American Submariner

Volume 2018
2nd Quarter
$6.00

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USS Thresher (SSN-593)

America's two nuclear boats on Eternal Patrol

USS Scorpion (SSN-589)

More information on page 20

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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.

(2018)

1st Quarter 2018 Issue – Friday, January 5
2nd Quarter 2018 Issue – Thursday, April 5
3rd Quarter 2018 Issue – Thursday, July 5
4th Quarter 2018 Issue – Friday, 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.
George L. Street, The fourth Medal of Honor recipient in attendance was VADM (Ret) Lawson R. Ramage, however, he did not sign the poster for some unknown reason. There were only 150 of these signed posters distributed. The Charitable Foundation Board has voted to auction the poster off sometime in the future, probably on-line, with the proceeds to go to the USSV – Charitable Foundation Scholarship Fund. Hope to see you all at our 2018 National Convention Cruise out of Fort Lauderdale this October.

On March 16, 2018 prior to the Annual Mid-Term National Board Meeting, a financial Review of USSVI 2017 financial records was completed by the National Audit Committee in Orlando, FL. The committee consisted of Regional Directors Steve Bell, Les Altschuler, David Farran, Assistant WR Director Jim Denzien, DCOY Tom Williams and ESD4 Commander Ken Nichols. I and NT Paul Hiser were in attendance as Chairman and advisor respectively.

National Treasurer Paul Hiser’s record keeping abilities, attention to detail and the organized manner in the way he supplied the necessary documentation, enabled the committee to complete their task quicker and more smoothly than any previous review with which I have been involved. The committee found only one item that needed corrective action. This consisted of supporting documents (receipts) for an RR (Requested Reimbursement) that for some reason were lost during an e-mail transfer. The documents were easily found and supplied to the committee for their approval. The 2018 Convention/Cruise is open for registration and promises to be a memorable and enjoyable activity for our membership. This is only the second time in 54 years an ocean cruise has been used to conduct a USSVI National Convention, so don’t hold back in making plans to attend. It could possibly be the last time this will take place in some of our lifetimes.

On a similar subject, I want to thank John Andersen for his recent donation to the USSV - Charitable Foundation of a framed poster from the “UP PERISCOPE SEMINAR” held some years back that was attended by more than 400 submariners and historians and was hosted by the Admiral Nimitz Foundation, the U.S. Naval Institute and the Admiral Nimitz Historical Park. The keynote speaker was RADM Chester W. Nimitz Jr, who was also a submariner, as was his father. The attendees included four living submarine commanders who were awarded Medals of Honor for their war patrols. The poster is signed by RADM Nimitz and three of the Medal of Honor awardees: RADM (Ret) Richard H. O’Kane, RADM (Ret) Eugene B. Fluckey and Captain (Ret) Wayne Standerfer.

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We shall provide a way for all Submariners to gather for the mutual support of each other, and the families of Submariners. We shall provide a place for Submariners to express their pride as Submariners and as Americans. We shall provide a place for Submariners to express their pride as Americans. We shall provide a place for Submariners to express their pride as Americans.

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A Message from the Chaplain:

John 20 vs 29
Jesus saith unto him, Thomas, because thou sawest me, thou hast believed: blessed are they that have not seen, and yet have believed.

Blessing

As we go along life’s road do we recognize the many blessings that simply come our way? If you are a Christian (born again) we can know that we have the very special blessing that Jesus talked about with Thomas. We don’t need to wonder or worry about this blessing at the top of the page because Jesus says it’s so.

********

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.

(Rodney Griffin)

********

Be very, very careful not to treat God like his name starts with a little “g.”

********

Food for thought
When a Christian (born again) passes, do your loved one’s sign a death certificate or a gift certificate?

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Find peace and refuge in Psalm 91.

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1 John 1 vs 9,10
9. If we confess our sins, he is faithful and just to forgive us our sins, and to cleanse us from all unrighteousness.
10. If we say that we have not sinned, we make him a liar, and his word is not in us.

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Central Region DC Meeting
On 18 November 2017 the Central Region Director and the 6 District Commanders from the Central Region of USSVI assembled in Kansas City, MO at the Airport Hilton Hotel for a one-day discussion covering the duties and responsibilities of the District Commanders.

Three of the Six District Commanders are new to the position this year.

The purpose of the meeting was to get the 7 attendees together to meet each other and with input from the CRD and the more experienced District Commanders, cover the duties and responsibilities of District Commander. Intra Region Communications can only be effective if all the DC’s work together as liaison between the BOD and the individual Bases.

Subjects covered included duties specified in the USSVI Constitution and ByLaws, manuals and handbooks that are available online at USSVI.org. “Qual” cards for DC’s and Base Commanders, and the whys and wherefores for having them available was also mentioned.

Encourage nominations for the National Awards. We discussed the Rust Liability Insurance Policy, CRD established suggested focus and status for District Commanders. Travel to individual Bases by the DC’s is essential! Former Cdr of District 2, Vic Van Horn participated via speaker phone and aided in the discussion of the Boat Sponsorship Program.

General discussions concerning the DC Position completed the day’s meeting.

John and Jim

Conjoined-at-the-hip twins walk into a bar in Dallas and park themselves on a bar stool. One of them says to the bartender, “Don’t mind us, we’re joined at the hip. I’m John, he’s Jim. Two Bud Lite beers please.”

The bartender, feeling slightly awkward, tries to make polite conversation while pourng the beers. “Been on vacation, guys?” “Off to England next month,” says John. “We go to England every year, hire a car, and drive for miles, don’t we, Jim?” Jim agrees.

“Ah, England!” says the bartender. “Wonderful Country . . . the history, the beer, the culture . . .”

“Nah, we don’t like that British crap,” says John. “Hamburgers and Budwiser beer, that’s us, eh, Jim? And we can’t stand the English; they’re so arrogant and rude, not civil and polite like us Americans.”

“So why keep going to England?” asks the bartender.

“It’s only chance Jim gets to drive.”
A Submariner's Milestone

This article was written by David T. Cornell and with but a few editorial changes, the wording is all his.

On April 20, 2018 I will be 80 and qualified in submarines for 60 years. I was inducted into the Holland Club, Life Member at Grotton Base, Grotton, CT.

During my ten years (1956-1966) of active Navy service, I was fortunate to be a member of the crews placing four fast attack nuclear powered submarines in commission. This gave me the relatively rare distinction of a “Plank Owner” of the USS Seawolf (SSN 575), USS Seadragon (SSN 584), USS Barb (SSN 596) and USS Flasher (SSN 613), all of which were eventually assigned to the Pacific Fleet.

A few highlights of my career. The Seawolf completed a 60 day endurance patrol logging in 13,000 miles, receiving the Navy Unit Citation. The Seadragon completing the North West Passage, East to West, passing through the North Pole, surfacing in a hole in the ice 14 miles away to play baseball on the ice. That accomplishment also received the NUC. The other two boats being transferred, were sent through the Panama Canal.

Prior to Seadragon leaving the Portsmouth Naval Shipyard, an E4 sailor, either a Machinist Mate from the Engineering Department or an Aux Gang Engineman was to be transferred to the Thresher. Robert W. Gaynor, who had the nickname “Mity,” was selected. He was a very good friend of mine. That boat’s loss touched us all, some closer than others. Like so many of us fate came close but moved on.

When I start my Eternal Patrol, my wish is to be cremated and my ashes spread into “Fairwinds and Calm Seas” off a submarine where the Thresher was lost to join my friend Bob and all my other fellow submariners lost at sea.

Even though the submarine fleet is very few, it is a very strong and powerful unit “From The Depth We Stand” alongside those other elite special military forces who are protecting our freedom.

God bless my fellow shipmates and all submarine veterans and God bless America.

A ship is called a “she” because:
• There is always a great deal of “bustle,” around her and these are almost always men.
• She has a “waist” and “stays”
• It takes a lot of paint to keep her good looking
• She has a “stern” and “keel”
• It is not the initial expense that breaks you, it’s the upkeep
• She has a “stern” and “keel”
• There is always a great deal of “bustle,” around her and these are almost always men.

Why is a Ship Called a “She”
More Base News

Saturday and Sunday, March 17 and 18, were spent with a Base fund raiser at Cabela’s on the Tulalip Indian Reservation north of Seattle, WA.

This photo shows the Base Float being set up. Buttons and American made flags were offered as premiums for donations to the public.

Ric Hedman
Seattle Base Commander

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Volume 2018 - Issue 2

Message from the editor, Chuck Emmett

This is the second edition of American Submariner for 2018 but you know when you’re reading this how late it is. So why? Well to begin with, this has been the most confused and disjointed magazine I have ever put together in the over six years that I’ve been doing this!

All during the production time for this issue (basically from April 5 to when this went to the printer) preparations for the USSVI national election was never mentioned. I think I even ask maybe once or twice about it and was told that we would do it later. Finally, during the third week of April when the magazine was totally complete, proofread, and all corrections entered, I got a message from my boss (the National SVC) that the realization had hit that we were required by the Constitution to put all election information including a paper ballot in the second issue of the election year.

The expression, “back to the drawing boards,” was never more appropriate. I had to retrieve, find appropriate pictures, and do everything to put the election material into a format suitable for the magazine. It looks nice in the magazine but all the different fonts sizes and alignments play hell in trying to lay out a magazine.

But we got it done! As proof, your reading it. But, mae my work worthwhile! Read the bios on the candidates and vote. None of the races are contested but you can make your approval noted by a check in the box next to his name or if you feel strongly, putting in a write in candidate.

But the most important thing in this election by far is the approval of the new unified Constitution and bylaws. It’s not printed here — far too long to take up space in the magazine — but it is available online. Read it, find out what the changes are going to do. I know it’s a lot to read (and no one wants to do that) so here is my personal suggestion. Each Base should select or appoint one member to read and get up to speed on the changes (as much as we mere mortals, i.e. non-lawyer can do.). That person should then get up at the next base meeting and brief every body on just what he found out. Just a thought. This kind of personal dedication (albeit maybe appointed) then one person is got the responsibility and is sharing with the whole base just a thought.

More Base News

Seattle Base’s had this event at a place called “Cabela’s.” This must be the outdoor sporting goods store but I’m not sure if this is that nation-wide. Seattle Base thought that this venue is so well known through-out the country that only just that one word - Cabela’s - is needed to instantly identify it. But it shows a problem with sending in articles. I could just as equally think of it as an eight-sided grease pig arena under ultra-violet light.

Does Anybody Know . . . or . . . Just Fiction?

ran across this at one of my many sources. But I can’t verify it. Can anyone confirm or dispel this?
2017 AWARDS SELECTIONS

Joe Negri Award
Frederick W. Borgmann  Bremerton Base

Robert Link Award (individuals)
Terry L. Bolen  Corvina Base
Charles W. Butcher  Mare Island Base
Brian A. Daugherty  Hampton Roads Base
Thomas S. McFadden  Tarheel Base
Charles R. Pettit  Carolina Piedmont Base
Gene E. Rutter  Tarheel Base
Brian Watson  Baton Rouge Base
Gene A. Weisbecker  USS Chicago Base
Charles (Chip) Wisard  USS Asheville Base

Robert Link Award (Bases)
Bowfin Base
Hampton Roads Base
Marblehead Base

District Commander of the Year
Warvel "Tom" Williams, III  Brazos Valley Base

Meritorious Award (Individual)
Douglas A. Bryant  Marblehead Base
James Irwin  Albany – Saratoga Base
Paul Orstad  Groton Base
Michael R. Varone  Northern Virginia
William W. Whelan  Tarheel Base

Meritorious Award (Base)  USS Chicago Base

Golden Anchor Award
Class One  Hampton Roads Base
Class Two  (no entry submitted)
Class Three  Central Texas Base
Class Four  USS Snook Base

Silver Anchor Award
Larry L. Ferrell  Maine Base
Dominick Grimaldi  Groton Base
Jack Jeffries  Carolina Piedmont Base
Thomas R. Shannon  Marblehead Base
David M. Vrooman  Blueback Base
Thomas R. Shannon  Marblehead Base

Ben Bastura Historical Achievement Award
Don and Dale Johnson  Golden Valley, AZ

Newsletter Awards
Class One:  Hampton Roads Base  "Currents"
Class Two:  Gold Country Base  "Clear the Baffles"
Class Three  Carolina Piedmont Base  "Piedmont Periscope"
Class Four  Cuttlefish Base  "W.R.T."
Overall Winner  Hampton Roads Base  "Currents"

A Guardian Angel with Dolphins?

Sometimes when a submarine goes wildly out of control, it sinks to the bottom. Sometimes when a sub goes wildly out of control, it goes straight to the surface. When the USS Chopper lost control, it did both. At tremendous speed! Terrifyingly!

You’d be forgiven if you hadn’t heard of the Chopper. It was one of 122 Balao-class diesel-electric submarines, which were a significant fighting component of United States naval power during World War II. Unfortunately for the Chopper, however, it was completed too late to actually see any action, and was quickly outclassed in the post-war era by nuclear-powered subs with new, innovative teardrop-shaped hulls.

At 1:40 in the afternoon of February 11, 1969, Chopper was participating in a training exercise with the destroyer USS Hopkins off the coast of Cuba. Everything seemed relatively normal, for a submarine. It was traveling at about eight knots, almost horizontal in the water with a one-degree down angle and was cruising below the surface at 150 feet.

Like I said, fairly standard stuff for a submarine. Two minutes later, everything went haywire. For reasons that were initially unknown to the crew, the sub lost electrical power. Completely.

And for some reason, the dive planes at the rear of the sub immediately reverted a full-dive configuration. The sub was headed towards the bottom, and the crew was deaf, blind and powerless to stop it.

The crew attempted to regain control within the first five seconds, according to this US Navy report into the incident. Unfortunately for them, their wild ride was just beginning. Within 15 seconds of the loss of power, the Chopper was pointed downwards at a 15-degree angle. The helmsman in the conning tower desperately tried to call for help from the maneuvering room in the aft section of the submarine but couldn’t get through on the sound-powered phone.

The commanding officer immediately leapt to his feet in the Officer’s Wardroom and tried his best to make it to the control room. That simple task was becoming increasingly difficult, as the boat continued to pitch downwards like a drunken college student falling over a slight curb.

And if you think I’m joking about how difficult it was just to walk, just watch any video of a modern submarine, operating under normal conditions, at about 29 degrees:

Those submariners aren’t standing like they’re in Michael Jackson’s “Moonwalk” just for fun.

By 15 seconds after the loss of power in the USS Chopper, the submarine was stuck at a 45-degree down angle, making it easier to walk on the walls than it was to walk on the floors.

(Continued at “Angel” on page 18)
Chuck,

Let me try this again. There should be pictures attached.

The carved Torpedoman gorilla was inspired by an overhead projector slide, from when I went to Submarine School (1969). I traced a copy of the slide but have no idea who drew the image. The carving won an Honorable Mention at the International Woodcarvers Congress a while back.

Although the Torpedoman rating has been eliminated from today’s Navy, there are still plenty of old-timer Torpedomen around. I hope they and all submariners take the carving with the humor that is intended.

From: Herbert G. Renner, Jr <granitefmq@gmail.com>
Sent: Wednesday, March 07, 2018 8:42 PM
To: rjm5cc2@att.net
Subject: My Submarine

HUNLEY CONTINUED

Sir,

I too believe that the ‘Hunley’ can’t be listed as a US submarine, however there is more to the “trailors-lost-we- won” view so prevalent in our PC world.

By Congressional Appropriation Act of 1901, signed 6 June 1900; Congressional Act of 9 March 1906; U.S. Public Law 810, Approved 26 February 1929; U.S. Public Law 85-425, Section 410 Approved 23 May 1958- Confederate veterans are considered the same as any other U.S. Veteran of 1861-1865.

Confederate graves rate a VA headstone if requested. The majority of the ‘41 for Freedom’ SSBNs, were being built and commissioned during the Civil War Centennial, President Eisenhower had a portrait of General Robert E. Lee in the oval office. It is easy to see how two boomers,

Chuck,

I appreciate the views presented in previous comments regarding the CSS Hunley. I would however like to propose an alternative view for consideration.

She played a significant role in modern Naval Warfare as being the first submersible to successfully attack and sink another ship. To base this decision that the victim of the attack was the Union Warship USS Housatonic during its blockade of Charleston Harbor, in the American Civil War, is a fragile argument. The Robert E. Lee SSBN 601 and Stonewall Jackson SSBN 634 are both recognized on the list and were named after prominent Confederate Generals.

Additional prominent ships well known to the Submarine Community include USS Hunley AS 31, named after H.L. Hunley, the inventor and namesake of the CSS Hunley and USS Dixon AS 37, named after George E. Dixon, the Commander of the CSS Hunley during the attack on the USS Housatonic.

The pros and cons for recognition of the CSS Hunley among the ranks of other U.S. Submarines can be debated for years. However, omission due to political loyalties should not be considered or the other fine vessels would need to be stripped from the rolls for the same reasons. And that is something that should never be considered.

Ken Lemkuhl CS2 (SS)

USS James Monroe SS(B)N 622 - 1970-1971

I know this will not be the last word on the Hunley, but what each one of us should look at are the simple facts about this vessel. The Hunley was designed by, constructed by and manned by men from a culture who chose to turn their back on the United States of America and instead create a society whose purpose was to perpetuate slavery as part of their culture and the rampant bigotry that goes with it. (“Don’t believe “states rights,” it’s an excuse not a reason.”

With this alone, I find absolutely no reason to justify any use of “heritage” in that the Hunley could now be construed as a vessel of the United States of America. In fact she took an active part in trying to destroy vessels of our Navy as her one and only venture.

The Clamagore Can and Should Be Saved

Before the ex-USS Clamagore (SS-343) was delivered to the Patriots Point Naval and Maritime Museum, a Donation Contract (N00024-79-C-0204) was signed between the United States of America, represented by the Department of the Navy, and the State of South Carolina, represented by the Patriots Point Development Authority.

There were items specified in the contract that have not been met by Patriots Point, in particular, “... maintain the Vessel in such a manner that it will not cast discredit upon the Navy or upon the proud tradition of this historic vessel ...”. Patriots Point has failed to maintain the submarine as they should have.

If Patriots Point had maintained the Clamagore properly she would still be in very good condition. My proof of this is that two similar submarines that were commissioned within 6 months of USS Clamagore (ex-USS Cutlass and ex-USS Sealion) are still in operation with the Taiwanese Navy which is considered extending the life to 90 years! The people of South Carolina should be embarrassed that their state, which so cherishes its history, should have neglected its responsibility to this historic vessel.

One item to show this neglect is that the Clamagore was delivered to Patriots Point with an impressive cathodic system to reduce corrosion of the hull and superstructure. This consists of bars of metal, normally zinc, that are attached to the hull so they corrode instead of the steel of the superstructure and hull. By April 2008 when a survey was performed by Joseph W. Lombardi, Marine Surveyor & Consultant, no “impressive” cathodic system was to be found. The report states “...it is understood that Patriots Point has engaged a contractor to design and install a new cathodic system.” No cathodic system is installed!

A more easily understood example of this film-flam may be this. The State of South Carolina was donated a historic submarine. Over the years they never bothered to clean off the debris that collects on the roof and then the roof starts to leak. The answer to this by the agency handling the house for the State is, “ Tear it down!”

Most of the damage sustained by Clamagore happened before the current Director Mac Burdette took the position. However his only answer is “Sink it!”

One thing I do find interesting with the current group at Patriots Point is that they can’t keep their story straight. They tell one group of Florida that they spend $250,000 a year to maintain Clamagore and then about three weeks later they...
Dear Chuck:

This is too late for the first quarter American Submariner, but hopefully it will make second quarter. I would like to make a couple of minor corrections to the letter of LCDR R.J. Hansen in Volume 2017 – Issue 4 of the American Submariner. The German Type XXI Submarines which were commissioned into the U.S. Submarine Service were the U-2513 and the U-3008. Hence, I believe the boat picture referenced in the letter was the U-2513. If so, it was the U.S.S. Ex U-2513.

I have many files on the U-Boats that were captured after U-2513 and U-3008. Hence, I believe the boat picture referenced in the letter was the U-2513. If so, it was the U.S.S. Ex U-2513.

Richard lifts a very good point about having the State saving the Clamagore. But states are hurting for money for so many other needs. While important to us, an old decidedly non-sexy, Cold War relic doesn’t raise a lot of passion with the ordinary tax-payer. Raising their interest first is the big job.

Rick Wise
Secretary CRAMA
Base Commander, Charleston Base, USSVI
Summerville, SC

"Letters" continued from page 15

tell a reporter in Charleston they only spend $100,000 a year. Don’t they know the difference?

The ex-USS Clamagore can be saved! It will not be easy, but if it belongs to a group, USS Clamagore (SS-343) Restoration and Maintenance Association, Inc., CRAMA, a Code 501(c)(3) non-profit charity that would like to save the submarine and would like to mount it on land as has been done with the Albacore in New Hampshire, the Drum in Alabama and the Batfish in Oklahoma. YES, OKLAHOMA!

The only way to save the Clamagore is for the State of South Carolina which owns the submarine to take it from Patriots Point, a group that shows they have no interest in saving the ship, and give it to a group that can save it.

If you are a resident of South Carolina please let your state representatives and senators know you want the Clamagore to be saved! All it takes is a phone call, a letter or an e-mail. Please help. If you are not a resident but are interested in helping please contact me at secretary@sc.rr.com.

Rick Wise
Secretary CRAMA
Base Commander, Charleston Base, USSVI
Summerville, SC

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John Cunningham
The Officer of the Deck ordered a full emergency blow of the submarine's ballast tanks, desperate to get to the surface. And still, nothing happened. The Chopper was operating as usual, taking in water at the point of the rudder, and the boat was sitting, suspended in the water with its stern at 720 feet below the surface. Chaos reigned.

It broke through the surface of the water, and came crashing down, propelled with so much momentum that it fell 200 feet straight for the bottom like a rocket. The submarine's ballast tanks, desperate to get to the surface. The hell of the Barents Sea. On 25 August, while snorkeling in heavy seas Cochino repeatedly broached and went below snorkel depth. A significant amount of water entered the induction system which caused a short circuit in the after battery compartment. This led to explosion and fire and ultimately the loss of the Cochino. The hell of the Cochino and Tusk that played out topside that day tested the training and resolve of 2 crews and cost lives of 6 sailors from the Tusk.

Heroism, courage and gallantry are qualities admired in warriors since man first engaged in warfare. These traits are universally honored and are almost exclusively associated with combat. However, there are instances outside of war where people must make a life or death choice. Presented with a situation which puts your life at risk, what would you do? Which insect is stronger, self-preservation or your willingness to risk your life in the attempt to save another? Fate placed Joe in the situation. Joe made the choice that saved a shipmate and earned him the US Coast Guard’s Gold Lifesaving Medal.

In the later-half of the 19th century, the United States Revenue-Marine (precursor to the Revenue Cutter Service and the US Coast Guard) established a special lifesaving award which was approved by an Act of Congress on 20 June 1874. The Gold Lifesaving Medal can be presented to any person who rescues another person from drowning, shipwreck or other peril of water. To merit the award, the rescue must be made at the risk of one's own life and demonstrate extreme heroic daring. The award is one of the oldest medals still being presented to deserving heroes during times of peace.

Joe dove into the frigid water and, using the knife made by his brother, cut the ropes which trapped an exhausted, hypothermic sailor beneath an overturned life raft. He helped the sailor back to the Tusk where he was pulled onto the deck. Getting Joe back on the deck proved to be another challenge. The sea was so rough that he was afraid to put the knife back in the sheath for fear of stubbing himself in the attempt. The crew on the deck of the Tusk was reluctant to grab Joe’s arm with the knife in his hand. After several failed attempts to get him back onto the deck of the Tusk, Joe was ordered to drop the knife! He did...reluctantly. Once back onboard he hurried down to the control room. His biggest concern in this situation was going back home without the knife! In the control room he made note of their position. He wanted to be able to tell his brother that he really didn’t lose the knife because he knew exactly where it was...71 deg 37.9 N, 23 deg 24.5 E. Perhaps if his brother asked nice, the US Navy would help him get it back. No doubt, it’s still there.
Our Navy has operated nuclear powered submarines since 1955 when the USS Nautilus got underway. Since that time, we have lost two nuclear powered submarines, neither of which was a direct result of the failure of the nuclear propulsion system.

But these losses resulted in a huge number of our shipmates departing on eternal patrol together. Since these two accidents occurred one in April the other in May, we’ve added this section as a brief reminder of those two submarines and their crews.

**USS Scorpion (SSN-589)**

**Lost: May 22, 1968**

When we conduct the Tolling for the Boats Ceremony and go through the list of lost submarines – the vast majority of which were lost in World War II – the overall effect can be a little distant, even remote. These were our shipmates, true, and they mean every bit as much as the fellow sitting next to us at the base meeting, but the years pass and the impact has a tendency to dull.

But the Thresher, and now especially the Scorpion, are different. Many of us served on simular boats. They were every bit the equivalent of these two especially in terms of power plant and other systems. This could have been us! As I sat at my watch station in maneuvering on the Sculpin just six years earlier, fate could’ve had me at the same place at a later time in a different boat.

So I remember the Scorpion and she will have a special place for me in the list of eternal patrols.

The cover artwork, is a magnificent piece done by our staff artist, Tom Denton. Tom has re-created from a photograph (shown at left) what is thought to be the last photograph ever taken of the boat.

**USS Thresher (SSN-593)**

**Lost: April 9, 1963**

In our Navy, submarines lost at sea are said to be on “eternal patrol.” One of the two nuclear subs on this is the USS Thresher. Meant to be the first in a new generation of fast nuclear-attack submarines, today she rests in more than eight thousand feet of water, along with its crew. Thresher is one of two American submarines lost since the end of World War II.

In the mid-1950s, the U.S. Navy was still pushing nuclear propulsion out to the submarine fleet. USS Nautilus, the world’s first nuclear submarine, had just been commissioned in 1954, and several classes of submarines were created, including the Sailfish, Barbel, Skate and Skipjack classes, before the Navy felt it had a design worthy of mass production. Preceding classes of nuclear submarines were built in small batches, but Thresher would be the first class to build more than five. Altogether fourteen Thresher class would be built.

The Threshers were designed to be fast, deep-diving nuclear attack submarines. They were the second class, after the pioneering Skipjack class, designed with the new streamlined hull still in use today. They were the first submarines to use high strength HY-80 steel alloy (later used through the 1980s on the Los Angeles class.)

They were just 278 feet long with a beam of thirty-one feet, and weighed 4,369 tons submerged, two steam turbines, which turned a single propeller to a combined thirty-thousand-shaft horsepower. This gave them a surface speed of twenty knots, and thirty knots underwater.

On April 9th, 1963, USS Thresher miles east of Cape Cod. Though it had been in service for two years, the U.S. Navy was still attempting its hull. At the time of the incident it was reportedly at a test depth of 1,300 feet, with the submarine above. Onboard were its standard and ninety-six enlisted, plus on board to observe the tests.

At 9:13 a.m., fifteen minutes after reported to Skylark, “Experiencing up angle. Am attempting to blow [ballast tanks]. Will keep you informed.” Two more garbled messages followed, then a sound “like air rushing into an air tank.” Thresher was never heard from again. Its hull was found at the bottom of the ocean, under a mile and a half of water, ruptured into six pieces.

What sank Thresher? The best available theory is the extensive use of silver brazing on piping throughout the ship. An estimated three thousand silver-brazed joints were present on the ship, and the theory goes that up to four hundred of them had been improperly made. Experts believe that a pipe carrying seawater experienced joint failure in the aft engine spaces, shorting out one of the main electrical bus boards and causing a loss of power.

But a loss of electrical power was only half of the problem. According to Navy testimony provided in 2003 to the House Science Committee, the crew was unable to access vital equipment to stop the flooding. As the submarine took on water, the ballast tanks failed to operate. Investigators believe restrictions on the air system and excessive moisture in the air system led to a buildup of ice in the ballast valves, preventing them from being blown and counteracting the effects of the flooding.

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**NEWS-01: USS SCORPION, SSN-589**

**50TH ANNIVERSARY MEMORIAL**

Submitted by: John E. Markiewicz on 8/9/2017

A request has been received from the subject Memorial Committee for assistance from USSVI to make this milestone event a very special one.

Chief of Naval Operations, Admiral John M. Richardson has graciously agreed to serve as keynote speaker for the memorial service.

USSVI was extremely generous with assisting in the 45th USS Scorpion SSN-589 Memorial Service by supporting the “99 for 99” fundraising efforts. They are again asking our support for this endeavor for the 50th Anniversary with the focus of the program being 

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**Address:**

MaryEtta Nolan, Treasurer

USS SCORPION, SSN-589

50th Anniversary Memorial Committee

487 Sandhill Rd.

Greenfield Center, NY 12833-1118

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commanding officer walking down the middle with the new and awards. We lined up half on starboard and half on port for inspection. I was very proud of my recent dolphins and my new third class crow. Across from me was first class E.T. Bishop. Having made four war patrols in WWII he had his dolphins and his battle pin with four gold stars. The captain and the new commanding officer walked down the middle with the new commanding officer making comments about shoe shine and nice uniforms. As he came to Bishop he looked him over real good and then commented to Bishop that the inspection was full dress all ribbons and medals. The next words from him were “How am I supposed to know where you’ve been without the medals?” Without any hesitation pointing to the dolphins and combat patrol pin, Bishop said “If you look at these and don’t know where I’ve been you have no F*cking right to be a commanding officer.” Needless to say the muffled laughter was everywhere. The new commanding officer started back a few seconds then apologized to Bishop and said that he had learned something new that day.

Submitted by N. R. Dexter EN3 (SS)

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In the mid 1950’s while serving on the Sea Owl (SS405) the crew was informed that we were going to have a change of command ceremony dockside. We were told it would be dress blues all ribbons and awards. We lined up half on starboard and half on port for inspection.

BECAUSE HE WAS OUR BROTHER

Recently, an event occurred that supports and demonstrates the comraderie that we proudly share as submariners. The event occurred as follows:

During the summer of last year an unidentified man walked unannounced into the VFW Post in Wildwood, NJ and placed a sealed urn on the bar which contained the ashes of an individual that he described only as those of a submariner. He told the bartender, “Vets will know what to do with the ashes,” and departed without further explanation as to how or why he was in possession of the urn with ashes.

The commander of the VFW contacted me, as commander of the nearest submarine veterans base (Egg Harbor New Jersey Base), explained the unusual event and asked if our base would see to the proper disposition of the ashes.

Our base retrieved the ashes from the VFW and began the process of trying to properly identify the remains of the individual in question and also ascertain if in fact the person was a submariner veteran. We researched identifiers on the urn and were ultimately able to identify the funeral home that performed the cremation.

The funeral director confirmed that he performed the cremation on October 28, 2014 and identified the remains as those of Harry Edward Harris, DOB February 26, 1920. The funeral director advised that it would be our privilege and honor to give YN3 (SS) Harris a proper military funeral that would be commensurate with his military service. Associate base members Robert Frowol (Veteran Affairs Coordinator/ American Legion Post 352 Commander), James Donahue and Frederick Vineyard (AMVETS Post 911) were asked for their assistance with the burial of YN3(SS) Harris. Commander Frowol was instrumental in securing a burial site and requesting a US Navy burial detail be present at grave side. As a result, the Navy provided a burial detail, flag bearers and bugler. AMVETS Post 911 provided a color guard and American Legion Post 352 provided side boys. Submarine Veterans Egg Harbor Base Chaplain John Pucci provided a moving eulogy and base sub-vet members served as pall bearers, and interment facilitators.

During the service we saw a woman pass by the site and stop to observe the burial of YN3(SS) Harris and the military protocol that was being shown to him. She stayed until the conclusion of the service and then approached a group of our sub base members that were gathered by the grave site. The woman offered her condolences. She stated that she had never observed a military service before. She found it to be very moving and emotional. She asked who was being buried. We told her of the unusual circumstances under which we obtained the ashes and ultimately arranged for the burial service. She was a little surprised by our explanation and stated, “You mean you did all this for someone you’re not related to or never met?”

Yes, ma’am was the response. Noting the confusion that seemed to come over her, John Kill (Base COB) came forward with the following explanation: “You see, Ma’am, it’s like this. Yeoman Harris was a veteran, a submarine veteran, therefore he was a brother to all of us. What happened here today was that brothers buried their brother.”

She Was Built to Totally Change ... Four Times!

Over the course of her 19-year service life, Albacore saw four distinct configurations, each intended to “push the envelope” of submarine design, operation and technology - the forerunner of all modern submarine designs.

This book chronicles each of those four phases as seen by those who were there to help build, refigure and operate the vessel.

Read the 23 first-hand accounts that vividly portray how each of the officers, chiefs, enlisted and civilians experienced this historic vessel during her lifetime.

Price: $19.99 print version, $5.49 Kindle. To purchase, log on to Amazon and type **USS Albacore oral history** in the Amazon search box.

Thank you, Ma’am, was our response. Thomas J. Innocente, Commander Egg Harbor New Jersey Base USSVI 547 Sunny Avenue Somers Point, NJ 08244 (609) 927-4358 email tlphotos@aol.com

Change of Command??

Please pardon my vagueness regarding the date of this event, advancing age.

In the mid 1950’s while serving on the Sea Owl (SS405) the crew was informed that we were going to have a change of command ceremony dockside. We were told it would be dress blues all ribbons and awards. We lined up half on starboard and half on port for inspection.
EDITOR: It is not our usual policy to include autobiographical articles unless they are tied to a particular submarine event or transition. This story is an exception that will not be repeated.

CWO3 Chele C. G. Moody, USN (Ret)
CWO3 “Clifton” Moody, USN (Ret) recently celebrated his 100th birthday with his family, friends and submarine vetes of Nautilus Base in Oc cola, FL.

Clifton Gary Moody was born on April 21, 1921 in Pelham, GA. Clifton enlisted in the Navy in Macon, GA on September 11, 1934 at age 17.

After Boot Camp in Norfolk, VA he was assigned to the USS Nevada (BB-36), home-ported in San Pedro, CA. To get him to the west coast, he was TAD to the USS Pensacola (CA-24), which was en-route to the Pacific. On the Nevada, he was assigned to the Deck Division with a daily routine of “holystoning” the teak wood plank decks.

During this sea tour he volunteered for Western Pacific duty in the Shanghai Patrol Area, the Philippines Patrol Area and the Samoan Island Patrol Area. Finally, there was a posting in the American Sector of the CZ.

Clifton advanced to RM2 and in 1939 and was transferred to the USS Pompano (SS-181) at Mare Island Naval Shipyard, Vallejo, CA. The Pompano had earlier been on a shakedown trial to Chile and while off the coast of Chile the Pompano had suffered major issues with its 8-cylinder double-acting, opposed versus piston, 2-cycle diesel engines. The submarine was towed back to Mare Island and decommissioned while the engines were shipped by rail back to Ohio for repair.

Once the engines were repaired and reinstall, the Navy began assembling a new crew for recommissioning the Pompano. In late 1939 the Pompano made a cruise from Mare Island to Hawaii and French Polynesia. Clifton was assigned as a mail clerk during this cruise and carried bundles of cruise cachet envelopes and mailed them from each port of call. Clifton hopes some of these envelopes are on display at the USS Nautilus Museum in New London, CT.

While on board the Pompano, Clifton made RM1, even though he had not been to the Radio Material School, which was a testament to his intellect and ability to master electronic circuitry and wave propagation theory from technical manuals.

Clifton was assigned to the USS Cuttlefish (SS-171) in early 1941, which was homeported in Pearl Harbor, but was sent back to Mare Island in October for an engine failure. "Lurline" was living in Pearl City, Oahu on 7 December 1941 and vividly recalled the Japanese raid. She told of seeing Japanese pilots so close when they flew over their home after dropping their bombs or torpedoes at Pearl Harbor that she could see them smiling as they flew by. She was evacuated along with other military families by the Matson steamship "Lurline" back to Oakland, CA in early January 1942. After a short stay in Vallejo, Clifton in Vallejo, CA, Odessa drove their car across country to Macon, GA to stay with family during the war.

Cuttlefish departed on its first war patrol on 29 July 1942 and when underway submerged, Clifton stood watch as a sonar operator. On 13 February, Cuttlefish performed a reconnaissance mission off the coast of Panama. While House remembers saluting President Truman on several occasions when the president took morning strolls along a quay wall.

It was while stationed in Key West that their second child, Linda Sue (1947) and their third child, Larry Donald (1951) were born. Clifton worked with Physicist Vance Boswell who was working with the Advanced Undersea Weapons School in designing and testing an air-dropped homing torpedo that would circle clockwise and if no contact was detected then it would make a new circular search pattern. If it detected a contact it would close on the contact by shifting circle clockwise and counter-clockwise across the homing signal.

Upon completion of his tour at the Advanced Undersea Weapons School in Key West Clifton was assigned to the USS Constellation (CAG-28) in Norfolk, VA. During a Mediterranean cruise on AD-28 Clifton was assigned additional duty as the Fleet Mail Officer and had to make continuous arrangements with the Air Force to get the FPO mail shipments moved around the Mediterranean, Adriatic and Aegean Seas for ship's ports of call. Clifton and the USS Grand Canyon’s Chaplain got a tour of the Vatican in Rome, Italy and had an audience with Pope Pius XII from which he still has a papal coin he received from the “Holy Father.”

In October 1953 Clifton was assigned as the Assistant Weapons Officer at the Naval Mine Depot, Yorktown, VA. At the completion of this shore tour Clifton, on 1 April 1956, retired from the Navy as a CWO3 with over 21 years of active duty service. Clifton is the proud wearer of the Enlisted Silver Dolphins, the Submarine War Patrol Device and has been awarded the Army Unit Commendation Medal, the Good Conduct Award with Clasp, the American Defense Service Medal with Fleet Clasp, the American Merit Medal, the Asiatic-Pacific Campaign Medal, the American Occupation Service Medal, the Victory Medal WWII and the National Defense Service Medal.

Following retirement from the Navy, Clifton, Odessa and their children moved to Winter Park, FL where Clifton worked with a firm under contract to study the effect of radiation on aircraft in atomic bomb test zones. In this job Clifton met and got to know several local pharmacists and believed pharmaceuticals were his calling. He also worked something he would perform until his death was referred to Dr. Perry Foote, Dean of the College of Pharmacy at the University of FL in Gainesville. Even though Clifton had never attended high school, he did have a GED from the Navy, were embarked again on the “Lurline” from Pearl Harbor back to Oakland, CA along with their 1940 Plymouth, which for Odessa and the car, was their third cruise aboard this Matson steamship. They then drove cross country to Key West, FL.

Following this submarine tender tour, Clifton was assigned to the Advanced Undersea Weapons School in Key West as an instructor. Clifton and his family lived in the Poinsettia Housing Area in Key West near President Truman’s Little White House. While Clifton remembers saluting President Truman on several occasions when the president took morning strolls along a quay wall.

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This year, none of the elected positions are being contested so there is only one candidate for each position. But that doesn't make the election any less important. Everyone can vote for the National officers (National Commander, National Senior Vice Commander, National Junior Vice Commander, National Treasurer and National Secretary.) But you can only vote for the Director of the region in which you live or have your primary base.

Candidate Autobiographies

Beginning here and on the next few pages, are the bio and/or campaign messages from the candidates themselves for National Offices that are the Board of Directors (Regional Directors and above.) I have not edited nor changed the candidates submittal other than a standard font size (15 pt) and line spacing. I believe a candidate’s message and appearance from their own hand is a valid consideration for the voter.

Wayne Standerfer
Candidate – National Commander

Shipmates, I am your present National Senior Vice Commander and a candidate for National Commander.

Since I am running unopposed and a practitioner of the “KISS” principle, I will keep my Bio brief, but I do want to share with you a bit about myself and my beliefs. I have successively served as:

- Dallas Base Commander (3 yrs)
- Central Region District Four Commander (3 yrs)
- Central Region Director (4 yrs)
- National Senior Vice Commander (2016 to present)

I am a USSVI Life Member, Holland Club Member and honored to be a recipient...
of the Robert Link Award in 2011, and the Joe Negri Award in 2012.

I strongly believe the primary purpose of the USSVI National Board of Directors is to support and assist the Members and their Bases. But this needs to be accomplished in conjunction with the business responsibilities that are needed to ensure USSVI maintains a strong financial and legal footing.

As is the case with most other Veterans’ Organizations, USSVI is slowly declining in membership and experiencing an increase in the average age of its present members. Despite this being a major area of concern for our past and present National BODs and the continuing implementation of numerous tactics and efforts, success in stopping or reversing this trend still eludes us. I believe that we need an infusion of new faces, along with their fresh ideas. Emphasis must be put on encouraging younger members to volunteer for positions at the Base Level, along with motivating successful DC’s and RD’s to move up to National positions. Without this movement of officers up through the ranks, USSVI will continue to find itself in the “Same-O, Same-O” stagnation that is a by-product of recycling the same members through the ranks of leadership.

I take immense pride in our community of Submarine Veterans, who we are, what we have done, and what we will continue to do in the future under the right leadership. I believe the positive results of my efforts during previous and present levels of responsibility speak for themselves in showing that I can provide the organizational skills, work ethic, and most importantly, the ability to work with others necessary to successfully perform the duties of this office.

Yours fraternally,

Wayne Standerfer
972-298-8139
lwaynes@charter.net
National Junior
Vice Commander

Steven D Bell
Candidate National JVC

Joined the U.S. Navy in 1962. Attended RM’A’ School in San Diego, CA followed by Submarine School in Groton, CT.
Reported to first submarine and qualified on the USS Menhaden (SS-377) in 1963 while in Yokosuka, Japan. That tour was followed by a new construction, a DASO, and four patrols on the USS Mariano G Vallejo (SSBN-658) in the Pacific Ocean.

Did a tour of shore duty as an instructor at RM’A/B’ School in Bainbridge, MD. Was then selected to the Associate Degree Completion Program (ADCOP) and completed his AAS in Electronic Engineering Technology at Del Mar College, Corpus Christi, Texas.

Returned to sea duty doing tours on the USS Stonewall Jackson (SSBN-634), USS Benjamin Franklin (SSBN-640) and USS Archerfish (SSN678), all in the Atlantic Fleet.

This was followed by final tour in the Navy on the staff of COMSUBDEVRON Twelve (3 years). Retired in August, 1982 as a RMCM(SS).

Then worked as defense contractor with NAVSEA (both PMS350 and PMS450) on both the SEAWOLF and VIRGINIA Class submarines supporting the management of the design and construction of the radio rooms and managed the radio room budget for the VIRGINIA Class submarine the last five years of employment. It was during this employment period that a BSEE from Pacific Western University in 1987 and a MS (in Professional Accounting) from Strayer College (now Strayer University) in 1994 was earned.

Have been a member of USSVI since 1997 and was Base Commander Carolina Piedmont Base from 2009-2015, and Commander, District One, Southeast Region from 2012-2015. Also served as North Carolina Subvets Commander from 2010-2013. Serving as Southeast Regional Director from 2016 to present.

While Base Commander, the base was awarded the Robert Link Award, two Meritorious Awards, three Golden Anchor Awards, and four Newsletter of the Year Awards as well as two Overall USSVI Newsletter of the Year Awards (thanks to various membership participation).

Within USSVI have been awarded the Meritorious Award in 2011, Robert Link Award in 2012, and District Commander of the Year in 2013.

Currently resides in Gastonia, NC with his wife Margie (Ma Bell).

Ray Wewers
Candidate National Secretary

Commander for five years and most recently as USSVI Secretary the past four years. I have been active in restoration of USS Razorback and have participated in 5 Burial at Sea Ceremonies on Razorback. I have also served as the USSVCF Memorials chairman for 6 years. My wife, Barbara and I have attended all National Conventions since 1993, with the exception of two, and will continue to do so in the future, and were the co-chairpersons of the 2006 National Convention in Little Rock, Arkansas.

I will do my best to perform the duties of National Secretary in a professional and timely manner.

Feel free to contact me with any questions or concerns
Ray Wewers
USSVI Secretary (2014-present)
479-967-5541
raywewers@gmail.com
2018 USSVI National Convention
WESTERN CARIBBEAN CRUISE | OCT. 21 – 28, 2018

Don’t miss the boat! Join your shipmates on board the ms Nieuw Amsterdam for the 2018 USSVI National Convention. You’ll enjoy liberty in some of the Caribbean’s most beautiful ports—including Half Moon Cay, Holland America’s award-winning private island. DIVE IN AND BOOK TODAY!

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Toll Free: (877) 802-6894
KimHedges@aawwa.com

www.USSVICRUISE.com
Paul Hiser  
**Candidate National Treasurer**  
Shipmates and Fellow Submariners  
I also wish to announce my intentions to seek re-election to the position of National Treasurer. Over the course of the past four years that I have served as National Treasurer, I’ve consolidated and merge financial activities to allow for a streamlined approach to accounting. Bank accounts were closed, and new guidance was written, approved and implemented. Today, we have two primary accounts from which all banking activities are generated, excluding the National Convention and Investment accounts. This approach to managing the organization financials make it much easier to control spending and to audit. The financial guidance includes the National and Base Financial Policy and Procedures Manuals and the National Convention Manual with audit guidance.  
Base Executive Boards now have written guidance regarding base financials. The Base Treasurer’s duties and responsibilities are clearly delineated. The Base End of Year report is now in a format that allows the Base Treasurer to fill it out with confidence and submit a report that is in “balance”. It is a privilege and an honor to serve as the National Treasurer. I ask for your vote. Thank you.  
Paul Hiser  

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**Leslie Altschuler**  
**Candidate, NE Regional Director**  
My name is Leslie Altschuler and I am asking for your support and your vote to be elected as your NE Regional Director. I have been serving as the NE Region Director since I was appointed in 2016 and have learned a lot as a voting member of the Board of Directors. I enlisted in the United States Naval Reserve Submarine program in 1963 after graduating from high school in Brooklyn, NY. I trained as a Naval Reservist on the USS Ling when it was in Brooklyn, NY as a training submarine for 4 years and served 2 years’ active duty on the USS Tigrone AGSS-419 where I qualified in 1966 and attained the rate of ETN3(SS). After returning from active duty I began two concurrent careers, one with the New York City Transit Authority as an electrician retiring in 2004 after 33 years of service and a second career as the owner of Loss Prevention Associates a Security Integration Company that has been in business from 1970 until April 2016. I’ve been a member of the USSVI since 1981 as a Life member of Long Island NY Base and a Life member of NJ-North Base since 2004 where I served as Vice Cmdr. and currently as Base Cmdr. & POC since April 2008. I have served as the NE Region District II Cmdr. from 2011 to 2016. I’m a 2015 recipient of the Robert Link Award and I was inducted into the Holland Club in 2016. I was an Associate member of Gudgeon Chapter SubVets WWII and have served as the President of the NJ Naval Museum/USS Ling SS-297 for three years and presently serve as their Vice President. If elected as your NE Region Director I will do my very best to better our great organization. Fraternally, Leslie Altschuler  

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This is the end of candidate background listings for those USSVI positions available to ALL QUALIFIED VOTERS. The remainder are applicable only to members living within that Region.
Kenneth Nichols  
**Candidate, SE Regional Director**

Joined the Navy November 1963 and was assigned to opredoman “A” School in San Diego, CA followed by Submarine School. Early 1964, I was assigned to the USS Croaker SS 246 then transferred to USS Blenny SS 324. Transferred to USS Sea Owl and qualified 1966. Reenlisted assigned to USS Spadefish SSN 668 (new construction) and part of the commissioning crew.

Transferred to shore duty at the Ships Research and Development Center Panama City, FL assigned in the Applied Science Division. Served 49 months on a 24 month tour and I requested termination and return to sea duty.

I received orders to USS Lewis and Clark SSBN 644 Gold, and did 4 patrols as Launcher Supervisor. But, due to the shortage of senior TMs on SSNs, I was transferred to USS Sturgeon SSN 637. After shipyard overhaul transferred to USS M.J. Vallejo SSBN 658.

Attended instructor training in Norfolk, VA, and then was assigned to instructor duty at the Orlando, FL, Service School Command for Torpedoman’s Mate “A” School. After 20 year service, I transferred to Fleet Reserve (Retired.)

Employed by McDonnell Douglas Corporation at The Tomahawk Cruise Missile Facility, Titusville, FL. Retired.

Employed by North American Crane Bureau as Senior Safety Consultant. Retired

Joined USSVI in 2012, and have been Base Vice Commander, Nautilus Base, Appointed Southeast District 4 Commander, Base Commander Nautilus Base, Elected Southeast District 4 Commander

Have served in this position form 2014 to present ,While Southeast District 4 Commander received the District Commander of the Year Award in 2015.

I Live in Dunnellon Florida with my wife Lorna Nichols.
If you are in the Western Region, I hope you already know me. I’m Jim Denzien, currently District 1 Commander and Assistant Regional Director. In the coming election I’m asking for your support and your vote to fill the position as your Regional Director.

I have learned how to support our members by listening to them and have learned how to work with the National organization. I am a problem solver and I get things done.

I joined USSVI in 2001 as a founding member of South Florida Base. When we moved to Phoenix in 2003, I joined Perch Base and was elected Base Treasurer. I also joined with others and formed a new base, Gudgeon, in Prescott Valley, AZ. I have served in various positions including Secretary, Treasurer, Vice Commander, and most recently Base Commander for four years. I have been a District Commander since 2013.

In 2014, I received the prestigious Robert Link Award a commendation from the National Commander. When the position of Assistant Regional Director was created in 2017 I was selected for the Western Region.

What will my Western Region shipmates get if I am elected? First and foremost, I will provide first-class representation for all members of the region at the national level. Second, I will firmly support USSVI’s Constitution and Bylaws. Third, I will always be available to the District Commanders for guidance in performing

---

Tom Williams
Candidate, Central Region Director

It is with great pride that I announce my candidacy for Central Region Director of the USSVI. This decision was reached after consulting with my wife and other National Officers. I am passionate about this organization and would appreciate the opportunity to serve its members as we head into the future. While keeping the original three pillars of the USSVI, Remembrance- Camaraderie- Honor, I hope to broaden the latitude with new and innovative ideas that will encompass all generations of submariners.

I served as a QM and Assistant Navigator on both SSBN and SSN submarines, rising to the rate of Chief Quartermaster. Being assigned to both East/West coasts and Hawaii during my career, I was able to emerge myself into all cultures of the submarine life. Since my Naval service, I have been involved with construction and am now employed by the Texas Department of Transportation as a new construction Bridge Inspector. I will be retiring in the fall and will begin to enjoy fulltime my current weekend pastime of outdoor camping activities and more time to devote to the USSVI.

I joined the Central Texas Base of the USSVI in 2007 and a year later was appointed Base Commander when the current BC developed health concerns. After the term ended, I was elected to that position and served until 2012, when I moved from the Austin area to College Station. It was there that I met another SubVet and we decided to start the Brazos Valley Base, which chartered in 2015. During this period, I was appointed as Central District 4 Commander, after that person was elected to be the Central Region Director in 2011. The following year, I was elected to become the District Commander, a position which I am presently assigned. At the 2017 Convention in Orlando, I was presented with the District Commander of the Year Award and placed on the Board of Directors.

Our present goal is to put together the most exciting and memorable 2019 National Convention in this century. I am working together with the Central Texas and Brazos Valley Bases to combine traditional events with new ideas to create a convention in which SubVets from across the nation will want to participate.

It is with this resolve that I ask for your vote. I watched with sadness as the World War II Submarine Veterans faded and were blended into our organization. I am determined that the same fate does not befall the USSVI.

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James R. Denzien, Sr.
Candidate, Western Regional Director

If you are in the Western Region, I hope you already know me. I’m Jim Denzien, currently District 1 Commander and Assistant Regional Director. In the coming election I’m asking for your support and your vote to fill the position as your Regional Director.

I have learned how to support our members by listening to them and have learned how to work with the National organization. I am a problem solver and I get things done.

I joined USSVI in 2001 as a founding member of South Florida Base. When we moved to Phoenix in 2003, I joined Perch Base and was elected Base Treasurer. I also joined with others and formed a new base, Gudgeon, in Prescott Valley, AZ.

I have served in various positions including Secretary, Treasurer, Vice Commander, and most recently Base Commander for four years. I have been a District Commander since 2013.

In 2014, I received the prestigious Robert Link Award a commendation from the National Commander. When the position of Assistant Regional Director was created in 2017 I was selected for the Western Region.

What will my Western Region shipmates get if I am elected? First and foremost, I will provide first-class representation for all members of the region at the national level. Second, I will firmly support USSVI’s Constitution and Bylaws. Third, I will always be available to the District Commanders for guidance in performing
their duties. Last, but not least, I will always have the best interests of every Western Region member as my prime focus. As in the past, I can be reached at jdenzien@cox.net or (623) 547-7945.

A vote for me is a vote to ensure that Western Region members have a clear and consistent voice at the National level.

End of Candidate Biographies/Messages

INFORMATION REGARDING VOTING

The preferred voting method is on-line at the USSVI web page. NOTE: Although the USSVI webpage is currently undergoing renovation, special steps have been taken to ensure that the voting module portion of the webpage will work correctly. Your vote will be counted. And in fact, the chances are quite good that your electronic vote will be quickly and smoothly counted as efficiently as paper ones.

Further instructions and the ballot continue on the next page. Regardless of the method, the key issue is to vote.

USSVI 2018 OFFICIAL BALLOT

ADDITIONAL INFORMATION REGARDING VOTING

As stated on the previous page, the preferred voting method is online (http://www.ussvi.org). On the USSVI homepage, the third button down on the left and the only green one, indicates “VOTE”. Click on this button and follow the instructions to vote through the Internet. This will be available starting at 00:01 hours on August 1, 2018. Whether paper or electronic, each member must complete his own ballot. Proxy voting (members, casting ballots for other members) is not allowed! Members may assist other members in preparing their ballots, but the member must complete his paper ballot in his own hand.

Proxy ballots will be rejected and your vote will not count.

Return this paper ballot by mail to the election master (address below.) He must receive your ballot no later than 23:59 hours on October 10, 2018, so make sure you get it in the mail in time to reach him by that date.

Mail your ballot to him at:

Tom Conlon, PNC
USSVI Election Master
8 Davis Ave.
Harrison, NJ 07029

As specified in the USSVI Constitution:
* The term of office for all national officers will be two years or until a successor is elected.
* No individual shall serve more than two consecutive terms as a national commander.
* The term of office for a national elected officer will begin immediately after the annual business meeting.

The duties of various Officers are specified in the USSVI Bylaws and are too detailed to list here. They may be read on the USSVI website (www.ussvi.org). Vote for only one candidate for each office. The blank lines are for write-in candidates.

2018 NATIONAL OFFICER CANDIDATES

NATIONAL COMMANDER
[ ] Wayne Standerfer – Dallas Base

NATIONAL SENIOR VICE COMMANDER
[ ] Jon Jaques – Volunteer

NATIONAL JUNIOR VICE COMMANDER
[ ] Steve Bell – Carolina-Piedmont

NATIONAL SECRETARY
[ ] Ray Wewers – (incumbent)

NATIONAL TREASURER
[ ] Paul Hiser – (incumbent)

2018 REGION DIRECTOR CANDIDATES

NORTHEAST REGION DIRECTOR
[ ] Les Altschuler – (incumbent)

SOUTHEAST REGION DIRECTOR
[ ] Ken Nichols – Nautilus Base

CENTRAL REGION DIRECTOR
[ ] Tom Williams – Central Texas Base

WESTERN REGION DIRECTOR
[ ] Jim Denzien – Perch Base

You may only vote for a Director from your own Region. Any other vote will be rejected.
In this election, members are being asked to approve the new **combined Constitution and Bylaw (CBL)**. This new document is the product of two years of diligent work by your constitution and bylaws committee in cooperation with the Board of Directors. This endeavor was brought about by several factors:

- The State of Connecticut
- the IRS

The new CBL eliminates a lot of redundancy and wordiness that existed before in the two separate documents. It also updates much outdated language and gender specific wording as was in the Auxiliary article. It incorporates all previous amendments and revisions.

Do to the cost and other concerns, the new 38-page document will not be printed in the *American Submariner*. It will be available for viewing on the USSVI web site.

The members of the Constitution and Bylaws Committee hope to see all members at the ABM on the cruise.

**Green Board**

**Ship Turnbull**  
Chair, Constitution and Bylaws Committee  
Parliamentarian

**MAKE YOUR CHOICE HERE**

[ ] FOR, approve the new CBL as provided by the special committee

[ ] AGAINST, adoption of the new Constitution/By-Laws (CBL).

---

**Six Boys and 13 Hands**

Each year I am hired to go to the eighth-grade class from Clinton, WI where I grew up, to videotape their trip. I greatly enjoy visiting our nation’s capital, and each year I take some special memories back with me. This fall’s trip was especially memorable. On the last night of our trip, we stopped at the Iwo Jima memorial. This memorial is the largest bronze statue in the world and depicts one of the most famous photographs in history—that of the six brave soldiers raising the American Flag at the top of a rocky hill on the island of Iwo Jima, Japan, during WW II.

Over one hundred students and chaperones piled off the buses and headed towards the memorial. I noticed a solitary figure at the base of the statue, and as I got closer he asked, “Where are you guys from?” I told him that we were from Wisconsin. ‘Hey, I’m a cheese head, too!’ Come gather around, Cheese heads, and I will tell you a story.” (It was James Bradley who just happened to be my dad’s classmate.)

Six Boys and 13 Hands

The Presence of a Higher Power on an Obscure Japanese Mountain??

This is not a submarine story. The incident related in the story happened during one of the fiercest battles the US Marine Corps is ever fought, the battle for Iwo Jima. It would be a supreme affirmation of the presence of a God if this story were true. Unfortunately it is not and there is no extra hand. But it’s still a good story, it’s inspirational and I think appropriate for our magazine.

**Six Boys and 13 Hands**

Each year I am hired to go to the eighth-grade class from Clinton, WI where I grew up, to videotape their trip. I greatly enjoy visiting our nation’s capital, and each year I take some special memories back with me. This fall’s trip was especially memorable. On the last night of our trip, we stopped at the Iwo Jima memorial. This memorial is the largest bronze statue in the world and depicts one of the most famous photographs in history—that of the six brave soldiers raising the American Flag at the top of a rocky hill on the island of Iwo Jima, Japan, during WW II.

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I told him that we were from Wisconsin. ‘Hey, I’m a cheese head, too!’ Come gather around, Cheese heads, and I will tell you a story.” (It was James Bradley who just happened to be in Washington, DC, to speak at the memorial the following day. He was there that night to say good night to his dad, who had passed away. He was just about to leave when he saw the buses pull up. I videotaped him as he spoke to us and received his permission to share what he said from my videotape. It is one thing to tour the incredible monuments filled with history in Washington, DC, but it is quite another to get the kind of insight we received that night.)

When all had gathered around, he reverently began to speak. (Here are his words that night.)

“My name is James Bradley and I’m from Antigo, Wisconsin. My dad is on that statue, and I wrote a book called ‘Flags of Our Fathers’. It is the story of the six boys you see behind me. Six boys raised the flag. The first guy putting the pole in the ground is Harlon Block. Harlon was an all-state football player. He enlisted in the Marine Corps with all the senior members of his football team. They were off to play another game. Harlon, at the age of 21, died with his intestines in his hands. I don’t say that to gross you out, I say that because there are people who stand in front of this statue and talk about the glory of war. You guys need to know that most of the boys in Iwo Jima were 17, 18, and 19 years old and it was so hard that the ones who did make it home never even would talk to their families about it.

He pointed to the statue. ‘You see this next guy? That’s Rene Gagnon from New Hampshire. If you took Rene’s helmet off at the moment this photo was taken and looked in the webbing of that helmet, you would find a photograph, a photograph of his girlfriend Rene put there for protection because he was scared. He was 18 years old. It was just boys who won the battle of two Iwo Jima. Boys. Not old men.

The next guy here, the third guy in this tableau, was Sergeant Mike Strank. Mike is my hero. He was the hero of all these guys. They called him the ‘old man’ because he was so old. He was already 24. When Mike would motivate his boys in training camp, he didn’t say, ‘Let’s go kill some Japanese’ or ‘Let’s die for our country’. He knew he was talking to little boys. Instead he would say, ‘You do what I say, and I’ll get you home to your mothers.’

The last guy on this side of the statue is Ira Hayes, a Pima Indian from Arizona. Ira Hayes was one of them who lived to walk off Iwo Jima. He went into the White House with my dad. President Truman told him, ‘You’re a hero.’ He told reporters, ‘How can I feel like a hero when 250 of my buddies hit the island with me and only 27 of us walked off alive?’

So, you take your class at school, 250 of you spending a year together having fun, doing everything together. Then all 250 of you hit the beach, but only 27 of your classmates walk off alive. That was Ira Hayes. He had images of horror in his mind. Ira Hayes carried the pain home with him and eventually died dead drunk, face down, drowned in a very shallow puddle, at the age of 32 (ten years after this picture... (continued at "13 HANDS on page 49)
USS Abraham Lincoln (SSBN602) Reunion 10/25/2018 to 10/27/2018 in Kenosha, WI. Contact Dennis Grim at d_h_grim@outlook.com or 706-852-8913.

USS Albacore (AGSS559) Reunion 8/9/2018 to 8/12/2018 in Portsmouth, NH. Contact John Jon Gandelito at gandelito@knolog.com or 317-441-8843.

USS Andrew Jackson (SSBN645) Reunion 10/1/2018 to 10/28/2018 in Fort Lauderdale, FL. Contact Alonzo Jack McAllister Jr at USS Andrew Jackson (SSBN619) Reunion 9/27/2018 to 9/30/2018 in Myrtle Beach, SC. Information at www.usssubmariner.org/reunion.php

USS James K Polk (SSBN664) Reunion 9/27/2018 to 9/30/2018 in Myrtle Beach, SC. Information at www.usssubmariner.org/reunion.php

USS John Adams (SSBN620) Reunion 5/9/2018 to 5/13/2018 in N. Charleston, SC. Contact Kenneth M. Hulsbush at kennhutch@gmail.com or jkh20reunion@gmail.com or 843-553-0935.


USS Lafayette (SSBN616) Reunion 8/13/2019 to 8/16/2019 in Austin, TX. Contact Juan M Castillo at jancastles@yahoo.com or 615-282-0652.

USS Lewis and Clark (SSBN644) Reunion 10/3/2019 to 10/9/2019 in North Charleston, SC. Contact James Thomas O'Donnell at thomasodonnell@hotmail.com or 510-779-1393.

USS Mackerel (SS71) Reunion 10/15/2018 to 10/20/2018 in New Orleans, LA. Contact John W. Delhanty at loisbill@comcast.net or 503-762-2769.

USS Marin (SS72) Reunion 10/16/2018 to 10/20/2018 in New Orleans, LA. Contact John W. Delhanty at loisbill@comcast.net or 503-762-2769.

USS Memphis (SSBN691) Reunion 10/11/2018 to 10/14/2018 in Charleston, SC. Contact Stephen McKinney at nickmckinney@yahoo.com or 740-858-7142.

USS Michigan (SSBN727) Reunion 8/18/2018 to 8/20/2018 in Silverdale, WA. Contact Larry S Sloan at slaconzonen@webtv.net or Dewayne Bingham at dewayneburnight@yahoo.com or 434-780-0372.

USS Otis (SS484) Reunion 10/21/2018 to 10/28/2018 in Fort Lauderdale, FL. Contact Wendell F Denney at wendelldenney@bat.net or 713-515-5267.

USS Phoenix (SSN702) Reunion 6/14/2018 to 6/18/2018 in Phoenix, AZ. Contact Mark V Wilson at tvwils03@msn.com or 719-287-0465.

USS Resolver (SS(N)269) Reunion 6/8/2018 to 6/10/2018 in Manitowoc, WI. Contact Richard Moore at drifterplott@cox.net or 804-815-0730.

USS Raton (SS327) Reunion 9/19/2018 to 9/23/2018 in Bremerston, WI. Contact Larry D Kramer at lkramer63@hotmail.com or 360-697-2842.

USS Remora (SS487) Reunion 10/12/2018 to 10/14/2018 in Louisville, KY. Contact Robert G Sharp at ussremora@yahoo.com.


USS Salamba (SS322) Reunion 11/11/2018 to 11/14/2018 in San Diego, CA. Contact Jeffrey S. Owens at owesans@epix.net or 570-492-4562.

USS Sailfish (SSR572) Reunion 4/13/2018 to 4/15/2018 in Branson, MO. Contact Ron Bowlen at robowiln@Bellsouth.net or 406-600-0053.

USS Salmon (SSRN57) Reunion 5/3/2019 to 5/16/2019 in Branson, MO. Contact Bill (Andy) Anderson at mvwilson63@msn.com or 719-287-0465.

USS Sargo (SSBN680) Reunion 9/6/2018 to 9/8/2018 in Long Beach, CA. Contact Howard F. Dobson at howardvaldobson@verizon.net or 302-764-1197.

USS Taft (SSBN630) Reunion 8/1/2019 to 8/3/2019 in Muscle Shoals, AL. Contact Joel Panish at tlpanski@comcast.net or www.usstalfao.com

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.usssi.org/reunions.asp
(Reunions continued from page 45)

USS Sand Lance (SSN660) Reunion 11/8/2018 to 11/10/2018 in Charleston, SC: Contact Randall W Etzerberger at randy3@home.com or http://contact@ussandsandlance660.com.

USS Sea Leopard (SS483) Reunion 8/1/2019 to 8/4/2019 in North Little Rock, AR: Contact Paul Nasso at pynnaso@gmail.com or 9317923330.

USS Sea Owl (SS405) Reunion 10/31/2018 to 11/4/2018 in Pensacola, FL: Contact Roy Robert Purtell at regy@crossosswol.com or 5183308794.

USS Sea Pogger (SS406) Reunion 10/31/2018 to 11/4/2018 in Pensacola, FL: Contact William G. Binkman at seaspoacher@att.net or 5122550265.


USS Trout (SS566) Reunion 9/30/2018 to 10/5/2018 in Orlando, FL: Contact Dennis R. Johnson at dijihensn@comcast.net or 9406512694.

The Cincinnati Base Kap4Kids has been renamed as the “Gregg Dunn Kap4Kids,” in honor of the Past Base Commander who went on eternal patrol while in the Office. The Kap4Kids was one of his passions.

The Base made its first Kap4Kids presentation in December to Andrew, a resident at the St. Joseph Home in Sharonville, Ohio. The visit kicked off the Gregg Dunn Memorial Program. It fulfilled the present Commander’s commitment to make a visit before the year ended.

The administration and staff were an immense help in organizing the facility for the visit. They prepared a meeting room, a widescreen TV and several staff members who made sure things went smoothly.

Andrew is quite a kid. When he was a baby he suffered a stroke to his spinal cord which has left him paralyzed from the neck down, requiring him to have a tracheostomy and continually supported by a mechanical ventilator. Andrew attends school and is very curious about everything. He is a Star Wars follower and hopefully now he will explore the world of submarines.

Base Commander, David Self, presented him with his Honorary Submarine Commander cap and his certificate making him an honorary submariner. Andrew also received a picture of a fast attack sub running on the surface. Following the presentation everyone watched a short video showing boats in action.

The Kap4Kids committee consists of David Self, Dick Young, Earl Waford, and Bob McGee.

Dr. Foote convinced him to apply to college. In the fall of 1957 Clifton commenced college at the University of FL and graduated in 1961 from the School of Pharmacy. After his one-year internship training and passing his FL Pharmacist Board he became a Pharmacist and part owner of a drug store in Gainesville, FL. In 1972 Clifton sold his interest in this drug store and became a pharmacist in the FL Prison System, where he worked until 1975, after which he worked as a private pharmacist in the Union County, FL Hospital until about 1978. Being semi-retired he continued to work as a relit-pharmacist for several pharmacies in the Gainesville and Cross City areas, finally fully retiring in 1992, after 31 years in that profession.

In 2004 Clifton’s wife of 66 years, Odessa, passed away at the age of 89 after which Clifton moved to Ocala, FL to be near his daughter, Linda Sue. That year Clifton read the book “A Walk in the Woods,” by Bill Bryson, about the Appalachian Trail, after which he began a new vocation—hiking. On his first hike in 2005, at the age of 86, Clifton started near Fort Lauderdale, FL and hiked west to Lake Okeechobee then north to Orlando, FL, then northwest to Dunnellon, FL. From Dunnellon he walked east across the Florida Greenway past Ocala, FL then north to the Suwannee River area following segments of the Florida trail. This first hike was approximately 250 miles in length. Clifton has made the “Big O Hike,” a 110-mile trek around Lake Okeechobee, which is held annually over the Thanksgiving holiday, three times, in 2005, 2006 and one final time in 2008 at age 91. As of 2008, he was the oldest person to complete the Big O Hike. At age 90 Clifton joined a group and hiked from Ormond Beach, FL westward across the Florida peninsula to Yankeetown, FL on the Gulf Coast. At age 92, in 2009, Clifton began hiking the Appalachian Trail through Georgia, North Carolina and Tennessee. He continued his Appalachian Trail hikes annually until approximately 2012.

In 2009, Clifton married Lucille Ward, originally from Milwaukee, WI. They currently reside in Ocala, FL. Several years ago, Clifton participated in a WWII Honor Flight to Washington, D.C. and he was truly thrilled to have received this special recognition from a grateful nation.

CWU3 Clifton Moody has experienced an amazing series of lifelong adventures and he is living proof of the Submarine motto that “Pride Runs Deep!”

(“Moody” continued from page 25)
April 3, 1943 - USS Pickerel (SS-177)
74 men lost
Lost on April 3, 1943 with the loss of 74 officers and men, while on her 7th war patrol. She was lost off Honshu. The exact cause of her loss has never been determined, but her OP area contained numerous minefields.

April 8, 1945 - USS Snook (SS-279)
84 men lost
Lost on April 8, 1945 with the loss of 84 officers and men. Snook ranks 10th in total Japanese tonnage sunk and is tied for 9th in the number of ships sunk. She was lost near Hainan Island, possibly sunk by a Japanese submarine.

April 10, 1963 - USS Thresher (SSN-593)
112 crew 17 civilians lost
Lost on April 10, 1963 with the loss of 112 crew members and 17 civilian technicians during deep-diving exercises. 15 minutes after reaching test depth, she communicated with USS Skyhook that she was having problems. Skylark 15 minutes after reaching test depth, she communicated with USS Skyhook that she was having problems. Skylark

May 22, 1968 - USS Scorpion (SSN-589)
13 men lost
Also on the shafts were electric motors that also could be used as generators for the batteries. When submerged, the diesels were de-clutched and shut down; propulsion was accomplished by the electric motors. When surface operations were desired, the diesels were deployed and dismantled. This remained standard through the World War II era, including a small sail and a rotating cap over the torpedo tube muzzles. For extended surface runs, the small sail was augmented with a temporary piping-and-canvas structure. The F-class submarines were a group of four submarines designed for the United States Navy by Electric Boat in 1909. F-1 and F-2 were built by Union Iron Works in San Francisco, while F-3 and F-4 were built by Moran Bros. in Seattle, Washington. They were single-hulled boats with circular sections laid along the longitudinal axis. The F-class and the F-class submarines were the first US submarines to have bow planes. Like the E-class, their early-model diesels had problems and were replaced in 1915.

The hull contained three compartments:
1. torpedo room with four 18-inch torpedo tubes,
2. control room with the ballast control valves, hydropneumatic controls and periscope
3. engine room with two diesel engines

The diesel engines were clutched to shafts and the screws. Also on the shafts were electric motors that also could be used as generators for the batteries. When submerged, the diesels were de-clutched and shut down; propulsion was then on the battery. This was an array of cells in rubber-lined, open-topped, steel jars.
All four F-class submarines spent their careers in the Pacific Fleet, primarily based in San Pedro, Los Angeles, California with a stint in Hawaii. F-4 was lost off Hawaii on 25 March 1915 due to a battery acid leak corroding the hull. F-1 and F-3 collided off San Diego on 17 December 1917, and F-1 was lost. F-2 and F-3 survived to be decommissioned and scrapped in 1922 to comply with the limits of the Washington Naval Treaty.

U.S. Submarine Service in WWII

Summary of WWII Submarine Strength

On Sept. 8, 1939, President Roosevelt declared a “Limited National Emergency”. At that time, there were 55 U.S. submarines in service.

The “fleet” consisted of:

- 6 - “R” Boat Class (Designed for Coastal Defense, non-transoceanic)
- 26 – “S” Boat Class (Designed for Coastal Defense, limited transoceanic)
- 23 – “Fleet Boat” designs (E-class through L-class) had their bridge structures removed along with a large number of “R” and “S” boats, re-commissioned from the “Mothballed” Reserve Fleet.
- 29 total (19 Gato and 10 Balao class) lost

288 Total submarines served during WWII

U.S. Submarine Service Overall

- Submarines comprised 1.6% of all WWII U.S. Naval personnel
- They were responsible for sinking 55% of the Japanese Merchant fleet and 33% of the Imperial Japanese Naval Fleet.

U.S. Submarine Critical Statistics – WWII

- Personnel: 3,628 lost from over 20,000 volunteers (U.S. Submarine Force was an all-volunteer force). approx. 20%. - 1 in 5 never returned to port.
- 52 submarines were lost during WWII, 53 if USS Lanseffish was included. Her initial construct began at the Cramp shipyard in Philadelphia, PA, in September 1942. However, she was towed to the Boston Navy Yard to be completed in May 1945. In May 1945, she flooded and sank along side the pier, after being decommissioned on 24 May, 1945. She was scrapped and never really saw service.
- Known direct enemy combat losses – 40 submarines
- Known non-enemy combat losses – 11 submarines
- 2 losses – run of own torpedoes
- 1 loss – “Friendly Fire” – U.S. Forces

Lost on June 19, 1942 - USS O-9 (SS-70)

Lost on June 14, 1942, with the loss of 42 men near Key West, FL during a practice torpedo approach. The cause was probably due to flooding through a torpedo tube. The CO and 2 other men on the bridge survived, as did 18 crew members on liberty at the time of the accident.

June 14, 1944 - USS Golet (SS-361) 82 men lost

Lost on June 14, 1944 with the loss of 82 men. On her 2nd war patrol, Golet was apparently lost in battle with antisubmarine forces north of Honsiu.

June 18, 1945 - USS Bonefish (SS-223) 95 men lost

Lost on June 18, 1945 with the loss of 85 men when sunk near Susu Misaki. Winner of 3 Navy Unit Citations, Bonefish was on her 8th war patrol. After sinking a passenger-cargoman, Bonefish was subjected to a savage depth charge attack.

June 19, 1942 - USS S-27 (SS-132) no loss of life

Lost on June 19, 1942 when it grounded off Archilaka Island. She was on the surface in poor visibility, charging batteries and drifted into the shoals. When she could not be freed and started listing, the captain got the entire crew to shore (400 yards away) in relays using a 3-man rubber raft. The entire crew was subsequently rescued.

June 20, 1942 - USS O-9 (SS-70) 33 men lost

Lost on June 20, 1941 with the loss of 33 men when it foundered off Isle of Shoals, 15 miles from Portsmouth, NH

June 29 – July 4, 1943 - USS Runner (SS-275) 78 men lost

Lost between June 26 and July 4th 1943 with the loss of 78 men. Runner was on her 3rd war patrol probably due to a mine. Prior to her loss, she reported sinking a freighter and a passenger-cargoman off the Kuriles. This boat's last known ship sunk happened on June 26th, after she probably hit that mine on or after that date but before July 4th, when she was scheduled back at Midway.

Sailfish sank the Japanese aircraft carrier carrying surviving crew members from Sculpin, which had located Squalus in 1939. Only one survivor after spending the rest of the war on Midway Island. Herring was on her 8th war patrol and was conducting a surface attack when a shore battery spotted her and 2 direct hits on her conning tower and causing her loss. Before being sunk, she had sunk a freighter and a passenger-cargoman. Herring was the only US submarine sunk by a land battery.

June 12, 1943 - USS R-12 (SS-89) 42 men lost

Lost on June 12, 1943 with the loss of 42 men near Key West, FL during a practice torpedo approach. The cause was probably due to flooding through a torpedo tube. The CO and 2 other men on the bridge survived, as did 18 crew members on liberty at the time of the accident.

June 14, 1944 - USS Golet (SS-361) 82 men lost

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Still Plenty of Time to Renew or Start Your Boat Sponsorship Program (BSP) Subscription

Browsing through an American Submariner is a fantastic way for our younger boat sailors to see that the brotherhood doesn’t end with Active Duty. And, it just might encourage them to join USSVI when they see we’re very much helping the tradition live on.

For just $30 a year, you can send three copies of each issue to a boat, base, tender, Jr, or full NROTC, or just about any place submariners (or potentials) hang out.

Don’t wait! See the sample check just below; fill yours out and send it in.

**REMEMBER:**
1. Make check payable to “USSVI.”
2. Write “Boat Sponsorship Program” on the memo line.
3. If you have a preference to where your subscription goes, included a note with your check.

(The subscriptions may be in the name of a base or an individual)

Mail check to:
USSVI National Office.
PO Box 3870.
Silverdale, WA 98383–3870.

Each sponsor will receive the special BSP patch the first time they sponsor. In addition, all sponsors will be entered in the quarterly USSVI boat bottle giveaway contest, a $500 value (one entry per sponsorship.)

And the BSP Drawing Winner is . . .

The winner of the 2nd Quarter 2018 Boat Sponsorship Program raffle is Jim Wilson, an ex-TM2(SS). Jim qualified on the USS Scamp (SSN-588) in 1967 and served on that boat from 1966 to 1969. She was home-ported in San Diego, CA during that period.

Jim selected the Scamp as the boat he wanted Mel Douyette to create for his discounted model. The discount is Jim’s prize as a subscriber to the Boat Sponsorship Program.

You too can be eligible for the drawing by subscribing to the program and spread the USSVI message and information throughout the fleet. Check the details below.
### New USSVI Members

Welcome Aboard!

Note: New members are listed alphabetically by last name.

<table>
<thead>
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<th>First Name</th>
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<td>Arvanites</td>
<td>Chris G</td>
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(Continued at “Members” on page 46)
Gallagher John R 1976 Andrew Jackson
Gamanche Richard J 1985 Skipjack
Gamble George T. 1958 Bonefish
Gauld Mr. Robert 1977 Parche
Gazard James 1981 Flying Fish
Gillard Douglass 1974 Henry Clay
Ging, III Ewald Herman 1979 Los Angeles
Gillon L. 1965 Sablefish
Jackson, Jr Daniel J 1986 Woodrow Wilson
Jones Douglas R. 1982 John Adams
Johnson Jeffrey Michael 1969 Tusk
Johnson Carl L. 1965 Sablefish
Kadlec Leonard J. 1980 L. Mendel Rivers
Kellam Michael 1992 Piranha
Kellerhals Michael 1972 Baseline
Kelling, Jr Robert 1987 Virginia
Kemp, Jr Jim 1982 California
Kennedy, Jr Robert 1992 Virginia
Kilgore John 1968 Dinner Plate
Kinsman Edward 1972 Blacktip
Kitaoka Alan 1982 Whitefin
Klaasen, Jr Richard 1977 Redfin
Klawonn William 1967 Pilot Whiting
Knight Michael T. 1989 Minnesota
Koehler, Jr James 1987 Blacktip
Koehler John R. 1976 Atlantic
Koehler Michael 1992 Spotted
Koehler Thomas 1992 California
Kong Andrew 1966 Haddock
Kolthoff Sr. Jeffery 1987 John C Calhoun
Krol Richard E. 1984 Casimir Pulaski
Kwiatkowski Mark 1991 La Jolla
Lacey Stephen D 1968 George Washington
Langley, Jr. Patrick 1976 Georgia
Lansing, Jr John 1974 California
Lantry tremendous 1980 Bigeye
LaValla, Jr John 1977 Blacktip
LeBlanc, Jr. Robert 1977 Redfin
Leclercq, Jr. James 1992 Blacktip
Levine Joel 1992 California
Lewis Michael 1968 Blacktip
Light Timothy 1988 Barbrel
Littell Bruce 1972 George Brinton
Logan Kerry L. 1988 Memphis
Magnusson Richard L. 1973 Billfish
Mangialardi Michael 1987 Blacktip
Marullo James 1980 Jenkin
Menfee Hendry W. 1944 K-1
Merwin Michael L. 1987 Pogy
Miltons Albert C. 1961 Capitaine
Mohl Charles 1980 Bonefish
Molyneaux Alfred D 1962 Tang
Mortensen Ronald L 1963 Ronquil
Mowbray Alan 1990 Phoenix
Murphy Sean 2000 City of Corpus Christi
Murray Tim 1984 Grotton
Nablicky Evan 1984 Associate
Nettles Harry 1969 Simon Bolivar
Newkirk Phillip David 1972 Gurnard
Nyklo Billy 2004 Alaska
O'Conor Clarence W 1967 Trout
Ortiz Anthony 2006 Connecticut
Parent Phillip J 1988 Hyman G Rickover
Pastori Benjamin 1992 George Brinton
Pellegrino Michael P 1973 Stonewall Jackson
Pentz James 1964 Theodore Roosevelt
Peters, Jr James 2014 Jefferson City
Reed Baden L 2012 Tennessee
Reese Gary A. 1974 Tunny
Reinhardt Brent B. 1982 Tunny
Riebs David R. 1989 Associated
Riesenhoover Jerry 1984 Narwhal
Rose Frances 2000 Associate
Rose William 1984 Associate
Ross Philip 1984 Jack
Ross Sr Michael J 1961 Diablo
Ross Carla 1984 Associate
Rumian Philip 1980 Sargo
Rutledge Jimmy D 1960 Corporal
Sanchez Christopher 2011 Rhode Island
Sanor Sandy J 1967 Cajon
Santoni William A. 1968 Daniel Boone
Santruk Kevin R. 1994 Hampton
Sanzalone Jr. John D. 1984 Gato
Schoonover William O. 1976 Von Steuben
Seah John L. 1886 New York City
Seibert Michael 1968 Henley Clay
Seibert Jack 1987 Casimir Pulaski
Shea John W. 1987 West Virginia
Smith Marshall H. 1964 Cutlass
Smith Mike 1987 West Virginia
Smith Stuart A 1991 John C Calhoun
Spencer Daniel 1999 Pittsburgh
St Jean Roland 1980 Dodge
Stevens Donald B. 1976 Bergall
Sticken, Jr. James 1987 Blacktip
Stirewalt Billie 1944 Irel
Strout, Jr Kenneth L. 1970 Spadefish
Stuckey George H 1973 Benjamin Franklin
Troup Tony E. 1992 Casimir Pulaski
VanFossen Dale 1987 Atlanta
Velasquez Nelson 1976 Jack
Vorin Anthony 1961 Argonaut
Wafford Carl E. 1957 Sea Fox
Waggoner Ronald A. 1971 Blackfin
Walton Robert E. 1965 Sea Leopard
Weber Maggie 1987 Baton Rouge
Weber Neil 1961 Tang
Weisenberger John 1962 Spikefish
Wenta Ted 1969 Sea Leopard
White Dexter 1973 Archerfish
White William R 1974 Theodore Roosevelt
Whitecar Terence 1967 Spinax
Wilcox Everett 1967 Piper
Williams Benjamin F 1981 John Adams
Williams, Jr. George E. 1961 Redfin
Williams Richard 1992 Associate
Ziegler Laurence 1968 Swordfish
Zufelt Oliver C. 2013 Alexandria
Has There Ever Been a Real Yellow Submarine?

FOR THE ANSWER . . .

AMERICAN SUBMARINER (USSSI) MEMBERSHIP APPLICATION

OUR PURPOSE: “To perpetuate the memory of our submariners who gave their lives in the pursuit of their duties while serving their country. Their dedication, deeds, and example inspire a constant source of motivation toward greater accomplishments. Pledge loyalty and patriotism to the United States of America and its Constitution.”

With my signature below, I certify that I subscribe to the Purpose of the National Submarine Veterans, Inc. and am in good standing with the organization in all matters. I will observe all of its rules and regulations, and will support the organization in every way possible. I will perform all of its duties as a member of the organization, and I will not be subject to any disciplinary action.

I certify that I was designated qualified in USN Submarines aboard USN in _______ (Yr).

I certify that I received a discharge under Honorable Conditions (if not currently in military service) in _______ (Yr).

I understand I am applying for membership ‘at large’ and I may also locate another affiliate with which I wish.

Full Name: ____________________________ Address: ____________________________

City: ____________________________ State: ________ Zip Code: ___________ Tel: ________ ____________

Emailing this completed form to ussv@telebyte.net constitutes my electronic signature. Date: ____________________________

Your E-Mail Address ____________________________ Base/Chapter Desired: MEMBER AT LARGE

Natl Member Dues: $15.00. Please indicate your term preference:

Natl Dues: $ 15.00; $ 30.00; $ 45.00. Check the box that best describes your term preference:

Natl Life: $ 1.00. Please indicate your term preference:

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How did you find us? [ ] Friend [ ] Boat Asus [ ] Local Event News [ ] Internet [ ] Other (__________) ________

YOUR U.S. NAVY BIOGRAPHICAL DATA

Date Of Birth (MADDY) ________ / ________ / ________ If other military service, What Branch? ________


For Active Duty (Y/N): ________ YR entered MIL Service: ________ YR left MIL Service ________ (Active/Veteran reserve time also counts.)

Check here if your Military Service falls within any of these time periods: Dec 1, 1941, thru Dec 31, 1946; June 27, 1950, thru Jan 31, 1955, Aug 5, 1904, thru May 7, 1975, and from August 2, 1990 to date.

Check here if you have been awarded an Expeditionary Medal.

Submarines served aboard as ship’s company:

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, [ ] Parent, [ ] Sibling, [ ] Other

Address: __________________________________________ Zip Code: ________

City: __________________________________________ State: ________

(Leave this address line blank if the same as your home address)

U.S. Navy, 9013 W. 79th St., Evergreen Park, IL 60805

U.S. Navy, 9013 W. 79th St., Evergreen Park, IL 60805

For tHe anSwer . . .

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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

<table>
<thead>
<tr>
<th>CORPORATE RATE</th>
<th>USSVI MEMBER RATE</th>
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<td>10% Discount on 4 issues</td>
<td>10% Discount (20% Member Discount off top)</td>
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<tr>
<td>FULL PAGE COLOR</td>
<td>$1,000</td>
</tr>
<tr>
<td>1 Payment</td>
<td>$800</td>
</tr>
<tr>
<td>10% Discount on 4 issues</td>
<td>Total Year</td>
</tr>
<tr>
<td>7.5” x 10”</td>
<td>$560</td>
</tr>
<tr>
<td>7.5” x 5” H</td>
<td>$390</td>
</tr>
<tr>
<td>½ PAGE COLOR</td>
<td>$700</td>
</tr>
<tr>
<td>1 Payment</td>
<td>$560</td>
</tr>
<tr>
<td>3.75” x 10” V</td>
<td>$390</td>
</tr>
<tr>
<td>7.5” x 5” H</td>
<td>$270</td>
</tr>
<tr>
<td>¾ PAGE COLOR</td>
<td>$490</td>
</tr>
<tr>
<td>1 Payment</td>
<td>$390</td>
</tr>
<tr>
<td>3.5” - 3.75” x 5”</td>
<td></td>
</tr>
<tr>
<td>¼ PAGE B/W</td>
<td>$700</td>
</tr>
<tr>
<td>1 Payment</td>
<td>$560</td>
</tr>
<tr>
<td>(Same as color)</td>
<td></td>
</tr>
<tr>
<td>¾ PAGE B/W</td>
<td>$490</td>
</tr>
<tr>
<td>1 Payment</td>
<td>$390</td>
</tr>
<tr>
<td>(Same as color)</td>
<td></td>
</tr>
<tr>
<td>¼ PAGE B/W</td>
<td>$340</td>
</tr>
<tr>
<td>1 Payment</td>
<td>$270</td>
</tr>
<tr>
<td>(Same as color)</td>
<td></td>
</tr>
</tbody>
</table>

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

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

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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.)

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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:

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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, ussvi.org, and go to member’s “My profile” and make the change.
2. Notify the National 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.

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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:

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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.

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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!

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E-Mail: USSVI@telebyte.net
Snail mail to:
POB 3870 Silverdale WA 98383-3870

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