers' play in our national defense strategy; and, procuring smaller platforms and more unmanned platforms. Battle Force 2045 would grow the attack submarine force, supplement "supercarriers" with light carriers to achieve greater routine presence, and invest heavily in small and unmanned vessels for distributed operations.



## HISTORY of the TANG Submarine

USS Tang (SS-306) was a Balao-class submarine of World War II, the first ship of the United States Navy to bear the name Tang. She was built and launched in 1943, serving until being sunk by her own torpedo off China in the Taiwan Strait on 24 October 1944.

In her short career in the Pacific War, Tang sank 33 ships totaling 116,454 tons. Commander Richard O'Kane received the Medal of Honor for her last two engagements (23 and 24 October 1944).



Tang was sunk during the last engagement by a circular run of her final torpedo, going down in 180 ft (55 m) of water. 78 men were lost, and the nine survivors were picked up by a Japanese frigate and taken prisoner of war. This was the only known time that a Momsen lung was used to escape a sunken submarine.

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USS Tang (SS/AGSS-563), the lead ship of her class was the second ship of the United States Navy to be named for the Tang.

She was the first American submarine designed (as opposed to modified) under the Greater Underwater Propulsion Power Program (GUPPY) for underwater performance rather than

surfaced speed and handling. Key features included removing the deck guns, streamlining the outer hull,



replacing the conning tower with a sail, installing new propellers designed for submerged operations, installing more air conditioning and a snorkel mast, and doubling the battery capacity.

The contract to build her was awarded to the Portsmouth Naval Shipyard on 16 May 1947. Her keel was laid down on 18 April 1949. She was launched on 19 June 1951 sponsored by Mrs. Ernestine O'Kane, the wife of Richard H. O'Kane, and commissioned on 25 October 1951 with Commander Enders P. Huey in command.



## Meet the American who launched modern submarines, John Philip Holland, 'brilliant' self-taught engineer.

<https://www.foxnews.com/lifestyle/meet-american-who-launched-modern-submarines-john-philip-holland-self-taught-engineer>

Unfathomable story of self-taught engineer born in Ireland, reshaped global warfare — yet died in poverty. By Kerry J. Byrne, Fox News.

John Philip Holland's brilliance transcended time, distance — and depth.

Widely proclaimed "the father of the modern submarine," Holland was born in Ireland and moved to the United States as a young man with the audacious idea of building a "submergible torpedo boat" that could fight silently beneath the waves.

He succeeded in remaking maritime history despite no formal mechanical, engineering or military training.

"He was a brilliant and instinctive engineer," Holland biographer Lawrence Goldstone told Fox News Digital. Goldstone chronicled Holland's unfathomable story in his 2017 book,

"Going Deep: John Philip Holland and The Invention of the Attack Submarine." He figured out how to use the principals of undersea navigation to create a weapon that totally changed naval warfare, said Goldstone.

The USS Holland (SS-1), the first U.S. Navy submarine, was commissioned on Oct. 12, 1900. The state-of-the-art American vessel, Holland's design, inspired a revolution in military technology. France, Japan and Britain each pursued their own design based on the early Holland vessels, reports the U.K.'s Shipwreck Centre and Maritime Museum on the Isle of Wight. The first British submarine, HMS Holland 1, was commissioned in 1901.

The museum adds, "Germany's own experiments had not been successful, and they decided to experiment with a Holland vessel." Holland became a U.S. citizen but would achieve neither fame nor fortune in the land of opportunity. His intellect, it turned out, faced one challenge too deep to overcome. "Holland was naive," said Goldstone.

Isaac Rice, an equally brilliant but "ruthless" electric-automobile pioneer, became a business partner and outmaneuvered the inventor to gain control of J.P. Holland Torpedo Boat Co. and his intellectual property.

Rice transformed Holland's business into Electric Boat. Now a division of General Dynamics, Electric Boat has built much of the U.S. Navy submarine fleet, as well as boats for many other nations, for nearly 125 years.





## School of the Boat

*The senior enlisted person on a submarine is known as the Chief of the Boat (COB). One of the COB's jobs is to provide training for new personnel. That training is referred to as the "School of the Boat."*

*This column is intended for newsletter subscribers who may have no military background and those unfamiliar with submarines and Idaho's extensive Naval history.*

## On Eternal Patrol

By: Rick Gilchrist, Captain, USN (ret)

Men have been going "down to the sea" for eons. The oceans have been the source of food, the means of transportation, a place for recreation and a theater of war. Many of those who chose the sea never returned.

When U.S. Navy surface ships go on deployment to the far ends of the earth, the deployments are referred to as "cruises". When submarines are deployed, they are "on patrol". Combat deployments are called "war patrols". Patrols by ballistic missile submarines are called "deterrent patrols". A patrol lasts from the time a submarine leaves port until it returns. When a submarine doesn't return, submariners say it is "on eternal patrol".

The first documented record of a submarine being used in combat occurred in 1776 during the American Revolutionary War. A submersible vessel 10 foot long by 6 foot high by 3 foot wide was designed by a man named David Bushnell. With an air supply of about 30 minutes and a speed of about 3 mph, the "Turtle" as it was called was supposed to attach explosives to the underside of British warships in New York harbor. Several unsuccessful attempts were made before Turtle's transport ship was sunk with Turtle aboard. She was supposedly recovered but her final location is unknown.

It wasn't until the Civil War that a submarine was successfully used in combat. That was the Confederate submarine, H. L. Hunley. It sank on one of its first training missions in August 1863. Five crewmembers died. It was raised, returned to service, and sank again two months later. Eight crew including the boat's inventor, Horace Hunley, died this time. She was recovered again and returned to service. In February 1864, she was outfitted with a torpedo attached to a long pole which she rammed into a Union ship, the USS Housatonic. The blast killed five of the Housatonic's 155 crewmen and caused the Housatonic to sink in about five minutes. The Hunley was also damaged and sunk yet again, killing all eight of her crew. The Hunley and her crew remained on eternal patrol for 136 years until they were recovered in 2000. The remains of the eight crewmen were laid to rest in 2004.



Turtle Model at Royal Navy Museum.



The Remains of the H. L. Hunley. Photo: College of Charleston

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There were no submarines lost during World War I, but World War II was a different story. Fifty-two submarines were sunk, two to friendly fire, three to defective torpedoes that circled back and detonated and six to accidents/running aground. Thirty-three are known to have been sunk by Japanese air and surface forces, while another eight went missing while on patrol and are presumed sunk by Japanese mines.

The entire crew was lost on 35 of the 52 submarines sunk during the war. Casualties on the remaining 17 boats ranged from 1 to 79.

Of all the losses suffered by American forces during that war, the submarine service had the highest casualty percentage. An estimated 16,000 submariners served during that conflict with 375 officers and 3,131 enlisted men remaining on eternal patrol. That's nearly one in five submariners that served.

Since the end of World War II in 1945, four submarines have been lost. They are:

- The USS Cochino (SS-345) which sank in August 1949 after a violent storm off Norway caused a fire and battery explosion. After 14 hours of trying to save the boat, the crew abandoned her with the loss of only one life.
- The USS Stickleback (SS-415) was participating in anti-submarine warfare exercises near Hawaii in May 1958, when she lost power and surfaced just ahead of the on-coming destroyer escort USS Silverstein (DE-534) which rammed her and caused her to sink. No lives were lost.
- The USS Thresher (SSN-593) sank in April 1963 during deep-diving trials. She failed to surface, exceeded crush depth, and took the lives of all 129 aboard.
- The USS Scorpion (SSN-589) sank in May 1968 from unknown causes. All 99 aboard died.



Stickleback Rammed by Silverstein (Photo: U.S. Navy)

The Navy Hymn has several variations written for various subsets of Navy personnel (air, surface, law, Seabees, Marines, nurses, Coast Guard, space travelers, women, families left behind, ships, etc.) The first verse of the Hymn is the same for all, followed by the prayer for the specific group. The submariner's version written by David B. Miller in 1965, goes like this:

Eternal Father, strong to save,  
 Whose arm has bound the restless wave,  
 Who bidd'st the mighty ocean deep  
 Its own appointed limits keep.  
 O hear us when we cry to thee,  
 For those in peril on the sea!

Lord God, our power evermore,  
 Whose arm doth reach the ocean floor,  
 Dive with our men beneath the sea.  
 Traverse the depths protectively.  
 O hear us when we pray and keep  
 Them safe from peril in the deep.

To all those on eternal patrol, thank you for your sacrifice and may you rest in peace. Amen.



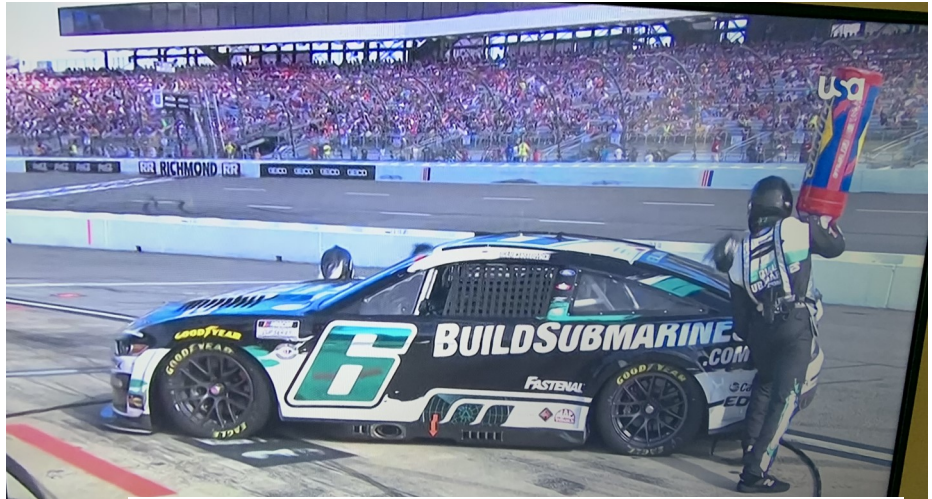




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NASCAR—Car No. 6 driven by Brad Keselowski

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