

Now available to the public by subscription. See Page 47

American Submariner

Volume 2017
3rd Quarter
\$6.00



**Last Chance!
2017 Convention Info
Page 28**

The "Atlantic Sail" - The USS Greenfish (SS-351), a Balao class boat showing the tall sail (or "North Atlantic Sail", as they were sometimes called) a singular characteristic of the GUPPY III boats. This was distinct from the so-called "step sail" of all of the other GUPPY submarine classes. See page 5 for more details.

Download your *American Submariner* Electronically - Same great magazine, available earlier.
Send an E-mail to ASOptOut@ussvi.org requesting the change.

ISBN LIST 978-0-9896015-0-4 AMERICAN SUBMARINER



Fight mesothelioma with knowledge.

If you or a loved one have been diagnosed with mesothelioma, download our free book on asbestos cancer.

It will help answer many of the questions you have about this rare disease. Learn about how asbestos companies hid the dangers of their product and your legal rights to fight back.

Galiher DeRobertis Waxman has a 30-year track record of winning for victims of mesothelioma. Veterans who served aboard submarines or worked in shipyards are especially at risk.

Visit GaliherLaw.com to download your free mesothelioma book, or call now to speak directly with a lawyer experienced in handling these cases.



Galiher DeRobertis Waxman

ATTORNEYS AT LAW

GaliherLaw.com (800) 322-3996

AMERICAN SUBMARINER

This Official Magazine of the United States Submarine Veterans Inc. is published quarterly by USSVI. United States Submarine Veterans Inc. is a non-profit 501 (C) (19) corporation in the State of Connecticut. Printing and Mailing:
A. J. Bart of Dallas, Texas.

National Editor

Chuck Emmett
7011 W. Risner Rd.
Glendale, AZ 85308
(623) 455-8999

[American-Submariner@
cox.net](mailto:American-Submariner@cox.net)

Assoc. Editor - Revenue

Paul Hiser
(215) 317-5666

paulhiser@gmail.com

Assoc. Editor - Distribution

Neal Britner
(315) 409-8476

nbritne1@twcny.rr.com

Boat Sponsorship Program

Vic Van Horn
(708) 609-9840

vmjvanhorn@aol.com

Review Associates

Bill Andrea
Dick Kanning
Richard Kunze
Wayne Clark
John Stanford

Staff/Artist

Tom Denton
gcmfish@verizon.com
(301) 845-0049

The American Submariner is not responsible for the claims of the Advertisers; however the primary focus of this publication is for the benefit and service to USSVI members. Issues concerning Advertisers may be sent to the Editorial Staff for mediation.

NOTE

The direct phone numbers
for the

**American Submariner
Editor**

are
(623) 455-8999
Mobile
(623) 478-2653

Table of Contents

<u>Page Number</u>	<u>Article</u>
3	Table of Contents, Masthead, Deadlines for Submission
4	Notes from the National Officers
3	From the Cover . . .The "Atlantic" or "High" Sail
3	Polaris Missile and the FBM (con't in centerfold)
4	Selected USSVI Contacts & Committees
8	USSVI Regions and Districts
8	The USSVI Parliamentarian
10	" Now Hear This " - Important messages to all SubVets
11	Letters to the Editor
13	" How I See It " - Message from the Editor
13	Book Review: "The Navy Gave Me Shoes"
14	A Message from the Chaplain
17	" Lest We Forget " - Lost Boats for the 3rd Quarter
18	Shipmates on Eternal Patrol for the 3rd Quarter
21	Kap(SS) for Kid(SS): Groton Base
23	Brag, Boast, etc. . . .News from Bases Around the Country
24-25	Centerfold: USS George Washington (SSBN-598)
26	continued: Brag, Boast, Educate
28 -30	2018 Convention Insert
32-33	BSP Section
34	List of New Members
35	RV-ing or SUBS
36	Boat Reunions
38	continued: Brag, Boast, Educate
45	American Submariner Advertising Rates
46	Application for USSVI Membership
47	Change of Address Form
48	Mailing Page

Deadlines for Magazine Submission

**Deadlines have changed to even out the time
between issues and to ensure each issue is released
firmly within its quarter.**

(2017)

1st Quarter 2017 Issue – Thursday, January 5

2nd Quarter 2017 Issue – Wednesday, April 5

3rd Quarter 2017 Issue – Wednesday, July 5

4th Quarter 2017 Issue – Thursday, October 5

Articles received after the deadlines may be considered for publishing in the next scheduled edition of the magazine. All articles are published at the sole discretion of the National Editor.

AMERICAN SUBMARINER COPYRIGHT 2017

The **American Submariner** and all material therein is copyrighted under the laws of the **United States of America** and any reproduction in any form, analog or digital, without the written permission of the Editor is forbidden by law. All permitted reproduction requires acknowledgment of source, author and the **American Submariner**.

USSVI National Officers



National Commander

John Markiewicz
jemjax2@att.net
(904) 743-2924



National Sr. Vice COMDR

Wayne Standerfer
lwaynes@charter.net
(972) 298-8139



National Jr. Vice COMDR

Bill Andrea
wcanabria@bellsouth.net
(561) 790-1287



National Secretary

Ray Wewers
raywewers@gmail.com
(479) 967-5541



National Treasurer

Paul Hiser
paulhiser@gmail.com
(215) 317-5666

Immediate Past Nat. COMDR

Al Singleman
al@ssbn657.com
(518) 355-2119

3rd Quarter - Notes from National Officers

This section is special . . . special for a National Officers' messages to shipmates. Not every Officer will have input every issue but if they do have something to share, it will be here.



National Commander

-John Markiewicz

As I approach the end of my first year in office, I remain enthusiastic that we can and will accomplish most of the goals set for my two-year term. In the early years of our organization a lot of short cuts were taken and a lot of organizational structures were set up that, while they may have been suitable for a small reunion group, are no longer appropriate or proper for a multimillion-dollar non-profit corporation.

Our Board of Directors has moved steadily toward putting USSVI into a business mode of operation both during Al Singleman's term of office as National Commander and has continued during the first year of my term. I plan to continue this effort through the second year of my term and ask you all to be patient as we work through the hurdles and rough spots we

are sure to encounter as we progress through our restructuring.

Our new Website and Data Base are rapidly approaching completion and, after making some changes to our contracted web design team, we are expecting to go live with it sometime this month, around the 17th of July give or take a few days. I have seen a preview of it several times this year as we progressed towards getting the job done and think you all will be as impressed as I am with it. It will be much easier to maneuver around the website and will be compatible with all the newest media, including I-pads and I-phones. Congratulations to IPNC Al Singleman for all of his work coordinating this project with his "get it done" attitude.

One disturbing trend that has been observed is that some Base POCs or Base Commanders are reluctant and, in some cases, have actually refused

to forward POC messages and other communications from their District Commanders, Region Directors and National Officers on to their Base Members. This is not an option, communications must flow freely both up and down the different levels of our organization in order for it to function efficiently. Our new Website Tools function (it may not be called tools) will resolve this, at least for the downward flow of information, in that it will allow for direct broadcasts direct to the appropriate members from each level of administration. For the upward flow of information, it will also replace the email system in the current website, which no longer functions properly and could not be updated, to once again allow email addresses to be assigned to National Officers and be transferred to the new incumbent after an election.

(Continued at "Messages" on page 7)

FROM THE COVER . . . THE "ATLANTIC" OR "HIGH" SAIL A GUPPY III SIGNATURE

The tall sail (or "North Atlantic Sail", as they were sometimes called) was a singular characteristic of the GUPPY (Greater Underwater Propulsive Power) III boats, distinct from the so-called "step sail" of all of the other GUPPY submarine classes. This class of GUPPY was devised to address a problem with the GUPPY II in that they were very cramped primarily by retaining all four diesels.

Devised in 1959, the USS Tiru was the prototype GUPPY III boat. She was cut in half and lengthened with a 12½ foot section forward of the control room to create space for a new sonar room, berthing, electronics, and storerooms. The removal of the sonar room from the forward torpedo spaces allowed an increase in the number of reloads. Crew spaces were also refurbished. As in the GUPPY IIA conversion, one diesel engine was removed.

From 1961 to 1963, eight more GUPPY II boats were upgraded to GUPPY III standard. These boats differed from Tiru by adding a 15' section forward of the control room. They also retained all four diesel engines.

All boats received the BQC-4 PUFFS passive ranging sonar, identifiable by the three shark-fin-like sonar domes added to the topside superstructure. The conning tower in the sail gained an additional five-foot section to accommodate the Mk 101 fire control system and Mk 37 director. All GUPPY III boats received a plastic sail.



The fire control upgrades allowed GUPPY III submarines to fire the Mark 45 nuclear torpedo.

The GUPPY III conversion was part of the Fleet Rehabilitation and Modernization (FRAM) program. All 24 GUPPY II boats were originally slated to receive the GUPPY III upgrade, but budgetary constraints limited the program to a total of nine boats. Despite their extensive modifications and upgrades, the GUPPY III boats served only slightly longer than the rest of the GUPPY fleet.

GUPPY III boats

1. Clamagore
2. Cobbler (became TGC Çanakkale (S-341) Turkish Navy)
3. Corporal (became TCG 2. İnönü (S-333) Turkish Navy)
4. Greenfish (became Amazonas (S-16) Brazilian Navy)
5. Tiru
6. Trumpetfish (became Goiás (S-15) Brazilian Navy)
7. Remora (became Katsonis (S-115) Hellenic Navy)
8. Volador (became "Gianfranco Gazzana-Priaroggia" (S 502) Marina Militare)
9. Pickerel (became "Primo Longobardo" (S 501) Marina Militare)

POLARIS MISSILE AND THE FBM SUBMARINE – SUCCESS IS NOT DOING WHAT THEY WERE BUILT FOR



USS George Washington (SSBN-598) was the United States's first operational ballistic missile submarine. It was the lead ship of her class of nuclear ballistic missile submarines, was the third United States Navy ship of the name, in honor of George Washington (1732–1799), first President of the United States, and the first of that name to be purpose-built as a warship.

Construction and launching



George Washington during her launching ceremony in Groton.

George Washington's keel was laid down at Electric Boat Division of General Dynamics, Groton, Connecticut on 1 November 1958. The first of her class, she was launched on 9 June 1959 sponsored by Mrs. Robert B. Anderson, and commissioned on 30 December 1959 as SSBN-598 with Commander James B. Osborn in command of the Blue crew and Commander John L. From, Jr. in command of the Gold crew.

*(Continued as part
of the Centerfold, page 24.)*



Selected USSVI Appointed Contacts and Committees

EDITOR NOTE: *This list is of those topics thought to be needed the most. Keeping ones that have a very rare usage seemed rather space-wastful. But, this is just my "best guess" and it's not based on anything else.*

If you think I should add a listing (or possibly delete one) please send me an e-mail with your choice and reasoning and it will be added in the next issue. But remember, all of these are listed on the web page.

USSVI MEMBERSHIP COMMITTEE

Chairman - Bill Andrea (NJVC)
(561) 790-1287
wcandrea@bellsouth.net

WAY and MEANS COMMITTEE

Chairman - Wayne Standerfer (NSVC)
(972) 298-8139
lwaynes@charter.net

CONSTITUTION & BY-LAWS COMMITTEE

Chairman - Skip Turnbull
(National Parliamentarian)
(217) 487-7710
Sub351@aol.com
Members - John Markiewicz (NC)
Al Singleman (IPNC)

VETERANS AFFAIRS COMMITTEE

Chairman - Ron Martini
(307) 674-9847
rotini@bresnan.net
Member - Brian Steffen
(803) 897-2480
bsing4evr@aol.com

VETERANS AFFAIRS OFFICER

Brian Steffen
(see page 4)

AWARDS COMMITTEE

Chairman - John Stanford

Have a shipmate or group that is outstanding within USSVI? John Stanford is where decisions are made to award them. All awards are presented at the Annual Conventions.

(904) 743-3197
Jstan131@comcast.net

NATIONAL CONVENTION COMMITTEE

Chairman - Richard (Ozzie) Osentoski
Members - Carl Schmidt (PNSVC)
Hubert Dietrich (DCOY)

NATIONAL SCOUT PROGRAM MANAGER

David Farran (CRD)
(319) 352-1015
bream243@q.com

BOAT SPONSORSHIP PROGRAM

Victor Van Horn
(708) 609-9840
vmjvanhorn@aol.com

SEE MORE DETAILS ON THE PROGRAM, PAGE 32

BOARD OF INQUIRY COMMITTEE

Chairman - Ross Sargent (Judge Advocate)
Members - Dutch Holland
Herbert Orth
Bill Windle

NATIONAL HISTORIAN

Peter Koester

SUB SCHOOL PHOTO MANAGER

Shawn Brown

NATIONAL STOREKEEPER

Barry Commons
(925) 625-7848
bcpatch@bcpatch.com

HOLLAND CLUB CHAIRMAN

Bud
(860) 440-3120
bud-tmcm-ss@sbcglobal.net

KAP(SS) 4 KID(SS)

John Riley
(203) 668-9131
kaps4kids@subvetsgroton.org

Veterans Related Problems? USSVI has an appointed National Officer for just these problems:

Veterans Affairs Service Officer

Brian Steffen

271 Horse Pond Road
Elloree, SC 29047-9527
(803) 897-2480

bsing4evr@aol.com





USSVI Purpose



Our purpose is, "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 of America and its Constitution."

"In addition to perpetuating the memory of departed shipmates, we shall provide a way for all Submariners to gather for the mutual benefit and enjoyment. Our common heritage as Submariners shall be strengthened by camaraderie. We support a strong U.S. Submarine Force."

"The organization will engage in various projects and deeds that will bring about the perpetual remembrance of those shipmates who have given the supreme sacrifice. The organization will also endeavor to educate all third parties it comes in contact with about the services our submarine brothers performed and how their sacrifices made possible the freedom and lifestyle we enjoy today."

Messages (from page 4)

Looking forward to seeing you all in Orlando on September 1st for our 2017 National Convention, let's make this one of the largest and most popular conventions ever.

National Senior Vice Commander

- Wayne Standerfer

We have now passed the halfway point of 2017 and are less than 2 months away from the start of our 2017 National Convention in Orlando. Our annual Conventions enable us to revert to "a time that was", meet up with old shipmates, and revive the camaraderie and memories of great times, scary moments and everyday life of serving aboard submarines. Guys, look at your calendars and take note; our age is shortening the number of opportunities we have to do these things!

Our shipmates in Central Florida have been working very hard to ensure that we have a great week laying back and enjoying the numerous amenities offered by the beautiful (nationally rated 4-star) Rosen Shingle Creek Resort Hotel. However, as with any scheduled event, they need to know how many are coming, so the procrastinators need to get off their rear ends, make hotel reservations, and send in their registration forms.

The details for the 2018 Cruise are still a mystery as of deadline time for this article, but hopefully we will know something by the time the magazine is delivered. The cruise lines now seem to have a policy of not publishing details

(including pricing) outside of one year to 18 months of the departure time, even for large parties like us...business must be great! Convention Chairman Richard (Ozzie) Osentoski is staying on top of this and will publish the details as soon as they are known.

Looking forward to seeing all of you in Orlando,

Wayne Standerfer
NSVC

National Junior Vice Commander

- Bill Andrea

Shipmates, as of this writing, we have made a small gain in the number of War Veterans since the last report, but are still 131 short of reaching our War Veteran status. While this is still quite a way from our goal, we should make significant gains and regain our status when we start offering a dues waived "trial membership" to all current active duty qualified submariners. Since all members that served from August 2, 1990 are classified as War Vets by the IRS, any of these new "trial" members will count for us. We are currently waiting for the new web site to become active before offering these memberships to the Fleet, and will probably start the program after the Convention in Orlando.

Speaking of the website, we are expecting the new website to be operational by the Convention, and there will be training sessions on how to navigate and use the new site for both general members and "Tools" users. Our pool of prospective new members are a lot more "computer and technology savvy" than the majority of us "old-timers", and the necessity of a more up to date website, concurrent with the times was a high priority. Not only did it have to cater to the younger sailors out there, but also had to be easy to navigate for our current members. We feel the developers did a good job of accomplishing this, and although there will be a "learning curve" transitioning from the old system to the new, it should go smoothly.

Come join your Shipmates in Orlando for some good times and good memories. Remember, part of our Creed/Purpose in addition to "***Perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their country,***"... is: "***we shall provide a way for all Submariners to gather for the mutual benefit and enjoyment.***"

(Continued with National Treasurer comments at "Messages" on page 9)



USSVI Regions and Districts

This information is provided for assistance in contacting a USSVI Base. Information may be verified on the USSVI web site,

www.ussvi.org

or contact the National Office at (877) 542-DIVE



Western Region

Regional Director: Robert J. Bissonnette
(619) 644-8993

rjbissonnette2011@gmail.com

Western District 1 (AZ, NM)

District Comdr: Jim Denzien
(623) 547-7945

jdenzien@cox.net

Western District 2 (CO, UT)

District Comdr: Eugene J. Nagel
(303) 659-4061

gnagel@totalspeed.net

Western District 3 (ID, MT, WY)

District Comdr: John Steve Wilson
subs566@outlook.com

Western District 4 (WA, OR, AK)

District Comdr: Albert W. Durkee
(360) 908-3050

durkeal@gmail.com

Western District 5 (Northern CA, NV)

District Comdr: Peter (Pete) T. Juhos
dsv3.ss1@gmail.com

Western District 6 (Southern CA, NV and HI)

District Comdr: R.J. "Rocky" Rockers
(760) 712-6996

ssbn628@netzero.net

Western District 7 (WY, MT, Western SD and NE)

District Comdr: Ron Martini
(307) 674-9847

rontini@bresnan.net

Central Region

Regional Director: David L. Farran
(319) 352-1015

bream243@q.com

Central District 1 (AR, KS, MO, OK)

District Comdr: Carl Schmidt
(501) 843-7855

bonnynclyde@classicnet.net

Central District 2 (WI, IL, IN, MI, OH)

District Comdr: Victor P. VanHorn
vmjvanhorn@aol.com

Central District 3 (MN, ND, SD, NE, IA)

District Comdr: Glenn Harris
(712) 221-5962

geharris611@yahoo.com

Central District 4 (TX)

District Comdr: Wyvel "Tom" Williams, III
(512) 632-9439

texsubvet@yahoo.com

Central District 5 (KY, TN)

District Comdr: Marlin Helms, Jr.
(865) 387-5625

marlinhelms@gmail.com

Eastern Region (North)

Regional Director: Les Altschuler
(609) 395-8197

CdrNJNorthbase@hotmail.com

Northeast District 1 (New England)

District Comdr: Peter J. Koester
(978) 500-5085

SubGuySS@verizon.net

Northeast District 2 (Lower NY, NJ, Philadelphia)

District Comdr: Michael E. Bost
(732) 979-4831

SubVet635@aol.com

Northeast District 3 (PA)

District Comdr: Hubert C. Dietrich
(412) 486-2635

hueyfromglenshaw@aol.com

Northeast District 4 (MD, DE, Northern VA)

District Comdr: Ronny A Olson
(302) 723-1939

ronny.olson@verizon.net

Northeast District 5 (Upstate NY)

District Comdr: James Irwin
(518) 383-2481

subvetjim@gmail.com

Eastern Region (South)

Regional Director: Steve Bell
(704) 824-3510

usnret82@carolina.rr.com

Southeast District 1 (VA, NC)

District Comdr: Dave Campbell
(919) 803-1842

davidcampbell4@att.net

Southeast District 2 (SC, GA)

District Comdr: (open)

Southeast District 3 (FL Panhandle, AL, MS, LA)
District Comdr: (open)

Southeast District 4 (Northern FL)
District Comdr: Kenneth W. Nichols
 (352) 465-7732
ken2lorna@bellsouth.net

Southeast District 5 (Southern FL)
District Comdr: George R. Parker
gparker350@aol.com

Messages (from page 7)

NATIONAL TREASURER

- PAUL HISER

From: National Treasurer

Subject: New Financial Policy and Procedures Manuals

The Audit Committee made recommendations to revise the policies and procedures for the handling and deposits of money within the National Accounts. The National Financial Policy and Procedures manual (NFPPM) address those concerns and documents the duties and responsibilities of the National Treasurer and the National Office Manager.

The National Senior Vice Commander has complete oversight authority of all USSVI financials including bank and investment funds.

While the manual applies to the national financials, it gives USSVI members a clear understanding of the national financial business practices.

As a follow-on to the NFPPM, a Base Financial Policy and Procedures Manual (BFPPM) was likewise developed to identify the duties and responsibilities of the Base Treasurer; and to provide the Base Commander, Treasurer, and Base Board of Directors with additional guidance.

It is meant to be a document in which Base Leadership can assess their individual policies and procedures as it relates to the handing of money. As stated, it is a Guide which is provided to assist in the financial management of your base.

These documents are available for downloading on USSVI.org.

Odd Facts and Info #1

- *When allied armies reached the Rhine the first thing men did was pee in it. This was universal from the lowest private to Winston Churchill (who made a big show of it) and Gen. Patton (who had himself photographed in the act).*
- *German Me-264 bombers were capable of bombing New York City but it wasn't worth the effort.*
- *German submarine U-120 was sunk by a malfunctioning toilet.*

The USSVI Parliamentarian



Skip Turnbull
 (217) 487-7710
Sub351@aol.com

Parliamentary Procedure

How we manage USSVI business
 without our meetings becoming this



ON THE ORDER OF THINGS

Sometimes, you don't have to vote.

There are several events that happen in a meeting that do not require a vote or even a motion for that matter.

First, approval of the minutes. The minutes are the official record of the proceeding of a body (base). They are usually the first item on the meeting agenda. They may be read at the meeting or, to save time, be distributed to the members ahead of time.

The Chair will usually say something like, "*You have heard (received) the minutes of the last meeting. Are there any additions or corrections? If not, then they will stand approved as read.*" If there is a correction or addition, then it is made and the minutes will stand approved as corrected. No motion. No vote. After all, you cannot "not accept" them.

The Treasurer's report is another example. It is a report. After it is given, the Chair may ask if anyone has any questions. If not, he thanks the treasurer for his report.

Committee reports are handled in much the same way unless some sort of action is proposed by the committee e.g. spending money or committing the base to something. In this case the member giving the report will, at the end, state that the committee moves to _____. This motion will not require a second as it comes from a committee. The motion is then handled like any main motion.

Green Board
 Skip Turnbull
 Parliamentarian

Odd Facts and Info #2

- *During World War II Marmite was prescribed as a cure for tropical diseases like burning feet and Beriberi.*
- *After the First World War ended it was found that the Armistice was typed back to front. The French clerk who was taking the dictation accidentally put the carbon papers in the wrong way round.*
- *During the 19th century the Royal Navy estimated that insanity in its service was seven times the normal. This was thought to be because sailors and marines who had got drunk were constantly banging their heads in the confined spaces between decks.*



Pay attention! There'll be a test!

Now Hear This!

These are important messages regarding the American Submariner Magazine. Please take a moment and read them.

We Need a Backup Editor for the American Submariner NOW!!

I need a backup as editor of the American Submariner magazine. This job uses a highly technical software program called "Adobe InDesign." Other software programs are used of course but this one is by far the most technically challenging. There's no workaround for this. InDesign is THE program that must be used to prepare the magazine.

So, a volunteer! What can I do to encourage one? First and foremost, the job is stimulating. It's really just plain fun to do! Get with me and I'll show you!

The first hurdle is completed. The expensive Adobe software is bought and ready for installation on the soon-to-be-partner's computer.

But how to use the new software? (Training!) I have asked USSVI's National administration to okay paying the expense of having the volunteer come to Phoenix and spend time with me and my computer while I transfer as much knowledge as I can to the new team member. (Approval pending.) The rest is like the piano player who wanted to get to Carnegie Hall: practice! practice! practice!

I hope this last part will make the idea of volunteering a little "sweeter." I'm doing what I think is the best way -- and the most painless -- to fill a potential vacancy.

American Submariner Subscriptions: Why the Rate difference?

Several members have questioned why we are selling civilian subscriptions to the *American Submariner* for \$24 a year (4x6) but yet the Boat Sponsorship Program (BSP) has a \$30 fee for the same addresses. The differences is between issues and copies. Civilian subscribers would get one magazine each quarter for each \$24 fee. The BSP however, provides three actual printed magazines to each sponsored address for \$30 a year. So the few extra bucks just helps to offset the cost of additional paper, printing, etc., as well as delivery costs.

Either way you look at it, they're both a super deal on what I think is a great magazine.

In USSVI, Where are We Blowing Money Needlessly (and Stupidly!)

The "we" is the *American Submariner* magazine and the problem is the extra money we have to spend every month to correct missed mailings because members have not updated their postal mail addresses.

Our mailing lists for the magazine are developed directly from the USSVI database as published as part of our webpage. If it's wrong there, it's gonna wind up being wrong in our mailing lists. And if the mail, including the *American Submariner*, is sent to the wrong address there's a cost associated with trying to get it straightened out for our members. This has added up to big bucks! By the end of March the cost was well over \$100 in postage alone.

Now, the concern here is that we can do nothing on our end to correct addresses. There's only two people that can change your address data in the USSVI database. That's you and your Base's Membership Chairman (or what other officer may have those duties in your outfit.) If you guys don't change it it ain't gonna get done!

So stop. Right now! Whatever you're doing and go online at <https://www.ussvi.org/> and find your name under "Members." Check your data and if it's wrong, change it.

And one other important thing on addresses. Snowbirds, or members who change their addresses on a regular basis, they must enter a change of address to change where the magazine goes. It Will Not be forwarded by the post office. And if it comes back to us, we . . . no, not "we," YOU pay! Because we're all in this together with our dues and other monies we pay into USSVI to finance our operations and that includes the *American Submariner*.

Navy Increases "Up or Out Limits" for Petty Officers

By: Mark D. Faram, June 21, 2017, from Navy Times

Navy personnel officials announced today that they are changing the service's "up or out" deadlines for petty officers — effective Aug. 1 — which will allow thousands to stay in the service longer.

The policy, called high-year tenure, puts sailors on notice that they will be discharged if they don't move up in rank after a set number of years in the service.

The change is needed, officials say, to stem a short-term drop in

(Continued at "Now Hear . . ." on next page)

Now Hear . . . from previous page


sea-duty manning caused by a larger-than-normal number of sailors rotating from sea duty to shore over the next few years.

The new limits raise the maximum number of years petty officers can stay on active duty in paygrades E-4 through E-6 by two years for each rank.

- E-4 will increase to 10 years from 8 years.
- E-5 will increase to 16 years from 14 years.
- E-6 will increase to 22 years from 20 years.


“Extending our high-year tenure policy for journeyman sailors is part of the larger strategy to ensure we are able to mitigate the effects caused by the FY12-13 cohort groups rotating to shore duty,” said Lt. Cmdr. Nate Christensen, spokesman for the chief of naval personnel. “We are aggressively using all force shaping levers to man the fleet.” The change comes on the heels of a February offering to sailors already on sea duty to extend their current billets for up to two years. Officials said at the time that they would waive up or out rules for sailors agreeing to stay at sea.





Got a complaint, compliment or question? Send me an e-mail and I'll do my best to include it. No promises -- some issues get more mail than I can print -- but go for it.

American-Submariner@cox.net



Mr. Emmett,

I read all of Rick Campbell's books including "Blackmail". I don't understand the hatchet job you posted as a book review. This book is my favorite so far. Everyone is entitled to an opinion but when comments by one "Editor" are printed which may result in financial damage to an author, I think it would be wise to have an internal consensus review before allowing such drivel to be printed.

Richard A. (Andy) Wheeler
 USSVI Life and Holland Club Member

Richard, a review is an opinion not a consensus. For that you join a book club. A review is just what I think and I don't think Rick hit a home run with his latest.

Dear American Submariner Magazine:

I was saddened to open my copy of your magazine only to discover that it contained a letter from William Hickman (page 23) that contained a misguided personal attack on Rich Pekelney, a veteran member of the USS Pampanito staff. Mr. Hickman's editorial torpedo fired against Mr. Pekelney (he also misspelled Rich's name), made a circular run and damaged both the credibility and dignity of your magazine as well as his reputation as a former naval officer!

I don't care to know what slights Mr. Hickman thinks Mr. Pekelney committed against him. Managing the drydocking of a historic submarine is a complex affair that should be undertaken with great fiscal restraint. Rich has helped manage several Pampanito drydockings over the last two decades with great success. I hope to use him as a consultant when my sub goes to drydock.

(Continued at "LETTERS" on page 17)

They Remember Us "Down Under"



74 years ago it rumbled with the sound of Fairbanks-Morse and GM diesels powering American submarines leaving or returning in a joint war against the Empire of Japan.

Now, bike riders, walkers, runners and the wider

Brisbane community can't help but have noticed the flotilla



of 25 new historical plaques which have now surfaced along the Macquarie Street stretch of the Brisbane River over the past seven years.

Marking the site of one of WW2's largest submarine bases, the Submariners' Walk Heritage Trail tells the story of submarine events from WW1 through WW2 to contemporary times. The plaques are complemented by eleven submarine shaped benches illuminated with blue LED lights and the flying of the Australian, American, British and New Zealand Flags.

Members of The Submarines Australia Association QLD Inc wanted to have the submarine story told so all who pass by would appreciate that they were standing on, an American Submarine Repair Base during WW2. 79 US submarines operated from Brisbane during 1942-45.

Spearheading the campaign to raise necessary funds and negotiate with local, state and federal governments,

Don Currell OAM, *(EDITOR: OAM is the Order of Australia, an honorary award for high merit bestowed by the country's sovereign, Queen Elizabeth II)* past president of the Submarines Association



Australia Qld, and Life Member of Submarines Association Australia (SAA) has personally raised over \$142,000 towards the project.

The Heritage Walk is a pilgrimage site for submariners and their families. Ashes can be scattered from the site for submariners going on Eternal Patrol.

The Americans lost 5 submarines with all hands that sailed on patrol from New Farm, Brisbane at the height of the 2nd World War. *(EDITOR: New Farm is an affluent, riverside inner suburb of Brisbane, Australia.)*

They were USS Amberjack (SS-219) 71 personnel reported lost 16 February 1943, USS Argonaut (SS-166) 105 personnel reported lost 10 January 1943, USS Grampus (SS 207) 71 personnel reported lost 5 March 1943, USS Seawolf (SS-197) 99 personnel reported lost 3 October 1944 and USS Triton (SS-201) with 74 personnel reported lost 15 March 1943.

The official opening of the Submariners Walk Heritage Trail was officiated by the then Governor of Queensland, Her Excellency Ms Penelope Wensley AC on 23 March 2013. The United States Submarine Veterans Charitable Organization and its members generously donated to help cover costs for the American flag and flagpole. Mr Carl Schmidt and Mr Don Bassler both retired USN submariners from the Bremerton Base were instrumental in co-ordinating these funds.

Submariners' Walk Heritage Trail is now complete after 7 years. Now on display are 25 story plaques, 11 artistically designed submarine shaped benches of which 10 are illuminated under blue LED lights depicting them floating on the water.

Flags acknowledging those submariners who bravely defended our nation in times of need will fly all year round. In addition, there are 4 permanent flags flying to acknowledge the sacrifices made by the Australian, American, British and New Zealander submariners.

The quirky "Yellow" submarine bench attracts people to the Heritage Trail.



A 20-meter-long illuminated sign spells out the words Submariners' Heritage Trail that can be easily be seen from the Brisbane River and along the walk way that stretches some 300 meters.

Also on display is a 6 meter long

panel (a little over 19½ feet) that shows to scale the Gato Class, AE Class, Oberon Class, Collins Class, New Barracuda Class and the XE Craft along with the American, Australian and British Dolphin's.



Thank you, our Aussie "Silent Service" friends!



The Governor of Queensland and young friend sit on the "yellow submarine bench!"



How I see it...

Message from the editor,
Chuck Emmett

This quarter, I've got a couple of things to either ask help for or to pass along for your information, shipmates. First, there is still a very urgent need for a volunteer to become my backup as editor of the *American Submariner*. This request is urgent — not because anything is happening (let me check my pulse) but because we need to have a ready backup that's "tuned" for the job if needed. There is no expense necessary on your part. Working together (or in the "back room") will do much to eliminate errors. We have the required software available for installation. With a reasonably current Windows machine, there should be no other requirements. And, although it is not yet been approved by the National Board, I think we can even swing some paid transportation to come spend some time with me for hands-on training to get you up to speed.

I can't tell you how neat the job really is. Sure it's work but anything worthwhile is. It doesn't require massive computer skills. Basic Windows programs will get you past almost all tasks. Annnnd . . . don't like the way the *American Submariner* looks? Here's your chance!

At any rate, if you're the least bit interested, give me a call at

623-455-8999

and will talk and see if you would be a good fit. Again please, please if you're the least bit interested give me a call.

Second thing. With this issue I have changed some of the formatting of the pages. Some pages that were two columns have now become three. This is particularly true with those that contain data-streams such as members on eternal patrol, new members, and boat reunions. I've done this to try to free up some magazine space to ensure that I can get more member stories and other articles included in the magazine. I haven't always been able to do that in the past.

But there may be problems with the reduced format. So, if this issue proves difficult for someone to read, please let me know. I don't want to do anything that causes a burden on members that prevents them from being able to enjoy their magazine.

And about ads in our magazine. We are always looking for new advertisers. It's money into treasury! If you know of an outfit that may possibly be a good advertiser, give their contact info to Paul Hiser 215-317-5666 or have them call him.

And lastly, I pared down the list of committees and appointed offices. This was just my first cut and please let me know if there should be changes and names added. Please, give a justification for having them listed in the magazine. No ego trips on anyone's part please.



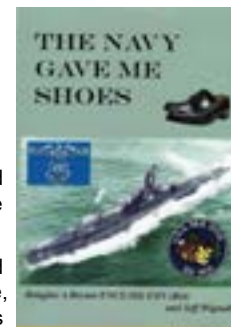
"The Navy Gave Me Shoes"

by Douglas A. Bryant ENCS (SS) USN (Ret)
and Jeff Wignall

ISBN - 10:1544869657

Publisher and Price: Neither of these are listed which leads me to think the two authors may have self published the book.

Since I liked the book (and favorably reviewed it) if anyone can supply publisher and/or price, please send it to me so I may publish this information.



This book came to me in the mail and unfortunately, I can neither remember who sent it or where it came from. That's really irks me because shipmates, I really really like this book. I know I sound surprised (and I shouldn't be) but the book is not a flash bang whiz story like a James Bond or some other spy thriller are even as good as some of Rick Campbell's tremendous novels. It's just a straightforward story of a guy from New Hampshire who joined the Navy during World War II, served honorably as an Engineman, went on to become a Navy diver and finished up his 20 years at different stations on the East Coast.

Doesn't sound too exciting does it? But guys, even though we don't want to admit it to ourselves, to an outsider our life as sub sailors was pretty exciting. On top of that, the author being a Navy diver (something I know nothing about) made it probably even more exciting to the average civilian.

But Chief Bryant tells it in a relaxed straightforward easy-to-understand way familiar to all of us sub sailors that indicates a personality style that is really a gift and not something you learn. I would have liked to have Senior Chief Bryant as a shipmate. It just doesn't get better than that.

If a book can have a costar then this one would have one. And a female at that. The USS Sea Dog SS-401. She was Bryant's qual boat and he came back to her again later on in his career. Like all of us, our qual boat has a very special place in our hearts that no other boat can replace.

For plot, this book follows Doug Bryant from his early career through different assignments including his training and duties as a Navy diver, liberties he took, and every-day Navy life. But there was just something about the way he wrote these that appeal to me. And I think it would appeal to most other readers also. It's not preachy, it doesn't do the rah, rah military thing it simply talks about a good sailor who loves being on submarines and the life that he spent on and around them.

If you find a source for the book, let me know. I'll pass it along.

Editor,
American Submarine



Bill "Butterbean" Dixon
(919) 467-7597
goldbow@att.net



A Message from the Chaplain:

1 Corinthians 2 vs 5

That your faith should not stand
in the wisdom of men, but
in the power of God.

They can run if they want to, but
they cannot out run your prayers.

Remember these from
Burma Shave!

SHE KISSED THE HAIRBRUSH
BY MISTAKE
SHE THOUGHT IT WAS
HER HUSBAND JAKE

DROVE TOO LONG
DRIVER SNOOZING
WHAT HAPPENED NEXT
IS NOT AMUSING

AROUND THE CURVE
LICKETY-SPLIT
BEAUTIFUL CAR
WASN'T IT?

NO MATTER THE PRICE
NO MATTER HOW NEW
THE BEST SAFETY DEVICE
IN THE CAR IS YOU

BOTH HANDS ON THE WHEEL
EYES ON THE ROAD
THAT'S THE SKILLFUL
DRIVER'S CODE

In Life:

What is the last thing you want to say?
Who do you want to say it to?
You might want to ponder this
and say it to whomever this week.

Prayer, Forgiveness, Wisdom, Healing.

The devil is not a myth walking about in a
red suit with horns on his head. He is a
roaring lion.

1 Peter 5 vs 8

. . . tells us.

Be sober, be vigilant; because your
adversary the devil, as a roaring lion,
walketh about, seeking whom he may
devour.

Do you leave Sunday Services
unchallenged, was there nothing
that the messenger said that
you could sink your teeth into.

Is it possible that you were
not listening?

The devil knows exactly what
bait to set for you.

Do you realize that when you tell
someone that you love them.
How very powerful that statement is.

Just ask the woman at the well
The thief on the cross
The lame man who's walking
The dumb tell it all
Ask the beggars and lepers
Who've been touched by his hand
"Can He handle an impossible task?"
They'll know the answer, Just ask.
(Greater Vision)



This is rightly called the greatest group
shot ever. There just isn't any way it can
be topped. This photo included every
single human being ALL OF US including
the three astronauts (2 in the lander and
1 taking the photo.) It's a shame the two
tall guys in the 324th row didn't move
to the back. They're blocking the last
2,000,000,000!

The Naval Submarine League invites
members of USSVI, their families, and friends to

JOIN the NSL



Help us in our mission to make the American people aware of the importance of submarines to our national defense.

Pride Runs Deep

To join, go to our website:
www.navalsubleague.org

The NSL is a 501(c)3 educational and charitable organization.

("LETTERS" continued from page 11)

I want American Submariner readers to know that Mr. Pekelney is very highly regarded among the historic ship and submarine community. He is a source of tremendous information that is vital to the ongoing restoration of our fleet submarines. Mr. Pekelney has also spent many tens of thousands of dollars of his own money over the last 20 years to aid in the research, restoration and support of not only USS Pampanito, but many other "competitor" subs, including USS Cod, (SS 224) on display in Cleveland! Rather than calling him names, submariners should thank this civilian for his tremendous dedication to perpetuating the memory of lost submariners.

One final thought regarding Mr. Hickman's critical remarks regarding the torpedo memorial on Pier 45. The Pampanito staff do their best to maintain it for visitors to appreciate. And as talented and resourceful as the Pampanito staff is, I don't believe controlling where seagulls crap is within their capability.

Thank you,

Paul Farace, president

pfarace@att.net

USS Cod Submarine Memorial

"Where Cleveland honors its veterans!"

I'm sure that all submarine veterans are very beholden to all of the dedicated individuals have put so much time and effort into preserving our old submarines from our past. Sometimes when people are very impassioned with these type of projects they may get a bit angry and say things that they probably do not really mean.

For me personally, I am very thankful for everyone who spends their time and efforts re-creating the boats upon which our forebearers sailed.

Dear Chuck

2-22-17

I just read with great interest the story in the 2017 Vol. 1 issue of A. S. Magazine about the O-12 as used by Sir Hubert Wilkins in his ill-fated attempt under the Arctic ice. I am an alumnus of USS Nautilus (SSN-571) and a member of her crew during her three trips under the Arctic ice in 1957 and 1958. For the 2004 Nautilus reunion, I made a series of sketches of all the Navy ships named Nautilus, and of course one of those was the O-12. Your article contained more information than I had gathered during my limited research and I greatly appreciate it.

One point of interest to your readers may find is that the NR-1 viewed the O-12 on the ocean bottom in 1996 and found her to be in remarkably decent shape. It's a shame that the Navy

(continued at "Letters" on page 18)

(cont. from "Letters" page 17)

insisted on her being scuttled and failed to realize her historical significance in preserving her. However, there are many drawings of her interior and layout that still exist. I also seem to remember that the USS Skate (SSN-578) scattered Sir Wilkins's ashes at the North Pole in 1959.

John C. Yuill, QMSN (SS)
SS Nautilus (SSN-571), 1957-1960

I agree with you, John, and I think you're right about the ashes. Skate sailors? Can anyone verify?

Chuck,

I can imagine you are too busy to answer such as this so if you will forward it to someone who may answer my question I will appreciate it.

Having served as EM3 (SS) aboard Requin (SSR- 481) over 60 years ago, I tend to forget quite a bit like on page 25 with a description of my boat's propulsion where it states "2X direct-drive generators." I believe that should be 4X direct drive generators, one for each engine.

I enjoy reading American Submariner and am sorry I was not advised of date, time and place of Requin's induction into Hall of Fame as I was told I would be by a member of Requin Base and I did not receive the 2nd quarter issue (of the **American Submariner** ??) in time to contact John Donaldson.

Keep up the good work.

Al Bremer,
USSVI Life Member #2183

Al, on answering letters, the only time I don't answer all of the letters I get is when there simply isn't enough magazine space to use. I don't hold back because of topic or whether they're good bad or personally insulting.

Now the Requin and number of diesels. First, I think any diesel boat any of us rode had direct coupled diesel to the generator. On how many "pairs" of diesel-gens a given boat has is really confusing. The

basic config of WWII boats was two 126-cell batteries, 10 torpedo tubes (6 and 4) and 4 diesel-gens. The more junk the Navy wanted a boat to do the more the yard had to shuffle and remove. I thought early missile and special pupose boats had one are two diesels removed to make space for added or replaced equipment. But I could be wrong.

Dear Editor:

It is unfortunate that James Gutierrez should have his ill-advised speculations about submarine losses publicized in the "American Submariner." His only credentials on the still-classified subject of the Soviet submarine K-129 sinking seem to be that he "graduated from Officers' Sub School" and he "spoke to many authors." Furthermore, his conjectures that this submarine sank because of hostile American actions is not only egregious in its inaccuracy, but it also brings great harm to both American and Russian families of the submariners lost at sea.

For Mr. Gutierrez to better understand this harm, he should visit those next-of-kin in Russia, just as many of our American crew did (from our submarine code-named USS Viperfish) in 1998, a visit that included widows of the men lost on the USS Scorpion and the USS Thresher. Those widows and children are grieving terribly, Mr. Gutierrez, to this day, along with their counterparts in our country whose loved ones were lost on the American submarines. Your misguided speculations bring great harm to all of them. Stand down, and stay off the pages of the "American Submariner," you are causing significant injury to good people.

I applaud the editors of the "American Submariner" for clarifying that the comments you make are "frankly, impossible" and, I would add, irresponsible and insensitive.

Roger C. Dunham, M.D.
Former ET1(SS) Reactor Operator
Pacific Operations 1966-1969
Author, SPY SUB (Naval Institute Press 1995, 2015)

Editor: I appreciate Dr. Dunham remarks on last quarter's story. The actual contents of the article? Not so pleased. As long as it doesn't get overwhelming, I will print responsible and legitimate negative comments on letters published. I do not edit material other than for space and compliance with general rules of decency.

From: jerry ss480ss311@yahoo.com
Sent: Tuesday, June 13, 2017 4:03 PM
To: American-Submariner@cox.net

Subject: USS Requin

I qualified on USS Medregal SS480 in 1961. She was a Fleet Snorkel as was SS481. Not a Guppy Class as on page 25 of American Submariner. Note the beautiful Fleet bow! Enjoy reading about our boats, old and new.

Jerry Oliver
Sent from Mail for Windows 10

Ah! The proof is in the photograph.



You can't make out the 480 hull number on the side of the sail but there is no mistaking the bow! (And on this case, trust me. It is a photo of the USS Medregal.



. . . take 'er up. Make your depth six-two feet!

Lest we forget . . .

those Submarines that never returned and remain . . . on Eternal Patrol.



For the Third Quarter

September 1, 1920
USS S-5 (SS-110)
no men lost

Lost on September 1, 1920 when a practice dive went wrong and she sank bow-first, with her stern showing above the water. In a dramatic adventure, her exhausted crew was rescued during the next few days. Salvage attempts were unsuccessful, S-5 settled to the bottom and was abandoned.

September 25, 1925
USS S-51 (SS-162)
33 lost

Lost on Sept 25, 1925 with the loss of 33 men when it was sunk after collision with SS City of Rome off Block Island.

July 30, 1942
USS Grunion (SS-216)
70 lost

Lost on July 30, 1942 with the loss of 70 crew members while on her first war patrol near Kiska Harbor. She radioed that she sank two sub-chasers and damaged a third, but was never heard from again. Grunion's mangled remains were found in the Bering Sea in 2006 off the Aleutian Island of Kiska.

August 14, 1942
USS S-39 (SS-144)
no men lost

Lost on August 14, 1942 after grounding on a reef south while on her 3rd war patrol. The entire crew was able to get off and rescued by the HMAS Katoomba.

September 9, 1943
USS Grayling (SS-209)
76 lost

Lost on Sept 9, 1943 with the loss of 76 men near the Tablas Strait. Grayling

was on her 8th war patrol and sank two ships before being lost.

Sep.17 – Oct. 5, 1943
USS Pompano (SS-181)
77 lost

Pompano was sunk (between Sept 17 and Oct 5) with the loss of 77 men while on her 7th war patrol. Possibly lost on Sept 17, 1943. Japanese records show that a submarine was sunk in her patrol area on 17 September by air & depth charge attack off the Aomori Prefecture near Shiriya Zaki. Before being lost, she sank two enemy cargo ships. The exact cause of her loss remains unknown, but she probably was sunk by the air/sea attack above or fell victim to a mine on or after 9/25/1943. This boat's last recorded ship (Taiko Maru) sunk happened on Sept 25th, so she probably hit a mine on or after that date but before Oct 5th, when she was scheduled back.

September 28, 1943
USS Cisco (SS-290)
76 men

Lost on Sept. 28, 1943 on her first war patrol with 76 men in the Sulu Sea west of Mindinao.

July 4, 1944
USS S-28 (SS-133)
49 lost

Lost on July 4, 1944 with 49 crew members. She was conducting training exercises off Hawaii with the US Coast Guard Cutter Reliance. After S-28 dove for a practice torpedo approach, Reliance lost contact. No distress signal or explosion was heard. Two days later, an oil slick was found near where S-28. The exact cause of her loss remains a mystery.

July 26, 1944
USS Robalo (SS-273)
81 lost

Lost on July 26, 1944 with the loss of 81 crew members while on her 3rd war patrol. She struck a mine about 2 miles off the coast of Palawan. Four men survived and swam ashore, then were imprisoned by the Japanese. Unfortunately, they were put on a Japanese destroyer and lost when that destroyer was sunk.

August 13, 1944
USS Flier (SS-250)
78 lost

Lost on August 13, 1944 with the loss of 78 crew members while on her 2nd war patrol. Flier was transiting on the surface when she was rocked by a massive explosion (probably a mine) and sank within less than a minute. 13 survivors, some injured, made it into the water and swam to shore. 8 survived and 6 days later friendly natives guided them to a Coast Watcher and they were evacuated by the USS Redfin.

Odd Facts and Info #3

- *During the First World War it took about 1 ton of poison gas to kill a single infantryman.*
- *During the first Gulf war in the 1990's the allied forces lost just 4 tanks out of the 3,360 that were deployed. The Iraqi's however lost 4,000 tanks out of 4,230 they used.*



Lest We Forget . . . Those Shipmates Who Departed On Eternal Patrol



This list reflects those shipmates departed by July 5, 2017.

Henry John Anderson of Palmdale, CA, qualified in USS Growler in 1962, Eternal Patrol on 3/30/2017.

Roy James Anstead of Ocean View, DE, qualified in USS Hackleback in 1944, Eternal Patrol on 12/15/2016.

Martin C. Arntzen, Jr of Richland, WA, qualified in USS Torsk in 1966, Eternal Patrol on 2/20/2016.

Jon D. Aussey of Virginia Beach, VA, qualified in USS Robert E Lee in 1963, Eternal Patrol on 2/16/2017.

Paul Peyton Barbee of Corpus Christi, TX, qualified in USS Steelhead in 1944, Eternal Patrol on 3/21/2017.

James Adolph Battifarano of Wyckoff, NJ, qualified in USS Guitarro in 1944, Eternal Patrol on 2/4/2017.

Nelson John Bearce of Coventry, CT, qualified in USS Catfish in 1942, Eternal Patrol on 3/19/2017.

William L. Besley of Hopewell, VA, qualified in USS Torsk in 1965, Eternal Patrol on 1/20/2017.

Walter Louis Beyer of Metairie, LA, qualified in USS Bowfin in 1945, Eternal Patrol on 2/17/2017.

Delbert B Blanchard of Myrtle Creek, OR, qualified in USS Boarfish in 1946, Eternal Patrol on 3/19/2017.

Imon Francis Boarman of Lewisburg, KY, qualified in USS Spot in 1945, Eternal Patrol on 4/30/2017.

James P. Braun of Kalispell, MT, qualified in USS Sabalo in 1959, Eternal Patrol on 4/15/2017.

Theodore Herbert Breisch of Endwell, NY, qualified in USS Redfin in 1945, Eternal Patrol on 3/27/2017.

William R Broadbent of Monson, MA, qualified in USS Corsair in 1955, Eternal Patrol on 4/11/2017.

Ronald Ernest Brown of Punta Gorda, FL, qualified in USS Aspro in 1968, Eternal Patrol on 1/3/2017.

Ralph Richard Bulmer of Santee, CA, qualified in USS Hoe in 1944, Eternal Patrol on 3/1/2017.

William E. Butler of North Little Rock, AR, qualified in USS Sennet in 1961, Eternal Patrol on 1/19/2017.

Albert F. Cabana of Kenneth City, FL, qualified in USS Sea Cat in 1944, Eternal Patrol on 1/24/2017.

Daniel L Callen of Mountain Home, AR, qualified in USS Patrick Henry in 1963, Eternal Patrol on 2/11/2017.

Wilfred C. Carlton of Virginia Beach, VA, qualified in USS Requin in 1956, Eternal Patrol on 12/29/2016.

Leo Allen Carter of Cocoa Beach, FL, qualified in USS Archerfish in 1945, Eternal Patrol on 2/26/2017.

George V. Cataldo of Supply, NC, qualified in USS Diablo in 1958, Eternal Patrol on 4/29/2016.

John Harris Clarke of Bozeman, MT, qualified in USS Angler in 1944, Eternal Patrol on 12/1/2015.

David L Clements of Camarillo, CA, qualified in USS Benjamin Franklin in 1966, Eternal Patrol on 5/22/2017.

Osceola Cloud Jr of Huntsville, AL, qualified in USS Capitaine in 1948, Eternal Patrol on 3/5/2017.

Stanley Gorman Coates of Brownsville, TX, qualified in USS Blackfin in 1951, Eternal Patrol on 3/23/2016.

Kermit Manly Cooper of North Tonawanda, NY, qualified in USS Mingo in 1944, Eternal Patrol on 2/19/2017.

Edgar Coumes of Whiting, NJ, qualified in USS Nautilus in 1962, Eternal Patrol on 12/31/2016.

Neil J Craft of Littlefield, AZ, qualified in USS Thornback in 1955, Eternal Patrol on 1/26/2017.

Edwin J. Cramer of Central Lake, MI, qualified in USS Batfish in 1944, Eternal Patrol on 2/13/2016.

Donald W Damewood of Champaign, IL, qualified in USS Bugara in 1951, Eternal Patrol on 2/6/2015.

Walter A. Danielak of Fort Covington, NY, qualified in USS Sea Cat in 1947, Eternal Patrol on 4/13/2017.

Henry Alexander Danz of North Babylon, NY, qualified in USS Plaiice in 1944, Eternal Patrol on 3/2/2017.

Jay K. Davis of Bellevue, WA, qualified in USS Razorback in 1955, Eternal Patrol on 2/25/2017.

John Alan Davis of Johnston, IA, qualified in USS Theodore Roosevelt in 1965, Eternal Patrol on 12/30/2016.

William C. Davis of Dillsburg, PA, qualified in USS Sea Owl in 1963, Eternal Patrol on 3/26/2017.

Bruno Deertz, Jr of Palm Bay, FL, qualified in USS Dogfish in 1956, Eternal Patrol on 9/26/2016.

Robert L. Dees of Kincaid, IL, qualified in USS Sturgeon in 1969, Eternal Patrol on 4/3/2017.

Charles (n) Derderian of Jupiter, FL, qualified in USS Segundo in 1953, Eternal Patrol on 2/2/2017.

John Di Filippo of Washington, DC, qualified in USS Quillback in 1950, Eternal Patrol on 3/28/2017.

Charles A Dickens of Temple Hill, MD, qualified in USS Sealion in 1958, Eternal Patrol on 1/15/2017.

John Dixon Jr. of Palm Coast, FL, qualified in USS Lafayette in 1966, Eternal Patrol on 4/3/2017.

George Michael Dobiliauskas of District Heights, MD, qualified in USS Ray in 1973, Eternal Patrol on 3/21/2017.

William George Dressel of Lebanon, PA, qualified in

USS Bluegill in 1945, Eternal Patrol on 6/21/2017.

Donald Gene Duncan of Charlotte, NC, qualified in USS Sennet in 1963, Eternal Patrol on 2/19/2017.

Max Carson Duncan of Savannah, GA, qualified in USS Barb in 1944, Eternal Patrol on 1/1/2017.

Gregory Dunn of Cincinnati, OH, qualified in USS Memphis in 1980, Eternal Patrol on 5/17/2017.

Ronald A. Dutcher of Seattle, WA, qualified in USS Caiman in 1959, Eternal Patrol on 1/31/2014.

Winthrop A Eastman of Houston, TX, qualified in USS Argonaut in 1952, Eternal Patrol on 11/4/2016.

Milton Edelman of Bradley Beach, NJ, associate member, Eternal Patrol on 4/8/2017.

Harold Wayne Erickson of East Leroy, MI, qualified in USS Barracuda in 1941, Eternal Patrol on 12/16/2016.

Harry Bill Ervin of Virginia Beach, VA, qualified in USS Ronquil in 1949, Eternal Patrol on 1/12/2017.

Aaron Andrew Ervin Sr of North Wales, PA, qualified in USS Sirago in 1966, Eternal Patrol on 2/23/2017.

Robert Lee Erwin of North Port, FL, qualified in USS Parche in 1944, Eternal Patrol on 2/3/2017.

Phillip E. Euper of Goose Creek, SC, qualified in USS Ethan Allen in 1968, Eternal Patrol on 4/2/2017.

Howard C. Finch of Bolivar, MO, qualified in USS Irex in 1947, Eternal Patrol on 5/17/2017.

David G. Fledgerjohn of Phoenix, AZ, qualified in USS Benjamin Franklin in 1970, Eternal Patrol on 1/7/2017.

Henry Clay Fordham of Laguna Woods, CA, qualified in USS Capitaine in 1948, Eternal Patrol on 1/5/2017.

Floyd Fry of Las Vegas, NV, qualified in USS Queenfish in 1959, Eternal Patrol on 12/20/2016.

John Benedict Gantnier of Bend, OR, qualified in USS Porpoise in 1943, Eternal Patrol on 5/1/2017.

David Glassman of Sedro Wooley, WA, qualified in USS Michigan in 1986, Eternal Patrol on 6/12/2017.

Harry Gonyea of Bradenton, FL, qualified in USS Permit in 1962, Eternal Patrol on 2/5/2017.

Robert Grant of Tinton Falls, NJ, qualified in USS Croaker in 1968, Eternal Patrol on 12/30/2016.

Gettwerth E. Guerin of Gretna, LA, qualified in USS John Adams in 1967, Eternal Patrol on 5/25/2017.

Roger Earle Gussy of Grand Island, FL, qualified in USS Bugara in 1963, Eternal Patrol on 5/27/2016.

Henry B. Hagwood of Oxford, NC, qualified in USS Sablefish in 1960, Eternal Patrol on 6/11/2017.

Robert Roy Hamilton of Tomball, TX, qualified in USS

- Pomfret in 1945, Eternal Patrol on 3/4/2017.
- Walter Nolan Hamm of Eagle, ID, qualified in USS Scamp in 1963, Eternal Patrol on 6/18/2016.
- William G Hample of Keysville, VA, qualified in USS Spikefish in 1958, Eternal Patrol on 6/2/2017.
- Joseph W H Hattings of Carriere, MS, qualified in USS Corsair in 1962, Eternal Patrol on 12/11/2016.
- Ona Denam Hawkins of West Des Moines, IA, qualified in USS Pampanito in 1945, Eternal Patrol on 6/9/2017.
- Julian B. Helms of Lumberton, NC, qualified in USS Segundo in 1953, Eternal Patrol on 3/3/2017.
- Dexter Alden Holaday of Noank, CT, qualified in USS Tusk in 1967, Eternal Patrol on 4/10/2017.
- Henry M. Hollis of Edmonds, WA, qualified in USS Torsk in 1955, Eternal Patrol on 4/22/2017.
- Dallas A. Holmberg of Minnetonka, MN, qualified in USS Sea Robin in 1961, Eternal Patrol on 2/14/2017.
- Gordon Holt of Mililani, HI, qualified in USS Segundo in 1961, Eternal Patrol on 2/22/2017.
- Dean Alden Horn of Trent Woods, NC, qualified in USS Porpoise in 1944, Eternal Patrol on 7/13/2016.
- Thomas Lee Horne of Clearwater, FL, qualified in USS Argonaut in 1963, Eternal Patrol on 4/14/2017.
- David C. Hull of Macomb, MI, qualified in USS Requin in 1960, Eternal Patrol on 6/18/2014.
- Kenneth Earl Ickes of Lone, CA, qualified in USS Blenny in 1944, Eternal Patrol on 1/10/2017.
- Collin R Ingraham of Westfield, MA, qualified in USS Halfbeak in 1962, Eternal Patrol on 5/16/2017.
- Joseph M. Ioffredo of Biloxi, MS, qualified in USS Cobbler in 1967, Eternal Patrol on 3/6/2017.
- George R. Ivanoff of Panama City Bch, FL, qualified in USS Corporal in 1950, Eternal Patrol on 3/1/2017.
- Orris Iverson of Raymond, MS, associate member, Eternal Patrol on 4/7/2017.
- Thomas L Jackson of Higginsville, MO, qualified in USS Chivo in 1965, Eternal Patrol on 6/20/2017.
- Carl Oscar Johnsen of Wappinger Falls, NY, qualified in USS Sea Robin in 1947, Eternal Patrol on 4/13/2017.
- Archie LaDelle Johnson of Red Bluff, CA, qualified in USS Devilfish in 1943, Eternal Patrol on 2/11/2017.
- Orval Gene Johnston of Emmett, ID, qualified in USS Stickleback in 1953, Eternal Patrol on 3/2/2016.
- Henry D. Jusko of Yorktown, VA, qualified in USS Nathanael Greene in 1973, Eternal Patrol on 12/20/2016.
- Douglas Kelley of Schertz, TX, qualified in USS Grayling in 1972, Eternal Patrol on 10/20/2016.
- Thomas L Kelly of Hebron, CT, qualified in USS Thomas A Edison in 1964, Eternal Patrol on 6/8/2017.
- Richard Kendig of Lockhart, TX, qualified in USS Menhaden in 1955, Eternal Patrol on 3/3/2017.
- Francis Walter Kent of Douglass, TX, qualified in USS Barbero in 1964, Eternal Patrol on 1/15/2017.
- Robert Dean Kindle of Hammond, IN, qualified in USS Angler in 1945, Eternal Patrol on 12/29/2016.
- Carl Adolph Klug of Winter Haven, FL, qualified in USS Gabilan in 1945, Eternal Patrol on 10/26/2016.
- George R Koff of Fairview Park, OH, qualified in USS Sea Cat in 1945, Eternal Patrol on 9/22/2016.
- James F. Kuczkowski of Mariposa, CA, qualified in USS Bluegill in 1958, Eternal Patrol on 2/8/2017.
- Albert William Landeck of Fredericksburg, VA, qualified in USS Tang in 1966, Eternal Patrol on 6/16/2017.
- Harry J. Larsen of North Stonington, CT, qualified in USS Atule in 1952, Eternal Patrol on 3/8/2017.
- Horace M. Leavitt, Jr. of Brick, NJ, qualified in USS Seawolf in 1956, Eternal Patrol on 4/25/2017.
- John Joseph Librizzi of Oceanside, NY, qualified in USS Balao in 1945, Eternal Patrol on 1/21/2017.
- William Martin Lindler of Union, SC, qualified in USS Chopper in 1956, Eternal Patrol on 1/30/2017.
- Willis Joe Lintz of Centerville, GA, qualified in USS Odax in 1948, Eternal Patrol on 3/18/2017.
- George E Long of San Tan Valley, AZ, qualified in USS Sea Fox in 1958, Eternal Patrol on 4/22/2017.
- Bruce D. Loughridge of Bremerton, WA, qualified in USS James Monroe in 1971, Eternal Patrol on 1/31/2017.
- Richard S Lowry of Ashburn, VA, qualified in USS Ulysses S Grant in 1968, Eternal Patrol on 6/24/2017.
- Richard Lewis Lynch of Augusta, GA, qualified in USS Hoe in 1944, Eternal Patrol on 6/23/2017.
- Douglas John MacCabe of Minden, NV, qualified in USS Bonita (was K3) in 1956, Eternal Patrol on 6/19/2017.
- John Kirk MacKenzie of North Stonington, CT, qualified in USS Pollack in 1970, Eternal Patrol on 4/14/2017.
- Cezar S. Malonzo of Virginia Beach, VA, qualified in USS Lafayette in 1969, Eternal Patrol on 6/25/2017.
- Daniel A Maresca of Edgewater, FL, qualified in USS Sea Leopard in 1952, Eternal Patrol on 12/6/2016.
- Curt Albert Mast of Lakewood, CO, qualified in USS Seal in 1943, Eternal Patrol on 9/24/2016.
- Gordon Lewis Mayo of Palm Bay, FL, qualified in USS Tambor in 1942, Eternal Patrol on 4/3/2017.
- James M. McCarter of Knoxville, TN, qualified in USS Clamagore in 1964, Eternal Patrol on 1/24/2017.
- Charles Stanley McGahagin of Spanish Fort, AL, qualified in USS Scorpion in 1963, Eternal Patrol on 5/24/2017.
- Thomas F. McGirl of St. Louis, MO, qualified in USS Piper in 1954, Eternal Patrol on 7/24/2016.
- John T. McKinley of Massapequa, NY, qualified in USS Henry Clay in 1965, Eternal Patrol on 4/10/2017.
- Daniel L Michelson of Eugene, OR, qualified in USS Diodon in 1961, Eternal Patrol on 1/1/2017.
- Thomas Joseph Miletich of Gautier, MS, qualified in USS Pomfret in 1958, Eternal Patrol on 2/28/2017.
- Thomas A. Miller of Melbourne, FL, qualified in USS USS Chivo in 1952, Eternal Patrol on 1/6/2017.
- Ronald Sadao Miyabara of Vancouver, WA, qualified in USS Greenfish in 1956, Eternal Patrol on 4/10/2017.
- George (n) Moch of Bismarck, ND, qualified in USS Cuttlefish (was V-9) in 1942, Eternal Patrol on 7/2/2016.
- Joseph Earley Morgan of Raleigh, NC, qualified in USS Cochino in 1947, Eternal Patrol on 6/25/2017.
- Ottis Norm Morgan of Jacksonville, FL, qualified in USS Redfish in 1946, Eternal Patrol on 2/27/2017.
- Abraham Mozeak of New London, CT, qualified in USS Skate in 1962, Eternal Patrol on 6/11/2017.
- Stella (Dorothy) Murdoch of Naples, FL, associate member, Eternal Patrol on 1/26/2016.
- Daniel Michael Murphy of Durham, CT, qualified in USS Triton in 1963, Eternal Patrol on 3/28/2017.
- John Thomas Murray of Alamogordo, NM, qualified in USS Rock in 1945, Eternal Patrol on 5/29/2017.
- Roland William Nelson of Middleburg, FL, qualified in USS Bass in 1955, Eternal Patrol on 3/4/2017.
- Bob L Nissley of Panama City Beach, FL, qualified in USS Medregal in 1949, Eternal Patrol on 2/22/2017.
- John J Norosky of Whiteville, NC, qualified in USS Barb in 1980, Eternal Patrol on 6/21/2017.
- John William Nye of Lakeland, FL, qualified in USS Gudgeon in 1942, Eternal Patrol on 4/19/2017.
- Eddie G. Oca of Livonia, MI, qualified in USS George Washington Carver in 1969, Eternal Patrol on 2/4/2017.
- John P. Ogren of Foxfire Village, NC, associate member, Eternal Patrol on 6/3/2017.
- Earl Malvi Owens of Perry Hall, MD, qualified in USS Nautilus (was V-6) in 1944, Eternal Patrol on 4/6/2017.
- John Louis Owens of San Diego, CA, qualified in USS Pomodon in 1959, Eternal Patrol on 2/21/2017.
- Robert Lowell Owens of Fresno, CA, qualified in USS Tinoso in 1944, Eternal Patrol on 4/11/2017.
- Mark W. Paar of DES MOINES, IA, qualified in USS John C Calhoun in 1971, Eternal Patrol on 1/17/2017.
- Andrew Edward Palenchar of Aurora, CO, qualified in USS Finback in 1945, Eternal Patrol on 2/18/2017.
- Kingsley Parker of Renton, WA, qualified in USS Tang in 1960, Eternal Patrol on 5/2/2017.
- George P. Perhala of Wilmington, NC, qualified in USS James K. Polk in 1965, Eternal Patrol on 4/26/2017.
- Norman W. Pressler of Zachary, LA, qualified in USS Albacore in 1962, Eternal Patrol on 3/9/2017.
- Elmer A. Raasakka of Elmhurst, IL, qualified in USS Diablo in 1956, Eternal Patrol on 5/19/2011.
- Steve Lacroix Ramos of Pine Level, NC, qualified in USS Archerfish in 1958, Eternal Patrol on 12/23/2016.
- George Stephen Renshaw of Crystal River, FL, qualified in USS Grouper in 1958, Eternal Patrol on 2/26/2017.
- Brian Reynolds of Bothell, WA, qualified in USS Bashaw in 1964, Eternal Patrol on 5/4/2017.
- Barry Richard of Brighton, TN, qualified in USS John Adams in 1977, Eternal Patrol on 3/8/2017.
- Phillip L. Richeson of Santee, CA, qualified in USS Charr in 1959, Eternal Patrol on 5/14/2017.

("Eternal Patrols" are continued on page 21)

BC Patch, LLC
 2063 Main St. PMB 501
 Oakley, CA 94561
 Toll Free: (877) 728-2401
 Ph/Fax: (925) 625-7848
 bcpatch@comcast.net



A Submariner Owned Business



Licensed Vendor

SEARCH
 Our Online Store
www.bcpatch.com



VISIT OUR EBAY STORE AT:

<http://stores.shop.ebay.com/bcpatch>

Custom Embroidered Ball Caps



\$18.00 + \$4.00 shipping handling

*******DECALS*******



CUSTOM VESTS MADE TO ORDER



Navy, Royal Blue, White and Black
 With or w/o pockets & buttons

1000'S OF PATCH IN STOCK—PLEASE ASK



.....and more!



"Eternal Patrols" from page 19

Calvin Lester Rigg of Roseburg, OR, qualified in USS Blackfin in 1948, Eternal Patrol on 1/21/2017.

Hal Rutter of Fort Mill, SC, qualified in USS EX-U-2513 in 1946, Eternal Patrol on 2/12/2017.

Michael J Ryan of Oak Island, NC, qualified in USS Wahoo in 1962, Eternal Patrol on 1/31/2017.

Warren Joseph Sasser of San Diego, CA, qualified in USS Flying Fish in 1946, Eternal Patrol on 8/23/2016.

Steven F. Saur of Blue Grass, IA, qualified in USS Rock in 1967, Eternal Patrol on 12/22/2016.

Wilbur Dean Schultz of San Diego, CA, qualified in USS Queenfish in 1948, Eternal Patrol on 1/1/2016.

Charles B Schwartz of Wesley Chapel, FL, qualified in USS Piper in 1962, Eternal Patrol on 1/19/2017.

William C. Severn of Tilton, NH, qualified in USS Chopper in 1953, Eternal Patrol on 7/5/2016.

Charles D Shadrach of Falling Waters, WV, qualified in USS Odax in 1949, Eternal Patrol on 4/23/2017.

Rudy L. Shaw of Huber Heights, OH, qualified in USS Argonaut in 1963, Eternal Patrol on 1/11/2017.

William Arnold Sheets of Onalaska, WI, qualified in USS Medregal in 1951, Eternal Patrol on 2/18/2017.

Lowery C. Shellenbarger of Wenatchee, WA, qualified in USS Bonefish in 1963, Eternal Patrol on 12/8/2016.

Philip Austin Shepherd of Chandler, AZ, qualified in USS Pomfret in 1943, Eternal Patrol on 11/4/2016.

Gary Vant Sikes of Raleigh, NC, qualified in USS Queenfish in 1967, Eternal Patrol on 3/31/2017.

Donald G. Simonson of Woodbury, MN, qualified in USS Rasher in 1962, Eternal Patrol on 3/24/2017.

Denver Dallas Smith of Bucyrus, OH, qualified in USS Grayling in 1943, Eternal Patrol on 1/15/2017.

Garrett A. Smith of Sahuarita, AZ, qualified in USS Guardfish in 1967, Eternal Patrol on 1/8/2015.

Hubert C. Smith of Cantonment, FL, qualified in USS Spadefish in 1971, Eternal Patrol on 4/5/2017.

Verne Kimble Smith of Spokane, WA, qualified in USS Sarda in 1955, Eternal Patrol on 3/28/2017.

Charles R. Smith, II of Little Rock, AR, qualified in USS Queenfish in 1982, Eternal Patrol on 2/17/2017.

John Francis Snow of Wichita, KS, qualified in USS S-34, Eternal Patrol on 1/8/2017.

John P. Starkey of Belton, MO, qualified in USS Mackerel in 1944, Eternal Patrol on 3/27/2017.

Bernard George Steinhauer of Walters, MN, qualified in USS Tilefish in 1949, Eternal Patrol on 12/14/2016.

Thomas E. Stewart of New Castle, PA, qualified in USS Bang in 1950, Eternal Patrol on 1/2/2017.

Allen Durand Stone of Elmore, AL, qualified in USS Charr in 1944, Eternal Patrol on 4/5/2017.

Robert Joseph Strosser of Tucson, AZ, qualified in USS Snapper in 1944, Eternal Patrol on 3/6/2017.

Milford S. Terrass of Richland, WA, qualified in USS Tusk in 1951, Eternal Patrol on 5/9/2017.

George G Thomas of Edgewater, FL, qualified in USS Ronquil in 1949, Eternal Patrol on 9/22/2016.

Frank J Tomazin of Chula Vista, CA, qualified in USS Thornback in 1960, Eternal Patrol on 6/8/2017.

Waverley Lahmeyer Traylor, III of Smithfield, VA, qualified in USS Finback in 1970, Eternal Patrol on 1/4/2017.

George Walter Treusch of Ashville, NC, associate member, Eternal Patrol on 3/17/1927.

Charles A Wahler of Sebring, FL, qualified in USS Chopper in 1953, Eternal Patrol on 2/23/2014.

Ralph Lawrence Webster of Agawam, MA, qualified in USS Cabezon in 1945, Eternal Patrol on 2/7/2017.

William Wellner Jr of Amelia Court House, VA, qualified in USS Toro in 1961, Eternal Patrol on 6/21/2016.

Harold Stewart Wentz of York, PA, qualified in USS Torsk in 1945, Eternal Patrol on 2/26/2017.

Francis Evans Werner of Inverness, FL, qualified in USS Atule in 1955, Eternal Patrol on 11/1/2015.

Roy J Wilkes of Seymour, CT, qualified in USS George Bancroft in 1970, Eternal Patrol on 12/27/2016.

Harold William Wilkinson of Kerrville, TX, qualified in USS Perch in 1950, Eternal Patrol on 1/15/2017.

Gordon G Williams of South Plainfield, NJ, qualified in USS Bugara in 1960, Eternal Patrol on 5/28/2017.

Harold B. Williams of Murrieta, CA, qualified in USS Ronquil in 1953, Eternal Patrol on 1/4/2014.

Richard J Williamson of Glen Burnie, MD, qualified in USS Stickleback in 1954, Eternal Patrol on 2/14/2017.

Earl Eugene Wood of Indiana, PA, qualified in USS Apogon in 1945, Eternal Patrol on 1/9/2017.

Richard F. Wright of Thomasville, NC, qualified in USS Clamagore in 1956, Eternal Patrol on 7/16/2016.

George F. Wrightam of Heber Springs, AR, qualified in USS Greenfish in 1960, Eternal Patrol on 3/30/2017.

Jesse Francis Yarger of Fort Myers, FL, qualified in USS Barb in 1953, Eternal Patrol on 3/17/2017.

Michael L. Yates of Cedar Key, FL, qualified in USS Pomfret Pomfret in 1955, Eternal Patrol on 4/4/2017.

Odd Facts and Info #4

- ***Since Bolivia became an independent country in 1825 there have been more than 180 revolutions.***
- ***The very last sea battle using oar powered ships was at Lepanto in 1571.***
- ***The military tank got its name when they were first shipped to France during World War I. For security reasons they were packed into huge wooden crates which were supposed to contain water tanks***



Groton Base Brings Smiles!



The biggest smile in the photo is Waylan. His dad is a submariner at sea on the USS Hartford (SSN-678). Waylan smiled ear to ear throughout the Groton Base's visit to Connecticut Hospital (in photo L-R: Ron Grabowski, John Riley, Waylan, Bob Dulin, Bob Sharpe).

Waylan said that he couldn't wait to show his dad that he is now an Honorary Submariner! His mom seemed happier than he was!

23 Kids, 3 staff members and 2 parents were made Honorary Submariners at the hospital during the team's visit on May 31st!

The Children and their parents were excited to find out that, in addition to being made Honorary Submariners and receiving our gifts, if they visited the Nautilus Submarine Museum in Groton, they would get a special tour by Active Duty Submariners. They were also excited about getting a Nautilus Challenge Coin during their tour, similar to the Honorary Submariner Challenge Coin the Submarine Veterans presented them!

Throughout our visit Kids, their families, and the hospital staff thanked us for visiting and for our service to our country!

Our Kap(SS) 4 Kid(SS) Team included Ron Grabowski, Bob Dulin, Bob & Susan Sharpe and John & Jackie Riley.

Another Kap(SS) 4 Kid(SS) story follows on page 26.

TopSide Watch and The USSVI Are Proud To Join Forces and Bring You The 1911 Model Pistol!

In 1910, John M. Browning began designing the model 1911 pistol that has endured the test of time.

Since the day of its creation, it has been used in virtually every war the United States has fought.



Using the Auto-Ordance 1911-A1 Mil Spec caliber, we engrave this American made pistol with a visual timeline of modern American Submarine history.

The 1911 model Pistol is efficient and powerful, it remains one of the most popular sidearms carried by veterans, firearm connoisseurs, the armed forces and many average Americans to this day.

TOPSIDE WATCH.COM

Visit Topside Watch and Join The e-Boat Crew Today!



Auto-Ordance 1911A1 Mil Spec
Caliber: .45 ACP, Capacity: 7+1
Barrel: 5". Overall: 8 1/2". Weight: 39oz.
Sights: Blade Front, rear drift adj. for windage
finish: Nickel Plated



License Vendor



TOPSIDE WATCH.COM

Right Side

TopSide Watch LLC, presents the
Auto-Ordance 1911-A1 United States
Submarine Service 45ACP caliber

American Made Pistol, which is finely crafted
and individually customized for each owner.



Top of Slide

Left Side

CALL FOR DETAILS TODAY!

303-659-4061

or Toll Free 1-855-TOPSIDE (1-855-807-7433)

www.topsidewatch.com



FREE OAK BOX

Glass will be personally engraved just for you!

Brag, Boast, Educate or Just Plain Inform . . . SubVet Bases Share Their Events



WD-4's "Traveling Dolphins" Make a Move



A joint meeting of the Yakima and Bremerton bases was the scene of the "crime" that allowed the Bremerton base to retrieve the stolen dolphins that had been taken from them over seven years ago.

The dolphins that were stolen should rightly be called the Traveling Dolphins and is part of a program in Western District 4, and knowingly also WD1. This program is designed to allow fellowship and camaraderie between members of different bases.

The basic rules are such that a Base may capture the Dolphins by attending a regular meeting of the "holding" with at least four members, one of which must be officers. One of the visitors must tell a "sea story" which meets the host Base satisfaction. (NOTE: These are the rules for WD1. They may be different for other bases running the program.)



Secure after their "raid," seven Bremerton Base members led by Base Commander Steve Corcoran, had met with Yakima Base members at American Legion Post 36 in Yakima on Saturday, June 10, 2017 to take back the Traveling Dolphins that Yakima Base has maintained for over 2 years. A good time was had — and rightly so by the "Victors" — by all!



The image (left) shows the WD1 Traveling Dolphins plaque. Each capture is noted by the brass tags.

Guess the strange device - what's in the picture?



Question? What is the object shown in the photograph?

Answers:

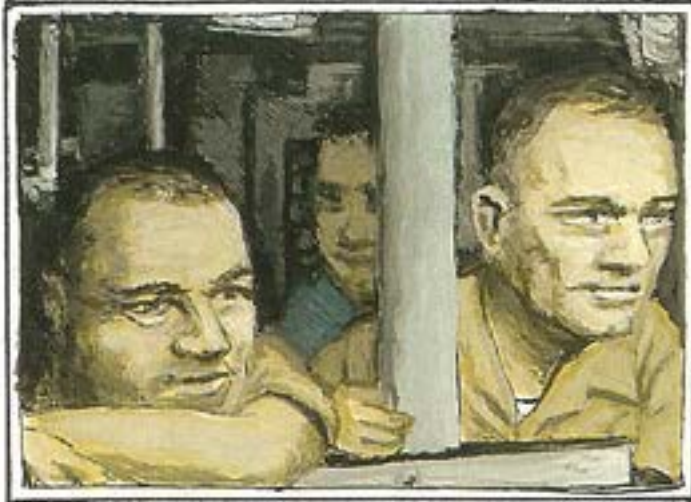
1. The latest ride at Disney World (and to be followed at Disneyland.)
2. A movie prop for a remake of, "20,000 Leagues Under the Sea."
3. A vital piece of the Navy's early development of snorkel operation.
4. A "first contact" interstellar scout ship from the Orion 3 Federation of planets.
5. Nothing. It's just a painting by someone with a vivid imagination.

POLARIS MISSILE AND THE FBM SUBMARINE (CONTINUED FROM PAGE 5)

George Washington was originally laid down as the attack submarine USS Scorpion (SSN-589). During construction, she was lengthened by the insertion of a 130 ft (40 m)-long ballistic missile section and renamed George Washington; another submarine under construction at the time received the original name and hull number.

Inside George Washington's forward escape hatch, a plaque remained bearing her original name.

Because the ballistic missile compartment design of George Washington was intended to be reused in later ship classes, the section inserted into the Washington was built to a deeper test depth rating than the rest of the submarine.



Commander James B. OSBORN and Rear Admiral William F. RABORN

"POLARIS -
From
Out Of The De
To Targ
...PERFEC
20 - July - 196

General C
Typ
Displ: (surf) 5,9

Length: 381.6'; B
Propulsio
2 geared steam t

Speed: 16 kno
Tes
Crew: Two crews (Blue

Armament: 16
6 x 21" torped

POLARIS MISSILE -- THE FBM'S LETHAL SPEAR



UGM-27 Polaris

Specifications: (Polaris A-2(UGM-27C))

Weight: 35,700 lb; Height: 32' 4";

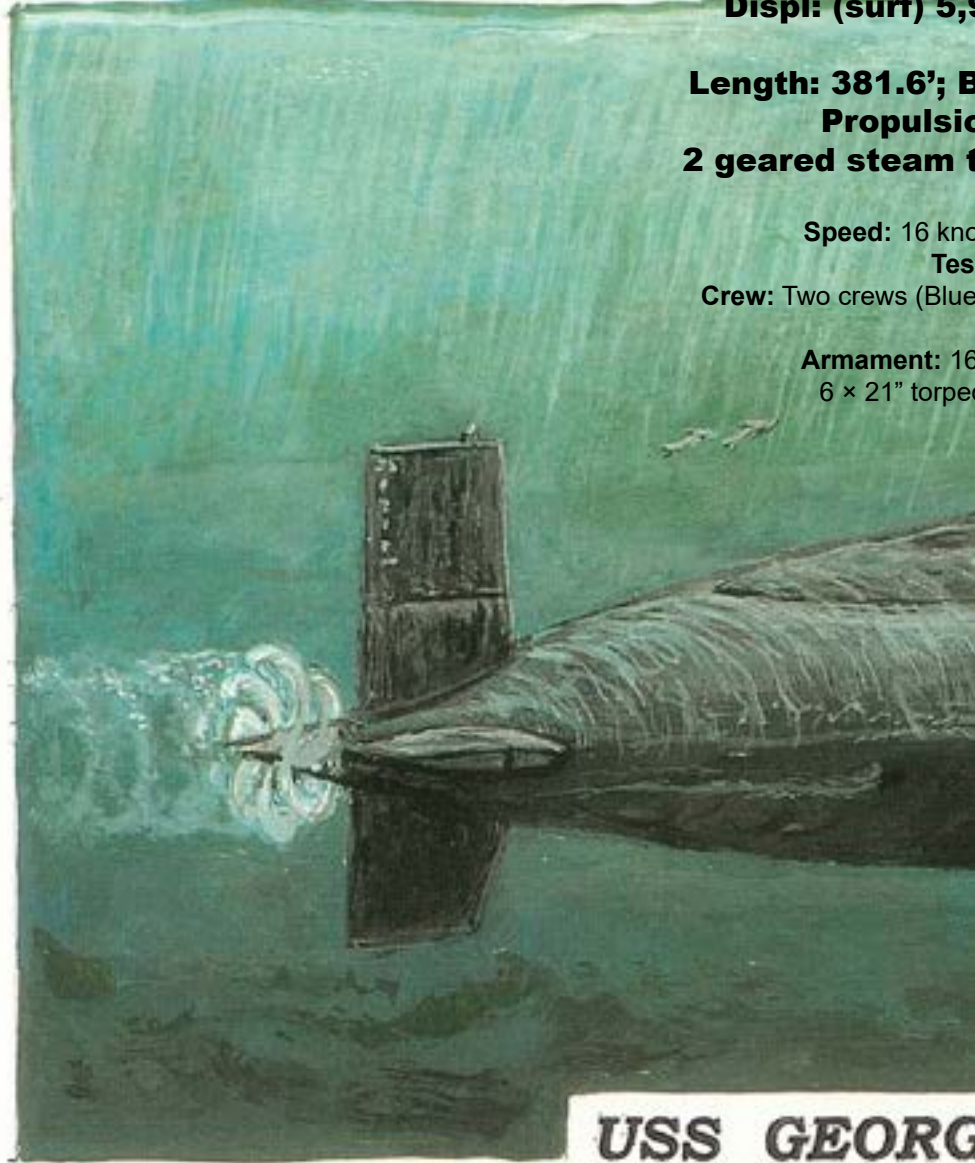
Diameter: 4'6"

Warhead: 3 x W58 thermonuclear weapon

Engines: 2 stage, both solid-fuel

Range: 2,500 nautical miles; Speed:
8,000 mph

Guidance System: Inertial

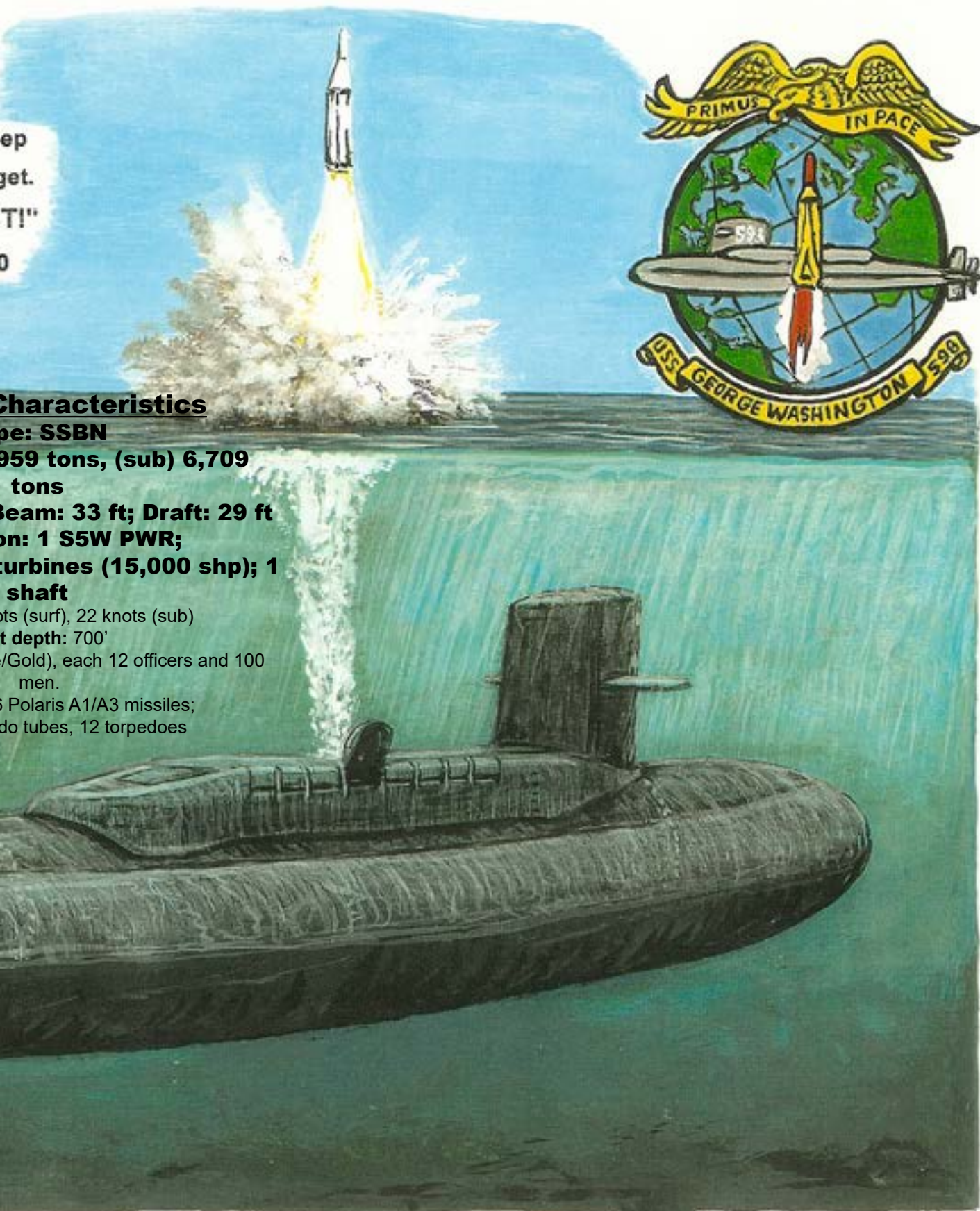


USS GEORGE

ep
get.
TI!"
D

Characteristics

Displacement: SSBN
6,709 tons, (sub) 6,709 tons
Beam: 33 ft; **Draft:** 29 ft
Propulsion: 1 S5W PWR;
2 Turbines (15,000 shp); 1 shaft
Speed: 17 knots (surf), 22 knots (sub)
Operating depth: 700'
Complement: 1,000 (Gold), each 12 officers and 100 men.
Armament: 24 Polaris A1/A3 missiles;
12 torpedo tubes, 12 torpedoes



GEORGE WASHINGTON SSBN 598

Handwritten signature
50455P



... Williamsport Base Mans the Phone

As part of their Kap(SS) 4 Kid(SS) program, members of the Williamsport Base manned phones for the annual televised Children’s Miracle Network Telethon at the Janet Weis Children’s Hospital at the Geisinger Medical Center in Danville, PA. Manning the phones were Base Commander Don Young, Past Base Commander Bill Reasner, Don’s wife Diann and base mascot Maizie the English Bulldog. They worked a 3 hour shift answering phones.



and ... Present a Check

Don and Bill presented a check for \$900 as a donation from the members of the Williamsport Base to the Children’s Miracle Network in honor of all those submariners on “eternal patrol”.

This is the 3rd year that Williamsport Base has worked the phones and participated in the telethon.

Enough Planks to do the Man-Cave

Not many submarine sailors have managed to sail on every class of nuclear fast attack brought out during his enlistment. But retired chief machinist mate David Cornell did just that. And David did it one better! David managed to be a plank owner on a boat from every class except the “Skipjack” available during his career.



His first boat was the USS Seawolf (SSN- 575) -- not truly a class but she and the Nautilus were the first “group.” But he did follow through by commissioning with the USS Sea Dragon (SSN-584,) the USS Barb (SSN-596) and finally the USS Flasher (SSN-613.) Chief Cornell sent us a picture of each boat of which he was a plank holder. Just couldn’t find a boat your liked, huh Chief?.

Corvina Base Support and the Honor March



USSVI Corvina Base Members Bill Conklin, Rich Crombie, Terry Bolen and Dennis Wiley were proud to participate in the First Annual Stars and Stripes Honor March on Memorial Day 2017, supporting the Nevada Veteran’s Memorial Plaza to be constructed on a beautiful grass hill overlooking the Sparks Marina in Sparks, Nevada. More than 100 people participated in the March.

(The Corvina article is continued at top of next page)



Corvina Base Shipmate Rich Crombie (in uniform) is a driving force behind the construction of the Memorial, and was the organizer and host of the Honor March. He is a Gold Star Dad, having lost his son Army Private First Class David Nick Crombie during Operation Iraqi Freedom in 2006. As PFC, David Crombie received the Bronze Star and Purple Heart.

Shipmates can visit www.honormarch.com for further information and a link to the Nevada Veteran's Memorial Plaza website.

Honoring the Past: Dallas & Cowtown Base Holds Memorial Dedication Ceremony

On 13 May 2017, members of the DALLAS and COWTOWN BASE joined together dedicating the newly built submarine memorial located at the Dallas-Ft. Worth National Cemetery. The event was led by Master of Ceremony and Dallas Base member Dan Ottinger. Dallas Base Chaplain Fred Maphis provided the invocation which was followed by the event's guest speaker, submarine veteran Captain Kevin Hugman (Retired). Captain Hugman reminded the crowd of the



sacrifices of submariners, especially those who served and lost their lives during World War II. After the unveiling was the Tolling of the Boats headed up by USSVI National Senior Vice Commander Wayne Standerfer. Taps was played by Larry Crossman and Benediction by Cowtown Base Chaplain Ken Piell.



The Dallas and Cowtown Base sponsored Submarine Memorial is joining over fifty other service memorials commemorating events and honoring American veterans and services of the 20th century wars.



Phoenix Subvet Nixes Electronic E-Mail - Digs Being PenPal

Perch Base Life Member and Membership Chairman Jim Andrews participates in a Pen Pal Program sponsored by Operation Welcome Home where he writes letters to a fourth grader and the fourth grader writes letters in return.



The photograph shows Jim talking to Noah Dobson, his Pen Pal. Noah attends Settlers Point Elementary School in Gilbert, AZ. The school happens to be just a few blocks from the park where Perch Base took their float, a 1/15 scale model of the



USS Phoenix (SSN-702), for a static display at the Gilbert, AZ Veterans Day Ceremony. The Base has done this for the last several years.

There was a Booth that Operation

Welcome Home was manning advertising this Pen Pal Program. On Wednesday, May 17, Jim and his wife Marcie attended a Pen Pal "Meet and Greet" at Settlers Point Elementary School, where they actually got to meet with the kids that participated, including Noah.

(More Base News and Stories on page 38)



Greetings
FROM
ORLANDO
FLORIDA



2017 USSVI NATIONAL CONVENTION in Sunny ORLANDO, FLORIDA!

**FUN IN THE SUN!
BRING THE KIDS!**

Friday Sept. 1st - Wednesday Sept 6th
Labor Day Weekend

\$105 Room Rate

25% Restaurant Discounts

Free Parking for Guests of Host Hotel

Great Golf and Disney Parks Nearby!

USSVI 2017 NATIONAL CONVENTION

9/1/2017 – 9/06/2017



Rosen Shingle Creek

9939 Universal Blvd
Orlando, FL 32819
(866-996-6338)



Standard Room = \$105.00 / Night + Tax

Reservations may be made via phone or internet. Use code:

2017 NATIONAL CONVENTION

Call: **1-866-996-6338**

OR

Enter: <http://www.rosenshinglecreek.com/>

And Click on: **RESERVATIONS**

The cut-off date for the Room Block is August 1, 2017.
Reservations made after this date may be made at the Convention rate
based on room availability.

Convention Registration Form Next Page

USSVI 2017 NATIONAL CONVENTION

9/1/2017 – 9/06/2017

Rosen Shingle Creek

9939 Universal Blvd
Orlando, FL. 32819
(866-996-6338)



Name (to be used on badge): _____

Base: _____ Base Office: Y/N/Position? _____

Address: _____ Email: _____

City: _____ State: _____ Zip Code: _____ Phone: _____

Spouse/Guest (to be used on badge): _____

Emergency Contact: _____ Phone: _____

Date	Event		Cost	Qty	Total
	Registration Fee *	USSVI Member	\$25.00		
		Guest(s)	\$15.00		
Fri. 9/1	Golf Tournament (0800 -)		\$75.00		
Sat. 9/2	Welcome Aboard Party (1800 – 2100)		\$25.00		
Sun. 9/3	WWII & Holland Club Breakfast (0800 – 1000)		\$30.00		
Mon. 9/4	Ladies Luncheon (1200 – 1400)		\$35.00		
Mon. 9/4	Men's Luncheon (1200 – 1400)		\$35.00		
Wed. 9/6	Awards Banquet (1830 -2300)	Focaccia Crusted Chicken	\$60.00		
		Carved Beef Brisket	\$60.00		
	Cash Drawing (Drawn at Awards Banquet)	1 Ticket	\$5.00		
		5 Tickets	\$20.00		

* Attendance at any USSVI sponsored event/activity requires a paid registration

Make Check/Money Order Payable to: **2017 USSVI National Convention**

Mail Registration and Check/Money Order to: **2017 USSVI National Convention**
PO Box 679360
Orlando, FL 32867-9360

Plan your next reunion at one of Arkansas's best-kept secrets.



Host your next reunion at the only place other than Hawaii with two floating vessels bookending World War II: USS *Razorback* (SS-394) submarine and *Hoga* (YT-146) tugboat. USSVI *Razorback* Base and local Sub Vets are on-hand during reunions. Enjoy free reign of the submarine, playing cards and relaxing in the crews mess.

LET US HOST YOUR NEXT REUNION



- 3 Blocks from AR Inland Maritime Museum
- Two ballrooms divisible by seven sections
- Six Breakout Rooms
- Two Hospitality Suites
- On Site AV equipment and technician available
- 220 spacious newly renovated guestrooms
- Complimentary airport/downtown shuttle
- Complimentary shuttle to & from maritime museum
- Complimentary Parking
- Outdoor Pool
- 2 Award Winning Restaurants & Lounges on site.

RIVERFRONT
Steakhouse

 **BENIHANA**

 **WYNDHAM**
RIVERFRONT
LITTLE ROCK

2 Riverfront Place
North Little Rock AR 72114
Call 501-371-9000 for more information

Reunion Booking:
Allison Hiblong, Director of Operations
(501)371-8320
ahiblong@aimmuseum.org

 **Arkansas Inland Maritime Museum**

Reunion Planning Assistance:
Scott Sudduth, Sales & Marketing Director
800-643-4690
scott@northlittlerock.org

 **NORTH LITTLE ROCK**
CONVENTION & VISITORS BUREAU



Boat Sponsorship Program

Mel Douyette's --- Cold War Submarines

Boat Sponsorship Program - 3rd Quarter Model Winner

The winner of the 3rd quarter generous discount from Mel Douyette's towards one of his beautiful 1/192 scale custom models is [Jerry Kochert](#) of the San Diego Base. Jerry chose the Puffer (SSN-652) as his model. Kochert served as COB of this Sturgeon-class boat from 1971 to 1975.

Jerry retired as a FTSM(SS).



USS Puffer (SSN-652) sails past San Diego's Point Loma.

Remember: All checks should be made payable to USSVI, put BSP in memo field, and sent to the Nat'l. Office.

COLD WAR SUBMARINES

Beautiful "replicas" 1/192 scale (1/16 inch = one foot)



USS Los Angeles (SSN-688)

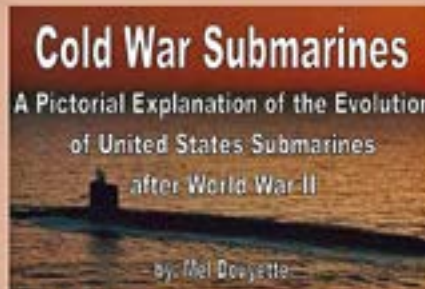
- All U.S. submarines, diesel and nuke
- Cast hulls, aluminum masts
- Painted to your specs
- Stained and varnished hardware base
- Brass nameplate and mounting hardware
- Gold or silver dolphins
- Acrylic display cases

Mel Douyette - Owner
USSVI Member

USS Cusk SS-348 (qual) USS Permit SSN-594
(414) 627-2581

www.coldwarsubmarines.com

Custom models made to order.
Proud sponsor of the USSVI Boat
Giveaway program



Also Available - 80-page Pictorial Book

If you served on it, the boat's in this book. Boats are listed in chronological order.
Available in two sizes:
13" x 11" hard cover = \$79.95
10" x 8" hard/soft cover = \$44.95/\$39.95

Same Great Program to Help the Fleet, Change to the Way We Recognize

As **Vic Van Horn**, the Boat Sponsorship Program (BSP) Manager, I am proud to announce the results of our Boat Sponsorship Program from September 2016 through June 2017.

- 60 Bases have sponsorships and . . .
- 116 Individuals paid for sponsorships.
- Total = 176



WHICH EQUATES TO \$10,899. Included in that total is \$78 as donations and \$91 for calendars.

This is far and above last year's sponsorships. Kudos to all of our Bases and members who supported BSP.

Special Recognition goes to the following bases and members for multiple sponsorships.

Members:

Albert Weber	10 Sponsorships
Jerry Kochert	10 Sponsorships
Barry Martin	5 Sponsorships

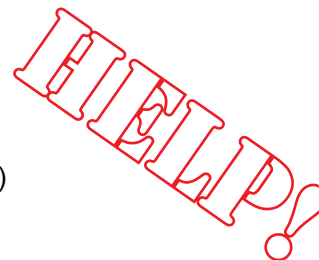
Bases: (Includes Members + Base Sponsorships)

USS Chicago Base	28 Sponsorships
San Diego Base	16 Sponsorships
Bremerton Base	11 Sponsorships
Batfish Base	11 Sponsorships
Dolphin Base	10 Sponsorships
New Jersey North Base	10 Sponsorships
Bonefish Base	7 Sponsorships
Requin Base	7 Sponsorships
Razorback Base	7 Sponsorships
Tri-State Base	6 Sponsorships
Wisconsin	6 Sponsorships



Also, the following boats have been down to 1 or no sponsorships after this past June 30.

- USS California (SSN-781)
- USS Emery S. Land (AS-39)
- USS Frank Cable (AS-40)
- USS Hartford (SSN-768)
- USS Henry M. Jackson (SSBN-730 BLUE)
- USS Henry M. Jackson (SSBN-730 GOLD)
- USS Minnesota (SSN-783)
- USS Olympia (SSN-717)
- USS Seawolf (SSN-21)
- USS Toledo (SSN-769)



- USS Vermont (SSN-792) (Pre-Commissioning Unit)
- USS Oregon (SSN-793) PCU

New USSVI MEMBERS

Welcome Aboard!



NOTE: This list contains the memberships received by the magazine cutoff date of Dec. 5, 2017. However, some discrepancies may exist in the input data. Check the web page for corroboration.

<u>Last</u>	<u>First</u>	<u>Qual Year</u>	<u>Qual Boat</u>				
Alfaro Jr.	Espiridion	1991	Ohio	Gresh	Gary William	1968	Spinax
Alice	Joseph	1982	Boston	Grippi	Eugene E.	1972	Jack
Allen	Franklin A.	1976	William H Bates	Haddock	William L.	1984	Salt Lake City
Anderson	Robert D.	2014	Minnesota	Hallahan	Brady W.	2013	Providence
Antcliff	Steve	1998	Narwhal	Hawkins	Zane G.	2005	Florida
Apple	Valentin J.	1980	Narwhal	Healy	Frederick G.	1978	Lewis and Clark
Avalos	Leopold Q.	1988	Ray	Hedinger	Daniel Lee	1967	Lapon
Avin	Jason	1999	Boston	Hernandez	Henry J.	1965	Menhaden
Baremore	Bobby G.	1957	Grampus	Holder	Travis L.	2012	New Mexico
Barnhardt	Don	1961	Croaker	Honeycutt	James H.	1964	Odax
Barnhart	John A.	1964	Blackfin	Hughes	David T.	1986	Dace
Barrett	Michael S.	1981	Silversides	Hughes	James Patrick	1974	Sculpin
Barrington Sr.	Bryce D.	1968	Stonewall Jackson	Hunt	William T.	1963	Snook
Bartha	Christopher M.	2000	Helena	Hunter	Stephen E.	1973	Trepang
Bartilson	David C.	1963	Lafayette	Hurst	Justin W.	2012	Columbia
Bartley, Jr.	Richard L.	1973	Seadragon	Irving	Alfred J.	1965	Patrick Henry
Barton	Wayne A.	1972	Halibut	Iwaniuk	William P.	1980	Daniel Webster
Bautzmann	Hermann	1972	Henry Clay	Johns	Rick	1982	Michigan
Berry	Matthew	1995	Indianapolis	Jones	Ralph M.	1967	Sailfish
Borna	Ad	2004	Maryland	Jordan	Marvin D.	1965	Archerfish
Brecheen	Damon K.	2001	Philadelphia	Kartevold	Forrest J.	1975	Andrew Jackson
Brown	Gale Bradley	1967	Nautilus	Keith	Philip B.	2005	Virginia
Brown	Russell A.	1989	Von Steuben	Keller	Darrell D.	1977	Billfish
Buesking	Andrew J.	1984	Cavalla	Kerstiens	Francis Lyle	1974	James Monroe
Burciaga	Manuel P.	1961	Quillback	Kincaid	James	1972	Tautog
Burelson	Steve	1995	Birmingham	King	Charles	2004	Louisiana
Byrd	Hubert Glen	1982	Jacksonville	Kirlough	Mark	1985	Sea Devil
Cade Sr.	John W.	1959	Catfish	Knoche	Alan J.	1971	Thomas Jefferson
Coaley	Robert A.	1984	Dallas	Ladrie	Bruce	1957	Requin
Coers	Jared	1994	Augusta	Lame	Jeffrey T.	1993	Miami
Congdon	Joe	1968	John Marshall	Langkans	Brooks R.	1982	Bergall
Connors	Michael	2011	Ohio	Larson	Glenn K.	1963	John Marshall
Correia	Stephen M.	2010	Missouri	Lemke	Edward M.	1987	Cincinnati
Couillard	Joseph J.	2016	Michigan	Lofton	Ronald T.	1989	Woodrow Wilson
Cramer	Edward Daniel	1942	S-38	Lowack	Frederick John	1963	Corsair
Crowl	Gene	1968	Haddo	Macias	Benjamin	2002	Chicago
Culbertson	Robert L.	2010	San Juan	Mack	Stanley J.	1975	Sargo
Cutcher	Joseph M.	1989	George Bancroft	Maiellaro	Mark	1987	Woodrow Wilson
Daniels	Rex	1970	Woodrow Wilson	Marshall, Sr.	Edward Earl		Associate
Davis	George H.	1967	Woodrow Wilson	Marshburn	Wesley A.	2016	Montpelier
Dean	Mark M.	1977	Jack	Mason	Jeff	1982	Francis Scott Key
Deliteris	Kieth	1999	Buffalo	McBride	Jerry L.	1963	George Washington
DeSilva	Dean	1985	Richard B Russell	McClintock	John T.	2016	New Hampshire
Dhaenens	James M.	1979	Kamehameha	McConnell	Sammy S.	1963	Robert E Lee
Dorr	Terrill A.	1968	Pargo	McGlasson	Stuart	1988	Tennessee
Dorry Jr.	Kevin J.	2014	Pasadena	McKibben	James	1972	Abraham Lincoln
Dugan Jr.	Robert E.	1967	SamHouston	McMahon	John W.	1981	Jacksonville
Dunn	Raymond	1984	George Washington Carver	Meats	Larry E.	1959	Bream
Edmondson	Boone E.	2016	Montpelier	Meier III	William G.	2002	Dallas
Emmitt	Robert W.	1974	William H Bates	Mellin	Charles Michael	1963	Cusk
England	Ensley Conrad A.	1969	Carp	Merryman	Gary	1980	Wahoo
Ervin	Michael D.	2008	Wyoming	Metzger Jr.	Ferdinand J.	1979	Lafayette
Everett	Ralph F.	1955	Tench	Miller III	Guy G.	1961	George Washington
Fairbanks	Christopher S.	1983	Cincinnati	Minton	Edward	1985	Nathanael Greene
Falk	Jeffrey M.	1997	Oklahoma City	Miscovich	Matthew R.	2002	Wyoming
Feeser	Elmer	1960	Spikefish	Misek	Stephen J.	1977	Jack
Flores	David	1969	Casimir Pulaski	Moller	Raymond	1966	Barb
Forney	Morty	1969	Catfish	Moody	Clifton Gary	1936	S-47
Gabriel	Michael John	2012	San Juan	Moorman	Byron B.	1959	Blackfin
Gallagher	Patrick		Associate	Moreno	Macario P.	2001	Miami
Gaskin	Gregory R.	1979	Puffer	Morgan	Stephen W.	1965	Medregal
Geng	John	1961	Thomas A Edison	Mussel	William A.	1973	Ray
Gordert	Kenneth A.	1984	Birmingham	Nailon	Chris	1989	Tecumseh
Graham	Kelly W.	1970	Alexander Hamilton	Noster	Michael	1978	Theodore Roosevelt
Graham	Kelly W.	1970	Alexander Hamilton				
Graning	John W.	1996	Parche				
Greene Jr.	Howard S.	1985	Groton				

("New Members" is continued on the next page.)

("New Members" continued from previous page)

Oliver	Ryan	1993	Birmingham
Olson	Peter A.	2001	Dallas
Oman, Jr.	Arthur H.	1960	Corsair
Opoien	Marty J	1984	Stonewall Jackson
Ortiz Jr.	Enrique	1984	Stonewall Jackson
Patterson	Steve	1987	James Monroe
Patterson	Jack L.	1960	Pickeral
Payne	Timothy	1970	Thomas Jefferson
Payne Jr.	Jerry H.	1977	Sargo
Perretta	Victor	2002	La Jolla
Perrin	Bradley S.	1986	Indianapolis
Phillips	Christopher R	2016	Minnesota
Pokorney, Sr.	Barry J.	1965	Daniel Webster
Pommerening	Kari		Associate
Pommerening	William A		Associate
Pond	Jon	1988	Lewis and Clark
Porter	John	1995	Philadelphia
Quinn	Patrick J	1989	Guitarro
Rachke	Matthew D	1981	Francis Scott Key
Raineri	Jeff	2009	Nebraska
Rake, Jr	Franklin L.	1958	Blackfin
Reinhart	Ronald	1975	Glenard P Lipscomb
Rivers	Chase	2002	Pasadena
Rogers	Robert	1973	George C Marshall
Ryan	William R	2002	Cheyenne
Saint Amour Jr.	Francis J.	1967	Patrick Henry
Salazar	Richard	1992	Von Steuben
Schilke	Ervin Edward	1944	Barb
Schons	John	1971	Henry L Stimson
Schultz	Dennis D.	1968	Cusk
Schumacher	R D (init)	1959	Bashaw
Schwarz	Jim	1976	Thomas A Edison
Sebesta	Anthony Lane	1981	George Bancroft
Sennewald Jr.	Edward C.	1971	Gato
Shankie	James	1966	Hardhead
Shirk	Gary E.	1979	SamRayburn
Smith	William L	1964	Trumpetfish
Smith	Travis	2008	West Virginia
Snyder	Steve	1978	William H Bates
Socia	Matt	2006	Ohio
Spence	David W	1957	Tirante
Spencer	Doug	1967	George Washington Carver
Stoddard	Russell D.	1975	Barb
Strauss	Paul H.	1977	George Washington
Swaenepoel	Edward T	1962	Seawolf
Swenson	Nancy		Associate
Taylor	Richard H.	1969	Tusk
Thanig	Dale	1973	Guardfish
Thomason	Lou	1993	Buffalo
Thompson	Michael E.	1982	Ray
Thompson	Mark	1987	Boston
Tripp	Eber M.		Associate
Ulrich	Michael C	1989	Henry Clay
Vatter	Thomas	1986	Cavalla
Vowell	Charles Thomas	1975	Abraham Lincoln
Ward	Ronald R.	1962	John Marshall
Wardlaw	William R.	1956	Pomodori
Weaver	James F	1971	Dace
Wells	Donald R	1967	James Madison
Wettergreen	Chuck	1968	George Washington
Wiggin	Edgar J	1957	Thornback
Willis	William R.	1968	Nathanael Greene
Wyatt	W. Ray	1968	Ray
Zazueta	Jennifer Marie		Associate

RV-ing? or Subs?

- You need to connect to a/c shore power when you arrive at your camp site!
- If there is no a/c shore power, you must throw the main RV breaker buss to DC power for lighting and power off your stand-by battery. You will have to rig for reduced electrical!
- If you have a stand-by generator, you need to power that up and connect it to the main A/C buss to run appliances and shift busses to the generator.
- You must connect the Sans #1 tank pipe fitting to the shore discharge fitting to pump the



poopy. If there is no Sans #1 shore fitting to pump the poopy, you must have a potable Sans #2 tank on wheels (otherwise known and a camel") to pull it to a discharge fitting at the campground!

- You have to connect RF coax to the shore cable TV fitting for crew's mess television.
- If there is no cable TV fitting on shore, then you need to raise the TV antenna mast and tune for the best stations you can find for crew's mess.



- You also must to connect to shore potable water with the potable water hose and line up for shore potable water.
- If no potable water is available, you have to ensure your RV potable water tank is full before you arrive and align your valves so that you run on internal water.
- Every day at your location, you need to check your tank level indicators to ensure that your sans tanks have room in the for use and your potable water is at an optimum level.
- Also, every day that you are on DC power you need to check battery levels in case you need a charge.
- Taking a shower in an RV is just like the lower level head shower. It is a big as closet. If you are on your internal potable water tank, submarine showers are in effect!
- Failing to properly open or shut a sans valve leads to a very nasty smelly mess and could result in fines!
- Upon connection to your tow vehicle, Port and starboard braking and running lights must be energized.
- Conclusion: For a submariner, an RV is good therapy, without the diving/surfacing part!!! Who knew RV's were like submarines!



Boat



NOTE:

Some of the reunion information listed may be corrupted or contain errors. If you are interested in a listed reunion, it would be best to contact the reunion coordinator.

www.ussvi.org/reunions.asp

USS Abraham Lincoln (SSBN-602) Reunion 9/29/2017 to 10/2/2017 in Groton, CT: Contact George C. Dolgos at ussabrahamlincoln@aol.com or 610-395-5472.

USS Alexander Hamilton (SSBN-617) Reunion 10/18/2017 to 10/21/2017 in Charleston, SC: Contact Dean W Habhegger at habhegx15@ssbn-617.com or 843-901-0368.

USS Angler (SS-240) Reunion 9/17/2017 to 9/21/2017 in Branson, MO: Contact Brian F. Meagher at dmeagher38@gmail.com or 706-273-1931.

USS Baltimore (SSN-704) Reunion 6/29/2018 to 7/1/2018 in North Little Rock, AR: Contact Mark Taylor at empty704@aol.com or 501-416-2488.

USS Bang (SS-385) Reunion 9/25/2017 to 9/28/2017 in New Orleans, LA: Contact Paul Schramm at inkazoo@hotmail.com or 269-345-0859.

USS Barracuda (was K-1) (SSK-1) Reunion 10/16/2018 to 10/20/2018 in New Orleans, LA: Contact John W. Delihanty at loisbill@comcast.net or 503-762-2706.

USS Bashaw (SS-241) Reunion 8/28/2017 to 8/31/2017 in San Francisco, CA: Contact Russell E Anderson at russ@lehmers.com.

USS Benjamin Franklin (SSBN-640) Reunion 11/1/2017 to 11/5/2017 in Naples, FL: Contact Len Exelby at 856-816-5672.

USS Billfish (SSN-676) Reunion 11/6/2017 to 11/9/2017 in Las Vegas, NV: Contact John M. Martin at jmmartin622@yahoo.com or 301-697-2803.

USS Boston (SSN-703) Reunion 7/20/2017 to 7/23/2017 in Newport News, VA: Contact Barry Probst at secretary@ussboston.org or 508-580-3808.

USS Caiman (SS-323) Reunion 5/7/2018 to 5/10/2018 in Little Rock, AR: Contact Douglas W. Smith at dbfrider@comcast.net or 360-692-8232.

USS Carp (SS-338) Reunion 10/22/2017 to 10/25/2017 in Tampa, FL: Contact Bruce E. Savage at besavage@verizon.net or 813-962-7295.

USS Cavalla (SS-244) Reunion 4/20/2018 to 4/21/2018 in Galveston, TX: Contact Joe Arnett at cavalla2018@gmail.com or 518-222-9688.

USS Cavalla (SSN-684) Reunion 4/20/2018 to 4/21/2018 in Galveston, TX: Contact Joe Arnett at cavalla2018 or 518-222-9688.

USS Charr (SS-328) Reunion 10/19/2017 to 10/22/2017 in San Diego, CA: Contact Harry Heller at hwhcj38@cox.net or 623-362-2195.

USS Chivo (SS-341) Reunion 10/22/2017 to 10/25/2017 in Pensacola, FL: Contact Peter W. McVicker at pwmcv213@optonline.net or 646-315-1310.

USS Chopper (SS-342) Reunion 4/30/2018 to 5/4/2018 in Doral, FL: Contact Victor L. Hari at vic633@att.net.

USS Clamagore (SS-343) Reunion 11/12/2017 to 11/15/2017 in Charleston, SC: Contact James D Griffin at realbiggem@cox.net or 850-683-1612.

USS Diablo (SS-479) Reunion 10/11/2017 to 10/14/2017 in Virginia Beach, VA: Contact Timothy J. Calvert at tim479@aol.com or 410-592-6696.

USS Dogfish (SS-350) Reunion 9/13/2017 to 9/17/2017 in Nashville, TN: Contact Ronald P. Stapleton at ronstapleton@bellsouth.net or 615-370-3607.

USS Ethan Allen (SSBN-608) Reunion 9/17/2017 to 9/21/2017 in New Orleans, LA: Contact C. Herbert Richardson at qualster@gmail.com or 301-977-6233.

USS Flying Fish (SSN-673) Reunion 8/17/2017 to 8/20/2017 in Norfolk, VA: Contact Anthony Ficca, II at flyingfishvetsreunion@cox.net or 757-646-1152.

USS George Bancroft (SSBN-643) Reunion 9/14/2017 to 9/17/2017 in Charleston, SC: Contact William Badalucca at billysubs@ssbn643.org or 828-735-0831.

USS George Washington Carver (SSBN-656) Reunion 9/13/2018 to 9/15/2018 in Seattle/Bremerton/Bangor, WA: Contact Michael B. Brown at mbrown06@snet.net or 860-460-1468.

USS Greenfish (SS-351) Reunion 7/20/2017 to 7/23/2017 in Cleveland, OH: Contact James Talarico at jtalarico2@gmail.com or 440-669-0196.

USS Guitarro (SSN-665) Reunion 9/7/2017 to 9/10/2017 in San Diego, CA: Contact Kevin Laughrun at laughrun5@msn.com or 970-581-1302.

USS Harder (SS-568) Reunion 11/6/2017 to 11/11/2017 in Branson, MO: Contact Ronald F Koca at ronaldkoca@gmail.com or 417-546-2298 or 417-440-9022.

USS Hardhead (SS-365) Reunion 11/6/2017 to 11/10/2017 in New Orleans, LA: Contact Jack Gillimore at ajgjhq@aol.com or 860-464-8367.

USS James Monroe (SSBN-622) Reunion 8/26/2017 to 9/1/2017 in Pigeon Forge, TN: Contact Lawrence A. Hook at hook622@yahoo.com or 610-554-7801.

USS John Marshall (SSBN-611) Reunion 4/20/2018 to 4/22/2018 in San Antonio, TX: Contact David K. Cosgrove at subdude.dave@gmail.com or 757-876-8167.

USS Kamehameha (SSBN-642) Reunion 10/23/2017 to 10/27/2017 in New Orleans, LA: Contact Joseph Goertz, Jr. at hookseye@aol.com or 985-643-4129.

USS Lapon (SS-260) Reunion 10/5/2017 to 10/8/2017 in Virginia Beach, VA: Contact Tim Richard at lapon.reunion@yahoo.com

or 757-617-3498.

USS Lapon (SSN-661) Reunion 10/5/2017 to 10/8/2017 in Virginia Beach, VA: Contact Tim Richard at trichard@fermionllc.com or 757-617-3498.

USS Philadelphia (SSN-690) Reunion 7/20/2017 to 7/23/2017 in Groton, CT: Contact Fred W. Nehring at fwnehring@gmail.com or 207-522-3682.

USS Picuda (SS-382) Reunion 9/27/2017 to 10/1/2017 in San Diego, CA: Contact Bill Moak at golfnsurf46@aol.com or 805-581-3319.

USS Piper (SS-409) Reunion 8/18/2017 to 8/20/2017 in Groton, CT: Contact Frank F. Whitty at whitty409@aol.com or 508-479-1661.

USS Pomodon (SS-486) Reunion 10/9/2017 to 10/14/2017 in Branson, MO: Contact Ronald F Koca at ronaldkoca@gmail.com or 417-546-2298 or 417-440-9022.

USS Quillback (SS-424) Reunion 9/27/2017 to 10/1/2017 in San Diego, CA: Contact Bill Moak at golfnsurf46@aol.com or 805-581-3319.

USS Rasher (SS-269) Reunion 9/6/2017 to 9/11/2017 in Naperville, IL: Contact Richard Moore at drifterpilot@cox.net or 804-815-0730.

USS Razorback (SS-394) Reunion 9/12/2017 to 9/15/2017 in North Little Rock, AR: Contact Ronald D. Gorence at mgorence@yahoo.com or 619-264-3327.

USS Redfin (SS-272) Reunion 9/19/2017 to 9/21/2017 in Branson, MO: Contact James Martin at redfin@ussredfin.com or 570-943-2670.

USS Remora (SS-487) Reunion 9/21/2017 to 9/24/2017 in Groton, CT: Contact Robert G Sharpe at ussremora@yahoo.com or 860-501-6161.

USS Robert E Lee (SSBN-601) Reunion 4/24/2019 to 4/28/2019 in San Diego, CA: Contact Joe White at joewhite727@gmail.com or 405-410-9206.

USS Ronquil (SS-396) Reunion 8/29/2017 to 9/1/2017 in Orlando,

FL: Contact Richard Marshall Osentoski at ussronquil@yahoo.com or 734-671-3439.

USS Salmon (SSR-573) Reunion 8/1/2017 to 8/4/2017 in Kalispell, MT: Contact Bill (Andy) Anderson at bigsal573@msn.com or 407-777-2422 or 406-360-8444.

USS Sam Rayburn (SSBN-635) Reunion 11/12/2017 to 11/16/2017 in Branson, MO: Contact Thomas Sprague at tmsprague48@gmail.com or 858-755-6011.

USS Sargo (SSN-583) Reunion 9/27/2017 to 9/30/2017 in Washington, DC: Contact Michael R. Hacking at mrhacking@cut.net or 801-754-1183.

USS Sea Cat (SS-399) Reunion 10/2/2017 to 10/6/2017 in Ft. Worth, TX: Contact Edwin D. Hymer at ednmeg@mchsi.com or 515-981-3006.

USS Sirago (SS-485) Reunion 7/20/2017 to 7/23/2017 in Cleveland, OH: Contact James Talarico at jtalarico2@gmail.com or 440-669-0196.

USS Snook (SSN-592) Reunion 9/18/2017 to 9/22/2017 in Allen Park, MO: Contact Robert Pettengill at kb5rex@gmail.com or 405-204-6176.

USS Spinax (SS-489) Reunion 10/8/2017 to 10/14/2017 in Daytona Beach, FL: Contact Bruce Taff at bearvalleytaff@hotmail.com or 321-452-8866.

USS Stonewall Jackson (SSBN-634) Reunion 9/27/2017 to 10/1/2017 in Charleston, SC: Contact Jeffrey W Morris at jeff@stonyj634.org or 972-298-8807.

USS Thomas A Edison (SSBN-610) Reunion 10/5/2017 to 10/8/2017 in Groton, CT: Contact William T. McCance at 11doc@comcast.net or 860-464-6758.

USS Tigrone (SS-419) Reunion 9/28/2017 to 10/1/2017 in Mobile, AL: Contact John D Murray at jmurray@delreysys.com or 757-573-1695.

("Boat Reunions" are continued on page 38)

SUBMARINE-ART by Thomas Denton



Prints Available
From
**Original Acrylic-
Watercolor- Mix
Paintings**
Accurately
Researched

Tom Denton-Artist
8629 Discovery Blvd
Walkersville, MD 21793
(301) 845-0049
gcmfish@verizon.net



**VETERAN
ETC (S/SW) US NAVY**

www.submarineart.com

**SUBMARINER
MEMBER - USSVI - NSL**

("Boat Reunions" continued from page 37)

USS Tirante (SS-420) Reunion 10/2/2017 to 10/4/2017 in Silverdale, WA: No contact information available.

USS Triton (SSN-586) Reunion 5/3/2019 to 5/4/2019 in Groton, CT: Contact Henry E Jackson at henryejackson@att.net or 706-497-7982.

USS Trutta (SS-421) Reunion 9/27/2017 to 10/1/2017 in San Diego, CA: Contact Harry W Moak at golfnsurf46@aol.com or 805-581-3319.

USS Tunny (SS-282) Reunion 10/25/2017 to 10/29/2017 in San Diego, CA: Contact Warren Branges at tunny.reunion.2017@gmail.com or 619-971-8292.

USS Tusk (SS-426) Reunion 9/28/2017 to 10/1/2017 in Branson, MO: Contact Roger J. Maggi at rogjan6@msn.com.

USS Ulysses S Grant (SSBN-631) Reunion 10/11/2017 to 10/15/2017 in New Orleans, LA: Contact Larry E. Jordan at lej_ss@sbcglobal.net or 940-569-8145.

USS Volador (SS-490) Reunion 10/2/2017 to 10/4/2017 in Las Vegas, NV: Contact Andrew Steiner at substeiner490@yahoo.com or 928-234-1932.

USS Wahoo (SS-565) Reunion 9/14/2017 to 9/16/2017 in Cleveland, OH: Contact Thomas E Young at tank@tomandshirleyyoung.com or 603-489-2768.

USS William H Bates (SSN-680) Reunion 9/1/2017 to 9/4/2017 in Orlando, FL: Contact Brad Williamson at bradwmson@ssn-680.org.

Brag, Boast, Educate or Just Plain Inform . . .
SubVet Bases Share Their Events
— continued —

Sea Poacher 65-Club Gets Unique

The USSVI Sea Poacher Base of Bartow Florida has a unique funding method in place for its Scholarship Fund.



At each monthly Sea Poacher Base meeting during the Good of the Order Phase, each Shipmate is requested to check their wallet and surrender" any bills with the number 65 in its serial number. 65-Club name being selected to honor the 65 Submarines lost since the inception of the United States Submarine Force.

To date the 65-CLUB along with personal donations has funded a Perpetual Scholarship at \$10,000, with the Polk

County Education Foundation, allowing a \$500 Scholarship to be presented to a graduating senior from Summerlin Academy, a military-style school within Bartow High School.

With the Perpetual Scholarship funding complete, the 65-Club proceeds now go into a second scholarship fund established with the Polk County Education Foundation, allowing the Sea Poacher Base to award additional scholarship(s) should qualified candidates apply.

Native American Art Blends with Sub Service

Not many of us can lay claim to wearing a genuine work of art as part of our sub vets rig, but Tom Carlino Wyoming Base, can. As the photograph with this article shows, Tom, like many Westerners, fancies wearing a bolo tie as part of his outfit. But Tom's tie is most special.

This graceful bolo is handmade from mainly black and silver beads by Alice Aragon, a Eastern Shoshone Native American lady who meticulously hand-crafted this. The beautiful tie shows the grace and skill of an original American group that gave us Sacagawea, Lewis and Clark's most noble guide and the face of the less than rave demanded \$1 coin.



Tom Carlino left the Navy as a MM2(SS) and "homeports" with the Wyoming Base Dist. 7. He was adamant that the bolo artist has stated she was not in the market to make more for either love or money.





General

Submarine Squadron 50

of the Atlantic Fleet

By David Kauppinen, San Diego Base and Scamp Base

When tolling the boats at our subvet meetings we hear about the submarines lost that month and how many men died. To give a little more perspective, I decided to do a presentation about one of those boats, the USS Herring (SS-233). It was interesting doing the research and the presentation was well received at our Scamp Base meeting in June. Our WWII submarine history focuses on the patrols and exploits in the Pacific, so I was surprised to learn about our submarine operations in the Atlantic.

In the summer of 1941, the U.S. anticipated entering WWII, so hundreds of American construction personnel and equipment were secretly sent to Rosneath, Scotland in order to build a forward operating base in cooperation with the British. Rosneath is located on Gare Lock about 5 miles east of Holy Lock. In August of 1942, the U.S. took over this new base in order to train amphibious forces for the invasion of North Africa.

In the summer of 1942 Winston Churchill requested that President Roosevelt order U.S. fleet submarines into the battle against U-Boats in the Atlantic. Up to this point, the oldest U.S. submarines were mostly involved in protecting shipping lanes along the East Coast and the Caribbean. Admiral Ernest King, Commander-in-Chief of the U.S. Fleet



USS Barb (SS-220) one of the members of Subron 50

wanted these new subs in the Pacific, but he was overruled by FDR. In September 1942, Squadron 50 was formed in New London with six new Gato class boats and submarine tender USS Beaver (AS-5). These boats were the USS Barb (SS-

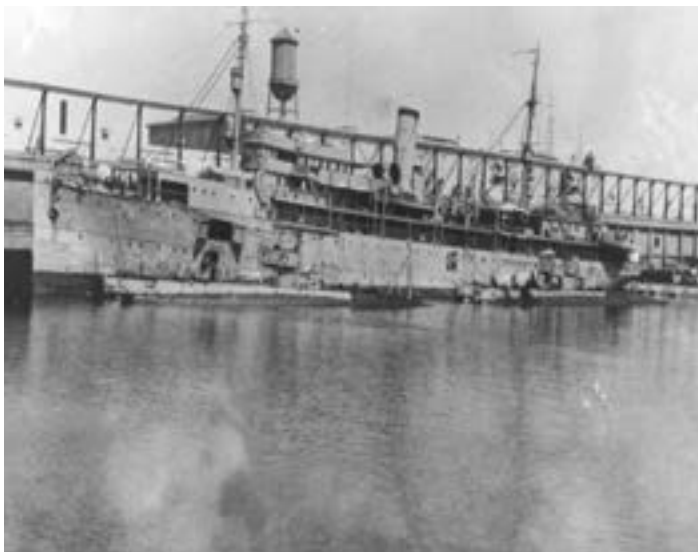
220), USS Blackfish (SS-221), USS Herring (SS-233), USS Shad (SS-235), USS Gunnel (SS-253), and USS Gurnard (SS-254). Subsequently, SUBRON 50 was moved to Rosneath.

Five of the SUBRON 50 boats supported Operation Torch which was the invasion of North Africa from November 8-10, 1942. The USS Gurnard was unable to support, because they had trouble with her notorious H.O.R diesel engines. Prior to the main landings the subs performed



The submarine base at Rosneath, the home of Squadron 50 prior to return to the British. Some of the Squadron's boats can be seen.

reconnaissance, established navigation references, and landed Army Scouts ashore off the coast of Morocco which was General George Patton's assigned area. This area was also infested with German U-Boats, the weather was bad,



The USS Beaver (AS-5), a converted general purpose ship turned into a sub tender. The long serving (relatively) "home base" for SubRon 50. (See following story.)

and recognition signals were disorganized. Consequently, the USS Gunnel was bombed (but not sunk) by Army aircraft and the USS Shad was heavily damaged by an allied destroyer.

("U.S. Subs in the North Atlantic . . . is continued on page 41)



Navy Equips Merchants for Sub Rescue

Navy Installs Submarine Rescue System In Merchant Vessel

Article by Richard Tomkins, UPI, May 3. Photo from Navy Files

A recompression system for sailors rescued from disabled submarines has been installed by the Navy's Undersea



Rescue Command contractor, Phoenix Holdings International, on a Military Sealift Command-chartered merchant vessel, the HOS Dominator.

The HOS Dominator is normally used for training by the Navy. Its new rescue system features a transfer under pressure capability, which will enable sailors on a disabled submarine to move safely from a pressurized compartment aboard the submarine to a recompression chamber aboard the rescue ship.

"It's one of only a handful of mobile rescue systems in the world," Cmdr. Mark Hazenberg, URC's commanding officer, said in a press release. "It's able to be rapidly deployed and can assist in rescues of numerous foreign submarines in addition to our own."

The SRDRS is the only deep submarine rescue system of the U.S. Navy for recovering crew from a disabled submarine too deep for submarine escape.

The Navy said the SRDRS replaces two rescue submarines as the main deep-sea rescue asset.

Son Brings USS Barb (SS-220) Back to Life

Son Delivers an Inspired Presentation of Hero Dad's WWII Exploit
By
Mike Varone

Submarine veteran Tim Richard delivered a very moving presentation of his hero father's exploit aboard USS Barb (SS220) on 23 July 1942 to NOVA Base SubVets on 11 March. Tim Richard, himself a SubVet served 10 years active duty as a Nav-ET aboard USS Lapon (SSN-661).

Tim's father, Jim served aboard USS Barb (SS220) as a Motor Machine Mate Second Class with



CDR Eugene B. Fluckey during the five war patrols conducted under Fluckey's command. It was during the 12th war patrol where a team of eight crewmembers, including Jim, went ashore and sabotaged a Japanese railroad train.

Crew members conducting the raid and half the raiding party was comprised of former Boy Scouts/Eagle Scouts who could be relied upon because of their scouting experience. The mission was seen as a survival mission in a strange land and, if detected during the mission, orders were to head 130 miles north to the Siberian part of Sakhalin Island.

Once ashore, the raiders found their

way to the tracks and started digging to place the 55 pound charge (one of three scuttling charges taken from the boat) and placed in a tin can and sealed to provide the current for the charge under the tracks. Tim's father was stationed as a lookout 50 yards down the track in one direction while another lookout went 50 yards in the other direction.

With the charge in place, the men slipped quickly back to the two rubber rafts and paddled quickly to rendezvous with the Barb, located some hundreds of yards off shore. Halfway way back to the Barb, they heard a train coming. They looked back to see the entire sky lit up and parts of the train thrown at least 200 feet in the air.

His father feared he could go to jail if



these logs were made public. Tim's dad wore a beard and a blue sapphire ring in his left ear while serving on Barb. CDR Fluckey described Jim as a "crack motor machinist mate and born pirate." In fact, Tim told us that the Richard family is indeed descended directly



from the Cajun pirate Jean Lafitte.

Tim has not yet decided where to place his Dad's memorabilia. We were told by him, "I'm still sorting through a lot of it. Some will be passed down to family and some I'll keep and display." He went on to say, "Once I have an idea of how much stuff is left, I'll figure out where it's going to go". "Some will be donated to his high school in Taft, California, particularly since he was inducted into its hall-of-fame last year". Tim's final thought was that he has to, "consider where Dad would have wanted it to go."



After Operation Torch, control of the Rosneath base was returned to the British with the exception being a seabee camp and dock space for the USS Beaver. Over the following eight months, the six SUBRON 50 boats completed 27 patrols mostly in the Bay of Biscay off the coast of France and Spain, and between Norway and Iceland. Due to the advances in ASW, surface craft and airplanes were effectively dealing with the U-Boat problem, so there was a lack of targets. In July 1943, SUBRON 50 was returned to New London, and all six boats were subsequently reassigned to the Pacific.

USS Beaver (AS-5) Subron 50's "Home Away from Home"

USS Beaver (AS-5) was a submarine tender which served in the United States Navy from 1918 to 1946 and was an integral part of the U.S. submarine action in the Atlantic..

Construction and acquisition

USS Beaver (AS-5) was built in 1910 as a steel-hulled, single-screw, freight and passenger ship at Newport News, Virginia, by the Newport News Shipbuilding Co. for the Union Pacific Railroad Company. She was purchased from the San Francisco and Portland Steamship Co. on 1 July 1918 for service in the U.S. Navy during World War I and given the classification Id. No. 2302. She was converted to a submarine tender at the Mare Island Navy Yard and was commissioned there on 1 October 1918, Lieutenant

Commander James A. Logan in command.

To prepare her to serve as mobile repair and maintenance facility for submarine squadrons, the yard workers installed a



Originally built as a freight/passenger ship, the Beaver had a Newport News vertical triple expansion reciprocating engine that was fed by six Scotch boilers, that produced 190psi of saturated steam.

machine shop, electrical plant, battery shop, and refrigerator units inside the ship. Since her duties included providing boat services to submarines, the tender carried four motor launches, three motor boats, and five smaller craft.

WWI and Between War Period

Assigned to the Pacific Station, she wound at Coco Solo in the Canal Zone. There she was assigned as tender to Submarine Division 14 (SubDiv 14). At this time, because diesel submarines had limited range and were prone to engine failures, their operations were generally confined to the coastal waters



Beaver shown in a 1918 photograph that shows a WWI camouflage scheme. This design was intended to deter submarine attacks but had dubious value.

off American submarine bases. Before the war, there was only one submarine tender in commission and only three submarine bases in operation: one at New London, Connecticut; another at

San Pedro, California, and the third at Coco Solo in Panama.

In order to expand operations and provide bases for the growing numbers of submarines being built during World War I, the Navy commissioned Beaver and four other tenders and began looking for new base locations. In the Pacific, with Japan viewed as the major threat to American security, naval and military planners began building up the defenses of Hawaii and other possessions.

In Hawaii, four F-boats had been stationed at Honolulu and at Kuahua Island in Pearl Harbor from 21 July 1914. Their crews had built a small pier at the latter location before returning to the west coast on 14 November 1915. In order to improve this facility and create a permanent submarine base at Pearl Harbor, Beaver received orders to Hawaii in early 1919. She escorted six of the new R-boats from San Pedro



The 6 "R boats" with the USS Beaver in 1918

to Oahu that spring, arriving at Kuahua Island in early July. The tender's crew then helped the submariners build an administrative building, a mess hall, and shops to service and overhaul the boats.

In 1921, she spent the next year operating on "detached service", presumably providing repair and support services to submarines up and down the east coast. On 17 July 1920, the Navy adopted the alphanumeric system of hull classification and identification, and Beaver was designated AS-5. The tender's only unusual duty came in September, when she assisted the unsuccessful attempt to salvage submarine S-5 that had sunk off the Delaware Capes on the 1st.

In December 1920, Beaver received orders to repeat her 1919 service by



Looking for a unique and memorable setting for your next reunion? Come to the Wisconsin Maritime Museum!

Treat your group to the Wisconsin Maritime Museum, Wisconsin's first Smithsonian Affiliate and the Great Lake's premier maritime museum. Located on the coast of Lake Michigan, the Wisconsin Maritime Museum offers spaces for meetings, banquets, time on *USS Cobia*, and even engine starts! Book your event today!



WISCONSIN
MARITIME
MUSEUM
AT MANITOWOC

www.wisconsinmaritime.org



Smithsonian Affiliate

USS Beaver (AS-5) (cont.)



escorting six S-boats of SubDiv 18 to the Pacific. This time, however, she was to convoy them all the way to the Philippine Islands. After several months of preparation, the division sailed via the Panama Canal and San Pedro, California, to Hawaii. From there, the tender and her charges made the long non-stop run from Hawaii to Guam. After a stop for fuel and supplies at Apra, the division arrived off Sangley Point in Manila Bay on 1 December 1921. Over the next six months, the tender's crew helped improve the submarine base at Cavite and supported local operations by the division's diesel boats.

After transfer to the east coast, she was assigned to SubDiv 17, where she spent the next six months operating in Atlantic waters. She escorted her submarine charges to Norfolk, Virginia, New York, Newport, Rhode Island, and Portsmouth that fall, before ending the year at the submarine base in New London. Transferred to SubDiv 11, Beaver then

convoyed that division to the West Indies in January 1923 for the annual "fleet problem", the fleet maneuvers that served as the culmination of the training year. In February–March, in company with Camden and Savannah, the submarine tender supported operations in the Gulf of Panama as the submarines attempted to "defend the Canal Zone" in war games against the Battle Fleet. In April, the Commander, Submarine Division, Pacific, transferred his flag from Camden to Beaver. The tender then joined SubDiv 16, consisting of six of the new S-boats, and escorted them back through the canal and on to San Pedro, arriving there at the end of the month.

On 9 June, Beaver and four of her S-boats sailed north for a cruise in Alaskan waters. This was the first visit by American submarines to this region, and the squadron spent nearly three months surveying the straits and coastal islands for a possible submarine base. In mid-August, after a stop at Vancouver, British Columbia, the squadron visited Astoria,

Oregon, to look over a site contemplated for another submarine base. Finally, Beaver and her charges returned to San Pedro on 25 August. The tender supported local submarine operations off California for the remainder of the year.

On 2 January 1924, Beaver, in company with ten submarines of SubDivs 16 and 17, steamed south from San Pedro for another fleet exercise in the West Indies. Unlike the previous spring, however, this time the submarines sailed in company with the Battle Fleet, which had been operating in the Pacific since the previous year. The submarines first made the long non-stop cruise to Balboa, Canal Zone, on the Pacific side of the Panama Canal. Then the entire force steamed through the canal to participate in extensive war games in the West Indies with the Scouting Fleet. In addition to operations at sea, the submarine divisions visited Haiti, the Virgin Islands, and Trinidad. The tender and her charges returned to San Diego, via the canal, in May 1924

and remained there through the end of the year.

Beaver got underway from Mare Island, California on 14 April 1925, bound ultimately for the Asiatic Station. In company with five submarines of SubDiv 16, she first stopped at Honolulu for maneuvers with the Battle Fleet in Hawaiian waters. The following month, after turning over the flag of Pacific Submarines to Savannah, Beaver sailed for the Philippines with six S-boats of SubDiv 16, arriving at Manila on 12 July.

Over the next seven years, Beaver tended SubDiv 16 in Philippine and Chinese waters. As service on the Asiatic Station was influenced by the monsoon seasons, the tender followed a standard pattern of annual operations. In the spring and summer, she shifted base from Manila Bay to Tsingtao, China, and supported submarine cruises up and down the Chinese coast. These included stops at Hong Kong, Swatow, Amoy, Shanghai, Weihai, and Tientsin. From the latter port, leave parties often visited Peking. In the fall and winter, as the monsoons moved southwest toward French Indochina and the Dutch East Indies, the tender and her charges shifted back to the Philippines for operations out of Cavite.

The tender sailed for the east coast in November 1940, passing through the Panama Canal and arriving at her new home port of New London, Connecticut, at the end of that month. There, she joined the growing numbers of warships in the Atlantic following the September 1940 "destroyers-for-bases" deal between the United States and Britain. The agreement, which transferred 50 "overage" destroyers to the Royal Navy in exchange for 99-year leases on bases in the Western Hemisphere, allowed American forces to move into particularly important islands in the West Indies. Over the next year, naval engineers and civilian contractors set up a network of seaplane and naval bases to protect the approaches to the Panama Canal.

During 1940, Beaver helped establish a submarine base at Gregerie Channel in St. Thomas, Virgin Islands, and operated at the seaplane base near Hamilton, Bermuda. She also served as temporary flagship for Atlantic Fleet

submarines before becoming the tender for SubRon 7 based at New London in April. Following American entry into World War II on 7 December 1941, Beaver led 11 R-boats to the seaplane base in Bermuda, arriving there on the 10th. For the next nine months, the tender alternated between Bermuda and New London, supporting submarine patrols along the Caribbean-Bermuda-New England shipping lanes and assisting antisubmarine training for American destroyers.

World War II in the Atlantic

On 3 September 1942, Beaver and six submarines formed SubRon 50 at New London, a special unit intended for Operation "Torch" — the planned November landings in French North Africa. In October, while five of her submarines sailed with Task Group 34.11 (TG 34.11) for operations off North Africa, Beaver joined convoy HX 212, bound for the United Kingdom. On 24 October, the 48-ship convoy ran into a patrol line of German U-boats which closed to attack. Starting on the 26th, and continuing over the next two nights, seven U-boats attacked the convoy. Although the convoy escorts — including the Coast Guard cutter Campbell and three British Commonwealth corvettes — drove off most of the attackers, three merchant ships were sunk and another two damaged by U-boats that broke through the defensive screen. The rest of the ships, including Beaver, came under RAF air cover out of Iceland on the 28th and arrived at the Firth of Clyde on 1 November.

The submarine tender then steamed to the naval operating base at Rosneath, Scotland, near Glasgow, where she established a temporary submarine base for SubRon 50. After the squadron's submarines returned from "Torch" operations, where they had conducted reconnaissance patrols off the beaches, they were assigned patrol areas in the Bay of Biscay. Between December 1942 and March 1943, the submarines searched for blockade runners out of neutral Spanish ports. Starting in April, they patrolled off Norway, Iceland, and then the mid-Atlantic, searching for enemy U-boats and waiting in case the German surface fleet broke out from its Scandinavian bases.

World War II Pacific Service and fate

On 15 July 1943, Beaver sailed for the United States and, after an uneventful passage, arrived in New York later that month. Needed to support the growing American submarine offensive in the Pacific, the tender got underway 10 days later for San Diego, via the Panama Canal. After a brief overhaul in San Diego, she sailed for Alaska on 20 September. Assigned to SubRon 45 at Dutch Harbor, Beaver furnished tender services to North Pacific Force submarines when they returned from patrols in the northern Kurils and the Sea of Okhotsk. Her crew also helped establish and run a submarine base at Attu.

On 12 February 1944, the tender returned to San Diego, where her crew set up a submarine training school in conjunction with the Navy's West Coast Sound School. Beaver remained at San Diego — tending S-boats during training operations — until late June 1945. Ordered into drydock for conversion to an internal combustion engine repair ship, she was redesignated ARG-19 on 25 June 1945. Following two months of repair and conversion, she departed San Diego on 28 August for duty with the service force in occupied Japan. The ship remained in Japanese waters — tending the multitude of small craft in use by the Navy — until March, 1946, when she crossed the China Sea and steamed up the Yangtze River in China and then on to the Huangpu River where she remained until May, 1946. She then returned to the west coast, anchoring in Puget Sound, in the state of Washington. I served aboard the Beaver during her voyage through the Pacific, to Okinawa, Japan and China.

Beaver was decommissioned on 17 July 1946 and turned over to the War Shipping Administration for disposal on 5 August. Her name was struck from the Naval Vessel Register on 15 August, and she was sold to the Boston Metals Corp. for scrapping on 28 August 1950.

**U.S.S. COLORADO
HENRY BIGBOY RIFLE**



Licensed Vendor

**Only 20 Henry "Bigboy" Rifles are left.
Call now to get one from this limited run added
to your collection before they're gone.
Call 303-659-4061 to order yours today!**

**CELEBRATE THE NEW USS COLORADO SSN 788
A MUST FOR A SUBMARINER COLLECTOR
ONLY 25 RIFLES BEING MADE...
CALL FOR DETAILS TODAY!
303 659 4061 or TOLL FREE (1 855-807-7433)
www.topsidewatch.com**

Odd Facts and Info #5

- *During World War II coconut milk was used as blood plasma.*
- *During the 19th century soldiers who had died in battle had their teeth pulled out to be used as dentures by other people.*
- *Just before the start of World War II most condoms worn were made in Germany. When war broke out most soldiers making love before leaving for the front were wearing German condoms.*
- *During World War II Marmite was prescribed as a cure for tropical diseases like burning feet and Beriberi.*
- *After the First World War ended it was found that the Armistice was typed back to front. The French clerk who was taking the dictation accidentally put the carbon papers in the wrong way round.*
- *During World War II a German U-boat was actually sunk by a truck. After the U-boat had torpedoed a convoy of cargo ships in the Atlantic Ocean, it rose to the surface to see the results when one of the ships suddenly exploded sending its cargo of trucks flying into the air, one of which landed on the submarine breaking it's back and sinking it.*
- *During World War II the military production of the Ford Motor Company exceeded that of the whole of Italy.*

**ATTENTION !!!!
NEW LEATHER BELTS**

We are pleased to announce the arrival of our new leather belts. They are similar to ratchet belts but better quality. Order now through your base storekeeper. We have gold dolphins and silver dolphins buckles. In the future, we will expand our inventory to include silver dolphins on a gold buckle for our CPOs.



Belt Description & Catalog Numbers



Belt - Black - Enlisted (silver dolphins)
N465 Genuine, N466 Top Grain, N467 Full Grain
Belt - Brown - Enlisted (silver dolphins)
N471 Genuine, N472 Top Grain, N473 Full Grain



Belt - Black - Officer (gold dolphins)
N468 Genuine, N469 Top Grain, N470 Full Grain
Belt - Brown - Officer (gold dolphins)
N474 Genuine, N475 Top Grain, N476 Full Grain

We also sell accessories, ball caps (your boat), belts (leather & web), buckles with dolphins, bolo ties, bumper stickers, decals, flags, license plates & frames, patches, pins, shirts (T's & golf), vests and more.



USSVI National Storekeeper
2063 Main St., PMB 293
Oakley, CA 94561
(925) 679-1744
nsk.ussvi@yahoo.com
www.nationalstorekeeper.com

American Submariner **Advertising Rates**

**For all advertising questions - or to place an ad -
contact the Editor**

Chuck Emmett

(623) 455-8999 or American-Submariner@cox.net

	Corporate Rate				USSVI Member Rate		
	1 Issue	4 payments	1 Payment		1 Issue	4 payments	1 Payment
		10% Discount on 4 issues	10% Discount Total Year	Approximate Ad Size		10% Discount on 4 issues	10% Discount Total Year
Full Page Color	\$1,000	\$3,600	\$3,240	7½" x 10"	\$800	\$2,880	\$2,590
½ Page Color	\$700	\$2,500	\$2,500	3¾" x10" (V) 7½ x5" (H)	\$560	\$2,000	\$1,800
¼ Page Color	\$490	\$1,760	\$1,585	3½" x 3¾"	\$390	\$1,400	\$1,260
Full Page B&W	\$700	\$2,500	\$2,250	(same as for color)	\$560	\$2,000	\$1,800
½ Page B&W	\$490	\$1,760	\$1,585	(same as for color)	\$390	\$1,400	\$1,260
¼ Page B&W	\$340	\$1,220	\$1,100	(same as for color)	\$270	\$970	\$875

To get the 10% discount on four issues, payment for each issue must be made each quarter on the fifth of the first month of the quarter (i.e., January 5, April 5, June 5, and October 5.)

If payment is not received by these dates, the ad will not run in that issue. Some changes to due date may be made on a case by case basis to accommodate customers accounting parameters.

**American Submariner also offers small classified
advertising that would be posted in its own section.
Contact the Editor at (623) 455-8999 for rates and details on
this and any other advertising questions.**



APPLICATION FOR MEMBERSHIP

Regular Life Associate

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 of America & its Constitution."

With my signature below I affirm that I subscribe to the Creed of the United States Submarine Veterans, Inc., and agree to abide by the Constitution, all Bylaws, Regulations and Procedures governing the U.S. Submarine Veterans, Inc., so long as they do not conflict with my military or civil obligations. I will furnish proof of my eligibility for Regular membership, including my discharge under honorable conditions, and proof of my U.S. Navy (SS) Designation, if required by the Base or the national Membership Chairman. If I am not discharged, the discharge requirement is waived. If I am not U.S. N. submarine qualified, I am applying as an Associate and my sponsor is indicated below.

- I certify that I was designated qualified in USN Submarines aboard _____ in _____ (Yr)
(Honorary designations regardless of source do not apply under any circumstances.)
- I certify that I received a discharge under Honorable Conditions (if not currently in military service) in _____ (Yr)

Name: (Print /Type) _____ **Address:** _____

City: _____ **State:** ____ **Zip Code:** _____ - _____ **Tel:** (____) ____ - _____

Signature: _____ **Date:** _____

Your E-Mail Address _____ **Base/Chapter Desired:** _____

Nat'l Member Dues year runs from Jan 1st thru Dec 31st. Please indicate your term preference: _____
Nat'l Dues: 5 Yr term: \$ 115.00; 3 Yr term: \$ 70.00; 1 yr term (Jan thru Sep) \$ 25.00;
 (Oct thru Dec adds the next yr): \$ 30.00
Nat'l Life: 76+ yrs = \$100.00; 66 thru 75 yrs = \$200; 56 thru 65 yrs = \$ 300.00; 46 thru 55 = \$400.00; Thru 45 yrs = \$ 500.00
Local Base/chapter dues are separate and additional. Consult the local base for those figures.

How did you find USSVI? Friend, Boat Assn, Local Event/News, Internet, Other (_____)

Who is your sponsoring USSVI Regular Member?: (Mandatory for Assoc Mbrs) _____
 Associate Applicant is: Veteran Spouse of Veteran Other (specify) _____

YOUR U.S. NAVY BIOGRAPHICAL DATA

Date Of Birth (MM/DD/YY) ____ / ____ / ____ **If other military service, What Branch?** _____

Highest Rate & Rank Attained: _____ **Mil Retired (Y/N):** ____ **On Active Duty? (Y/N):** ____

YR entered Mil Service: ____ **YR left Mil Service** ____ (Active/Inactive reserve time also counts.)

Check if your Military Service falls within any of these time periods: Dec 7, 1941, thru Dec 31, 1946; June 27, 1950, thru Jan 31, 1955; Aug 5, 1964, thru May 7, 1975; and from August 2, 1990 to date.
 Check if you have been awarded an Expeditionary Medal.

Submarines and ships served aboard as ship's company (Use back if you need more space.)

1. _____ **Hull#** _____ **Rank/Rate** _____ **From Yr.** ____ **to Yr.** ____
2. _____ **Hull#** _____ **Rank/Rate** _____ **From Yr.** ____ **to Yr.** ____
3. _____ **Hull#** _____ **Rank/Rate** _____ **From Yr.** ____ **to Yr.** ____
4. _____ **Hull#** _____ **Rank/Rate** _____ **From Yr.** ____ **to Yr.** ____
5. _____ **Hull#** _____ **Rank/Rate** _____ **From Yr.** ____ **to Yr.** ____

Next of Kin: **Name:** _____ **Relationship:** _____ (Spouse, Partner, Son, Dau, Parent, Other)

Addr: _____ **City:** _____ **State:** ____ **Zip:** _____ **Tel:** _____
 (Leave this address line blank if the same as your home address)

Upon completion, please deliver to: Your Base Chapter Secretary, or if you do not know of a base location near you,
 Mail to: USSVI National Office, P.O. Box 3870, Silverdale, WA 98383-3870
Questions: Call 1-877-542-DIVE or email office@ussvi.org

CHANGE OF ADDRESS FORM

Please put your new address here, cut it out and send it to the National Office at:

PO Box 3870

Silverdale, WA 98383-3870

Or, (1) call it in: 877-542-DIVE

Or, (2) E-Mail it to: USSVI@telebyte.net

NEW ADDRESS

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: _____ E-MAIL: _____

(Cut out this form. Your mailing label will be on the back.)

Not a submarine veteran but like our magazine? American Submariner is now available to the public by mail for the list price of \$24 per year. Send a check, made out to:

USSVI

PO Box 3870

Silverdale, WA 98383-3870

Indicate in the memo field of your check that the money is for a magazine subscription.

**ELECTRONIC
AMERICAN SUBMARINER**

Want to be environmentally friendly? You can go green, go paperless, save energy, find it easier on your technology your way and view/download the American Submariner available "earlier" on-line in Adobe PDF file format. To opt out of the paper version, email us at:

ASOptOut@ussvi.org

Find every copy of American Submariner since 2005 volume 5 on-line at <http://www.ussvi.org/>, by selecting "USSVI Magazine" from the blue buttons on the left, following through "Current or Past Issues," and "Member Login" to click on the Current or a Past Issue to view.

NEED HELP ?

If you have a membership, dues or address problem, just give Fred Borgman a call at the National Office at 877-542-3483.

All calls are Welcome!

All member deaths are to be reported to the National Office in Silverdale WA.

Call 877-542-DIVE

E-Mail: USSVI@telebyte.net

Snail mail to:

POB 3870 Silverdale WA 98383-3870



Aren't Getting Your Magazine?



The seasonal changing of "snow bird" addresses is not "automatic" and has never been. The primary responsibility of changing addresses rests with the member as he knows when he is changing locations, not the Base nor the magazine nor the National office. The options are:

1. Log on (by the member) to the web site , www.ussvi.org, and go to member's "My profile" and make the change.
2. Notify the Primary Base of the change and they can make the necessary entries.
3. Use an e-mail to the National Office at ussvi@telebyte.net and we will respond upon completion.
4. Call the National office at 1-877-542-DIVE and inform them of the change.
5. Use the Change of Address Form (above) and mail it in to the National Office.



If you or a loved one have been diagnosed with mesothelioma, please call us immediately about your situation and legal rights. We have been handling mesothelioma cases for over 30 years. We understand the emotional and financial stress that comes with a diagnosis.

Mesothelioma is a rare cancer caused by exposure to asbestos. Veterans who served aboard submarines or worked in shipyards are especially at risk. Their service, unfortunately, exposed many to products containing asbestos.

Asbestos companies knew the health hazards of asbestos exposure, but kept the dangers hidden. Military personnel did

not know the dangers of breathing asbestos dust. Most did not even realize they were being exposed to asbestos.

Mesothelioma can occur at even very low levels of asbestos exposure. Mesothelioma symptoms can take up to 20 or 30 years to develop after exposure and can be difficult to diagnose.

Please contact us immediately since legal claims for mesothelioma will be lost if not filed within the time period set by law.

All cases are handled on a contingency basis. If there is no recovery, there is no fee. Call now to speak directly with a lawyer experienced in handling mesothelioma cases.



Galiher DeRobertis Waxman

ATTORNEYS AT LAW

www.GaliherLaw.com (888) 441-0067

This is an attorney advertisement for the law firm of Galiher DeRobertis Waxman. The law firm designates Dana K. Waxman, 610 Wood Ave., Honolulu, HI 96814, as the attorney responsible for this advertisement.