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Black navy war 2 games 77

Nội dung này yêu cầu plugin Flash Player đã chạy được. Các trình duyệt hiện đại sẽ chạy được Flash tháng 12 năm 2020. Chúng tôi đã xuất download the browser Y8 tiếp tục thường xuyên nhưng nội dung này. My Kong Trending with Friends Activity Feed g Register or sign in to start receiving activity updates from all over Kongregate! Dev Forums Continue reading the main story Privacy Explorers found the U.S. Grayback under 1,400 feet of water after realizing that a poorly translated Japanese war record had pointed searchers in the wrong direction. Tim Taylor, an underwater explorer, created Project Lost 52 with the aim of finding the wrecks of all American submarines lost during World War II. Credit... Mary Inhea Kang for The New York TimesPublished Nov. 10, 2019Updated Dec. 2, 2019A 75-year-old mystery has been solved, and the families of 80 American sailors lost at sea will now have closure: the U.S. Grayback has finally been found. It was hidden from discovery all this time by an errant single digit. The mystery began on January 28, 1944, when the Grayback, one of the most successful American submarines of World War II, left Pearl Harbor for its tenth combat patrol. At the end of March it took more than three weeks to return, and the Navy listed the submarine as missing and allegedly lost. After the war, the Navy tried to put together a full story of the 52 submarines it had lost. The story, aired in 1949, gave approximate locations of where each submarine had disappeared. The Grayback was believed to have fallen into the open ocean 100 miles east-southeast of Okinawa. But the Navy, unknowingly, had relied on a flawed translation of Japanese war records that mistaken a digit in the latitude and longitude of the place where the Grayback had probably reached its end. The error was not detected until last year, when an American underwater explorer asked an investigator, Yutaka Iwasaki, to make wartime records from the Imperial Japanese Navy base in Sasebo. The files included daily radio reports from the naval air base in Naha, Okinawa - and the entry for February 27, 1944, contained a promising advantage. The report that day said an aircraft carrier-based bomber Nakajima B5N had dropped a 500-pound bomb on a submarine, hitting only one octopus from the condensation tower. The submarine exploded and sank immediately, and there were no survivors. On this radio disc, there is a longitude and latitude of the attack, very clearly, Mr. Iwasaki said. And it didn't match what was in Navy history in 1949, not 100 miles. Mr. Iwasaki is an engineer he lives in Kobe, Japan, and who became fascinated as a teenager with Japanese merchant ships in World War II - four-fifths of which were sunk during the war, he said. Discovering the history of those of those necessarily put him in touch with the records of the submarines. For me, finding U.S. submarines is part of my activity to introduce the tragic history of war, he said. It's my hobby, and also my passion. His work in Japanese shipping had brought him to the attention of Tim Taylor, an underwater explorer who has set out to find the wrecks of all the American submarines lost in the war. In 2010, he found his first submarine, the U.S. R-12, in Key West, Fla., where he sank during a training exercise in 1943. He created the privately funded Lost 52 project to locate the rest, relying on technology that had been available only in the last 10 to 15 years. Mr. Taylor says that of the 52 lost U.S. submarines, 47 are considered discovered, the other five were executed or destroyed in known places. Taylor and his wife, Christine Dennison, have been searching for these 47, and have begun to focus on those that were likely sunk near Japan. Through their work in underwater exploration, Mr. Taylor was introduced to Don Walsh, a former Navy submariner who, as a lieutenant in 1960, reached the deepest point of any ocean on Earth, in the Mariana Trench near Walsh gave Mr Taylor his copy of the Navy's 1949 history, U.S. Submarine Losses, World War II. Armed with information from this book and the discovery of Mr. Iwasaki, Mr. Taylor and the Lost 52 team decided to make a race to find the Grayback. ImageMr. Taylor created the Lost 52 Project to locate the missing American submarines from World War II, relying on technology that had been available only in the last 10 to 15 years. Credit... Tim Taylor/Lost52 Project Grayback's last patrol was his third under Cmdr. John A. Moore, who had been awarded the Navy Cross for each of the first two. His third Navy Cross would be awarded posthumously, after the submarine sent 21,594 tons of Japanese shipment to the bottom on its latest mission. In total, the Grayback sank more than a dozen Japanese ships. The Navy believes submarines like the Grayback are still on patrol. As Commander Moore did 75 years earlier, Mr. Taylor launched his mission to Okinawa this spring from Hawaii. When they arrived in Japanese waters in June, he and his team fought through mechanical and electrical problems that hit their mission. They were looking for an area where the ocean was 400 feet deep, and their main search tool was a 14-foot-long autonomous underwater vehicle that weighed thousands of pounds that Mr. Taylor compared to an underwater drone. It would be submerged just a few hundreds of feet above the seabed and then spend 24 hours pinging with different sonars back and forth through about 10 square nautical miles. When the drone returned to the mother ship, technicians downloaded their data, using computer software to sew all the images from the sonar into a coherent image could quickly be reviewed. A grainy image of U.S. Grayback lies at a depth of 427 feet off the coast of Okinawa, Japan. Tim Taylor and his team in Project Lost 52 located the wreck using an autonomous underwater vehicle to collect data from a few hundred feet above the seabed. Credit... Tim Taylor/Lost 52 Project When you're in these places, it feels as if you're a breakdown away from having to go home, said Mr Taylor of the search area. So every day is beautiful. The day after the last day of the expedition, the drone reported a malfunction of a third of the way through a planned 24-hour mission. As they recovered the drone, Mr. Taylor said, half of its crew began preparing the ship to return to port, thinking the vehicle was likely to be beyond rapid repair. But Mr Taylor began reviewing images captured by the drone. He quickly detected two anomalies on the seabed, and read another of the ship's remotely operated vehicles to visit the bottom. Unlike the drone, it was manually directed from the mother ship, and had high-definition cameras. Within hours, Mr Taylor was looking at Grayback's helmet and, lying about 140 metres away, was the submarine's deck gun, which had been ejected when the bomb exploded. U.S. Grayback was on his 10th combat patrol when he sank on February 27, 1944, hit by a 500-pound Japanese bomb just a pop from his condensation tower. Credit... Tim Taylor/Lost52 Project We were elated, Mr Taylor said. But it's also sobering, because we've just found 80 men. The next day, Mr. Taylor and his crew held a ceremony to remember the lost sailors aboard the ship and called their names one by one. One of those names was John Patrick King. His nephew John Bihn, of Wantagh, N.Y., is named after him. Bihn, who was born three years after the Grayback went down, remembers him as a constant presence at his maternal grandparents' house, where a black-and-white photo of the submarine hanging in the living room near a black frame holding mr. King's Purple Heart medal and citation. But in his family, the subject of his uncle's death was too sad to ask, Mr. Bihn said. My mother cried very often if you talk to her about it. With no one to bury, Mr. Bihn's grandparents, Patrick and Catherine King, commemorated their son on his own gravestone. Under their names, Mr Bihn said, they had recorded, John Patrick King 'Lost in Action.' Mr Bihn received a text message from his sister Katherine Taylor (unnamed to Tim Taylor) two weeks ago, saying the Grayback had been found. She had received the by Christine Dennison. I was stupid, he said. I couldn't believe it. I would like my parents to be alive to see this, because it would certainly make them very happy, he added. In a video taken by the vehicle he examined wreckage, Mr. Bihn said, the camera leaned upwards at one point to show the condensation tower, and a READ PLATE USA Grayback was easy to see. It's as if someone erased it, Mr. Bihn said. It's like I want to be found.

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