



THE DECK LOG

USSVI CENTRAL TEXAS BASE

APRIL 2024



USSVI Creed

Section 1: To perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their country that their dedication, deeds, and supreme sacrifice may be a constant source of motivation toward greater accomplishments, and to pledge loyalty and patriotism to the United States of America and its Constitution.

Camaraderie

Section 2: In addition to perpetuating the memory of departed shipmates, USSVI shall provide a way for all Submariners to gather for our mutual benefit and enjoyment. Our common heritage as Submariners shall be strengthened by camaraderie. The USSVI supports a strong U.S. Submarine Force.

Perpetual Remembrance

Section 3: The organization engages in various projects and deeds that bring about the perpetual remembrance of those shipmates who have given the supreme sacrifice. USSVI also endeavors to educate all third parties it comes in contact with about the services United States submariners performed and how the sacrifices of lost shipmates made possible the freedom and lifestyle American enjoy today



The Loss of USS Thresher (SSN-593)

[https://en.wikipedia.org/wiki/USS_Thresher_\(SSN-593\)](https://en.wikipedia.org/wiki/USS_Thresher_(SSN-593))

USS Thresher (SSN-593) was the [lead boat](#) of [her class](#) of nuclear-powered attack [submarines](#) in the [United States Navy](#). She was the U.S. Navy's [second submarine](#) to be named after the [thresher shark](#).

On 10 April 1963, *Thresher* sank during deep-diving tests about 350 km (220 mi) east of Cape Cod, Massachusetts, killing all 129 crew and shipyard personnel aboard. Her loss was a watershed for the U.S. Navy, leading to the implementation of a rigorous submarine safety program known as [SUBSAFE](#). The first [nuclear submarine lost at sea](#), *Thresher* was also the third of four submarines lost with more than 100 people aboard, the others being the French [Surcouf](#), sinking with 130 personnel in 1942, [USS Argonaut](#), lost with 102 aboard in 1943, and Russian [Kursk](#), which sank with 118 aboard in 2000.

Name	<i>Thresher</i>
Namesake	Thresher shark
Ordered	15 January 1958
Builder	Portsmouth Naval Shipyard
Laid down	28 May 1958
Launched	9 July 1960
Commissioned	3 August 1961
Motto	<i>Vis Tazita</i> (Silent Strength)
Fate	Lost with all hands during deep diving tests, 10 April 1963; 129 died.

General characteristics
Class and type - Permit-class submarine
Displacement - 3,540 short tons light, 3,770 short tons submerged
Length - 279 ft (85 m)
Beam - 32 ft (9.8 m)
Draft - 26 ft (7.9 m)
Propulsion - 1 Westinghouse S5W PWR , Westinghouse Geared Turbines, 15,000 shp
Speed - 33 knots (61 km/h; 38 mph)
Complement - 16 officers, 96 men
Armament - 4 × 21 in (530 mm) torpedo tubes amidships

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EDITOR'S OFFICE



The Deck Log is a monthly publication of the Central Texas Base, United States Submarine Veterans, Inc. It is delivered via email in Microsoft Publisher PDF format to the Base Membership. A printed copy is mailed via USPS to those shipmates requesting a mailed copy.

Deck Log Editor

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U.S. Submarine Service
JOIN USSVI
 Have you ever worn the proud symbol pictured above? Are you related to, or know someone who is wearing, or has worn, Submarine Dolphins?
 Visit our Web Site at:
<https://ussvicentraltexasbase.org/>

USSVI WEB SITE: <https://www.ussvi.org/>

BASE WEB SITE: <https://ussvicentraltexasbase.org/>

FACEBOOK PAGE: <https://www.facebook.com/ussvicentraltexas/>

INSTAGRAM: [ussvi.centraltexasbase](https://www.instagram.com/ussvi.centraltexasbase)

BASE MEETINGS: Base meetings are held on the third Wednesday of the month at M/SGT Ben D Snowden VFW Post 8587, 1000 N College St, Georgetown, TX 78626. We hold a quarterly social in lieu of a Base Meeting in March, June, September and December.

USSVI National Office:

USSVI National Office
 PO Box 1063
 Groton CT 06340-1063
 360-337-2978



2017 Tom Williams



2021 Rick Mitchell
 2021 Bill Scott
 2023 Carl Repp



2010, 2014,
 2017, 2020



2020 Base
 2023 Bill Bellinghausen



2020
 Bob Steinmann,
 Hubert Jackson



2023 Bill Brinkman



2012, 2013, 2016,
 2018, 2019, 2020,
 2021, 2022, 2023,

NATIONAL INFORMATION SOURCES

A listing of Internet information addresses of the various organizations as places to obtain information on national items of interest. Shipmates, you are invited to add to the list (just let me know via email of any you use), so over time it would become more comprehensive.



<https://www.ussvi.org/>
<https://ussubvets.org/home.asp>



<http://www.ussvi.org/base/CentralTexas.asp>
<https://www.facebook.com/ussvicentraltexas/>



<http://www.csp.navy.mil/>



<http://www.navytimes.com/>



<http://www.military.com/>



<http://www.fra.org/>



[Sub Vet Store \(americommerce.com\)](http://www.americommerce.com)



<https://www.sublant.usff.navy.mil/>



<http://www.vfw.org/>



www.navyleagueaustin.org



www.navyleague.org



<http://www.usni.org/>



www.moaa.org



www.shiftcolors.navy.mil

The Newsletter
for Navy
Retirees



<http://www.va.gov/>



<http://www.submarinesailor.com>



<https://www.navy.mil/>



<https://www.mynavyhr.navy.mil/>



<http://isausa.org/>



<http://www.dfas.mil/>



<https://www.silent-service-challenge-coins.com/>



[Naval History and Heritage Command](http://www.history.navy.mil/)



SILENT RUNNING

APRIL LOST BOATS

"I can assure you that they went down fighting and that their brothers who survived them took a grim toll of our savage enemy to avenge their deaths." Vice Admiral Charles A. Lockwood, USN



USS Pickerel (SS-177)

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.

USS Snook (SS-279)

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.



USS Thresher (SS-593)

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 Skylark that she was having problems. Skylark heard noises "like air rushing into an air tank" - then, silence. Rescue ship Recovery (ASR-43) subsequently recovered bits of debris, including gloves and bits of internal insulation. Photographs taken by Trieste proved that the submarine had broken up, taking all hands on board to their deaths in 1,400 fathoms of water, some 220 miles east of Boston.



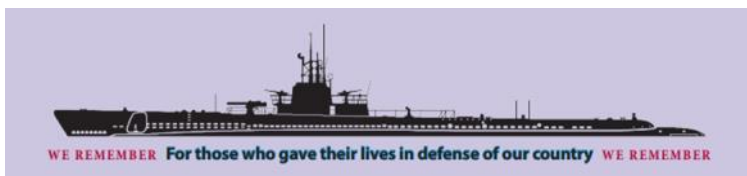
USS Gudgeon (SS-211)

Lost on April 18, 1944 with the loss of 79 men off Saipan. Winner of 5 Presidential Unit Citations, Gudgeon was on her 12th war patrol and most likely due to a combined air and surface antisubmarine attack.

Gudgeon was the first US submarine to go on patrol from Pearl Harbor after the Japanese attack. On her first patrol, she became the first US submarine to sink an enemy warship, picking off the submarine I-173.

USS Grenadier (SS-210)

Lost on April 22, 1943 near Penang, with no immediate loss of life. She was on her 6th war patrol. While stalking a convoy, she was spotted by a plane and dove. While passing 130 feet, the plane dropped a bomb causing severe damage. She was lodged on the bottom 270 feet and the crew spent hours fighting fires and flooding. When she surfaced, she had no propulsion and was attacked by another plane. While she shot down the plane. When enemy ships arrived, the CO abandoned ship and scuttled the boat. Of the 61 crew members taken prisoner, 57 survived the war.





USSVI CENTRAL TEXAS BASE NEWS

BASE COMMANDER'S REPORT



Welcome to April Shipmates!

I hope everyone had a great Easter weekend and were able to celebrate as you desired. Here at the Mitchell home, we were fortunate to be able to spend Good Friday with our Son and Daughter in Law at their church service, enjoy dinner with them, and are looking forward to our Easter Sunday with family. Hope you all had a Happy Easter!

Our social in March was a pretty good success even though mother nature threw us a curve ball (it rained on our outside event), and we had more than the expected number of shipmates (a good problem to have) show up. The restaurant was able to get us all in doors and as always you all made the best out of it, and we all had some good food and were able to catch up with each other and see some folks we don't usually see. I know your all are qualified and as so always figure a way out to make good out of a bad situation, but I do appreciate your patience and good attitudes. Who would have thought years

ago our small base would have grown to the point and we have participation of so many of you that it is a problem finding spaces big enough for our events.

I was reminded the other day that we are now a class 1 base. I know we have always been a 1st Class base thanks to many of you and our past leaders such as Bill Scott, Tom Williams, Bill Brinkman, Ray Wilgeroth, Harold Jackson, and the list goes on and on, far to many to name all here, but now as the organization is concerned, based on our size we are solidly sitting as a class one base at 88 members. As far as what it means organizationally, it's not much more than how we are grouped with other bases and when we are considered for awards at the base level we compete against the larger bases of USSVI now. As far as locally and to all of us I think what it means is your efforts and work you do with USSVI here locally are paying off and people are noticing and want to be part of that. Thank You and keep it up! Let me know what you are up to and how I and/or the base can help. The more of us out there the more we can share our purpose and creed ensuring that we (paraphrased) **Perpetuate the memories of our shipmates who gave their lives while performing their duties serving our country. Also, gathering for mutual benefit and enjoyment and working on projects and deeds that will help educate the public and bring about this remembrance.** At our last meeting in February, we had 3 new shipmates visit and join us. A big Welcome Aboard to:

Dave Clark – Qualified 1976 on the USS Simon Bolivar (SSBN-641), now living in Lago Vista with his wife Jackie

Gary Morrison – Qualified 1979 on the USS Sargo (SSN-583), now living in Cedar Park with his wife Patricia.

Tonny Ellis – Qualified 1977 on the USS Swordfish (SSN-579), now living in Rockdale with his wife Kathy.

We have our baseball game outing at the Dell Diamond coming up. Last call for tickets will be about the same time you are reading this. Hope to see you there! Also coming up May 16-19th is our Lonestar Subvet Roundup. Its shaping up to be another great event this year being held in Fredericksburg. More info on the event, hotel, and registration, can be found here: [Lonestar Subvet Round-Up \(lsru.org\)](https://www.lsruc.org) Many of your shipmates are already signed up, please consider joining us and if not for the weekend please make special effort to come to the National Museum of the Pacific War Saturday May 18th for our special Tolling Ceremony. The National Convention is coming up end of August, please don't wait till the last minute to sign up and get your rooms. I understand there a lot of shipmates signing up early this year and the room block is almost full. You can see more on the National Convention here: [USSVI National Convention 2024 \(subvetconvention.org\)](https://www.subvetconvention.org)

Looking forward to seeing you all soon at an event or meeting. I know a few of you out there a struggling with health and other issues and my thought and prayers are with you. Of course, you all know all you need to do is ask and make known any help or needs you have and we can probably and would be privileged to help out in any way you desire. Just need to ask.

Thanks for everything you all do!

Rick Mitchell

Call, Text, Email anytime!

rmitch2@yahoo.com or 512-639-0035)

A thought - Veterans

And the truth is that all veterans pay with their lives. Some pay all at once, while others pay over a lifetime.

JmStorm



USSVI Central Texas Base

Dale's Essenhaus

3900 FM-972, Georgetown, TX, United States, Texas

3/19/2024

Well Mother Nature tried to get us but thanks to the staff at [Dale's Essenhaus](#) and a few other groups willingness to move around we were able to move our social indoors. We had a much larger turnout than expected but they got us all in. Thank You to everyone who showed up and your patience. I think we all enjoyed catching up with each other and some really good food. Didn't get a lot of pics but here's a few but not all of the 58 present are in them. BTW, if you dare admit it, someone left an OU umbrella at the restaurant. Next Up, is our night out at the Ballpark, [Game Night at the Dell Diamond](#) April 12th!



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Editor's Office

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Lots goin' on around our base. Plenty to read and peruse here too. Me? Still keepin' busy juggling "The Deck Log" publication—what else is new?! Stop by my email (hscottss242@gmail.com) and say hello sometime. Or make yourself useful and send me a Sea Story or two, huh?

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Holland Club

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Naval Submarine School

May 22, 2023

[#DidYouKnow](#)

The Holland Club is an exclusive club for submariners who have been qualified in submarines for more than 50 years.

When we meet a Holland Club member, we are in the presence of the institutional memory of the U.S. Submarine Force. They, along with all their 'brothers of the dolphin', are the historical connection and inspiration for the Submariner of the future.

There are no ex-submariners. Submarine qualification passes a submariner into a mystic group of undersea warriors, and it marks them forever as one of a special breed. Although they no longer sail beneath the seas, they still wear their "Dolphins" with honor and pride.

Current USSVI Central Texas Base Holland Club Members

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Member's Name	Joined USSVI	Qual Yr	Boat	Rate
Atkins, Clifford E.	4/20/05	1952	SS-404	TM1(SS)
Pitts, Jack T	2/5/08	1953	SS-323	RM3(SS)
McMaude, Gordon	8/15/19	1959	SS-398	IC3(SS)
Witte, Richard E.	5/13/05	1959	SS-336	STCM(SS)
Brinkman, William G.	3/31/04	1960	SS-405	EM2(SS)
Gee, James T	11/21/07	1960	SS-565	LCDR
Jackson Sr, Harold B.	4/1/09	1960	SSN-579	EN2(SS)
Patterson, Jr, Ralph A	6/20/09	1960	SS-243	CAPT
Whittingslow, Walter	9/5/04	1960	SSR-572	QM2(SS)
Odom, John E	10/1/18	1961	SS-242	EN3(SS)
Scott II, Harold W	5/18/11	1961	SS-242	STSCS(SS)
Roberts, John J	6/26/18	1962	SS-522	ET1(SS)
Andree, James	9/16/23	1963	SS-385	ETR3(SS)
Koenig, John Weldon	7/20/11	1963	SSN-579	RDML
McCoy, William	5/19/07	1963	SS-339	CWO4
Onderdonk III, Garret D	6/18/11	1963	SS-269	TM2(SS)
Steinmann, Bob	5/15/04	1963	SSN-584	YNC(SS)
Wakefield, Robert G	12/6/08	1963	SS-396	TM1(SS)
Whitenack, Gene	2/18/15	1963	SS-421	TM3(SS)
Wilgeroth, Sr, Raymond G	3/31/04	1963	SS-385	RMC(SS)
Beason, Richard E.	4/12/21	1964	SSBN-608	LCDR
Holloway, Dentous	8/15/12	1964	SS-525	YNC(SS)



4th Annual Lonestar Subvet Round Up **May 16-19, 2024**
Fredericksburg, Texas
 Birthplace of Fleet Admiral Chester Nimitz

An Event for ALL Submariners !
In the Beautiful Texas Hill Country
 Visit the National Museum of the Pacific War
 Join together with old and new shipmates!
 Tolling Ceremony / Welcome Aboard Party
 Banquet / Tours
 Hospitality Room and Vendors

*"We shall never forget it was our Submariners that held the lines against our enemy while our fleets replaced losses and repaired wounds "
 -Fleet Admiral Chester Nimitz*

[Lonestar Subvet Round Up](#)
[United States Submarine Veterans](#)

3/2/24

Congratulations to Jeff and Beth Clark of the [Dallas Submarine Veterans](#) (USSVI-Dallas Base) on winning 2 free banquet tickets for the LSRU. They were among those who registered early before March 1st enabling them to be part of the drawing. Check out who is signed up so far for the Round Up here: <https://lsru.org/sailing-list/> and don't wait too long to get your name on the list. We hope to see you in Fredericksburg!

3/13/2024

At our Welcome Aboard Dinner being held at the Fredericksburg Brewery on Friday May 17th will be featuring some entertainment from a fellow Submariner, Randy Mattsen. Here's a song he made inspired by his ship-mates on the (USS Kamehameha SSBN-642).

["Submarine Song" - Randy Mattsen - Country / Folk music video \(youtube.com\)](#)

BASE TREASURER'S REPORT



15 March 2024

Financial Report for Period Ending 2/29/2024

Beginning Balance - 2/1/2024	\$34,067.34
RBFCU Checking (General Fund)	\$32,556.77
RBFCU Savings (Memorial Fund)	\$4,166.68
Cash to be deposited	\$580.00
Uncleared Checks	\$0
Ending Balance - 02/29/2024	\$36,803.45

Submitted: Virgil Claycamp, Treasurer

APRIL 2024



Gordon McMaude - 28th
Hugh Brown - 29th

CENTRAL TEXAS BASE MEMBERSHIP

Report presented to Base Commander w/copy to the Yeoman.

Members listed in Central Texas Database	88
Regular Annual Members	26
National Life Members	52
Base Life Members	61
Holland Club Members	45
Associate Members	1
Dual Members	2
Prospective Members:	0
War Veterans	75
Members pending:	0
Submitted: Chuck Malone, Membership	

STOREKEEPER CORNER

The Central Texas Base (CTB) Supply Store is open for business. The Supply Store can obtain most of the items you need for memorabilia, your vest, gifts for others, etc. You can order them from the Storekeeper at a meeting or online at vclaycamp@yahoo.com. CTB can often get items at a lower than normal price, so you save money. The SK can search the net to find out-of-the-ordinary items, for all branches of the service. When requesting a ship's patch, tell the SK which coast you served on board, as the patches are often different for each coast. The Base E-board is working on a way to inform you of the SK items in stock and prices and a way for to you purchase them either at the in-person meetings, or via an online email system to the SK for in-stock items.



Coming very soon. Virgil will be purchasing some of these as our storekeeper and as we can get at slightly reduced cost we would sell to members at: \$5 for the patch, \$10 for the coin and \$15 for the set, Or in stock now: USSVI Diamond Anniversary patch and Challenge coin, individually, or a a set.

BINNACLE LIST

Prayer for our brothers and friends in need.

Our Heavenly Father, we are so helpless. We care so much for our brothers and friends. They are special to all of us. It hurts us to see them suffering. And while we cannot be with them Lord, You be with them please and be with those who attend them. Comfort those who love them and need them, as well as those who must wait. Amen

New policy from the Base Commander. I personally think it is good to share with others the battles we are facing and things we need. I see no shame or anything wrong at all with this. However, some of you wish to keep that to yourselves, and I respect those wishes too. Just to make sure I am not sharing anything you don't desire unless I hear specifically from you that you want to be listed then I will not. I hope though you all feel comfortable enough with your shipmates to share with us so we can offer support however best we can. I will put out a request to all via email a week or so before each meeting and you can reach me as always phone, text, email, in person. I enjoy talking with all of you.

Please keep us informed of any person who should be listed. These are the people that we know about, so please e-mail any E-Board member if you know of any member or his family that might be in crisis. Also please keep the Base Chaplain, Shipmate Bob Steinmann informed as well.

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CHAPLAIN'S CORNER

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Flyer Distribution (ed. my title for this)

Mona McChesney Williams Smith

Facebook posting 2/7/24

The little boy put on his clothes for the cold and then told his father: "Ok dad, I'm ready"

His Dad, the pastor, said: "Ready for what?"

"Dad, it's time to go outside and distribute our flyers."

Dad replied: "Son, it's very cold outside and it's drizzling."

The child looked surprised at his father and said: "But dad, people need to know about God even on rainy days."

Dad replied, "Son, I'm not going outside in this weather."

With despair, the child said: "Dad, can I go alone? Please!"

His father waited for a moment and then said: "Son, you can go. Here are the flyers, be careful."

"Thank you, dad!"

And with this, the son went out into the rain. The 11-Year-old walked all the streets of the village, handing out the flyers to the people he saw.

After 2 hours of walking in the rain and cold and with his last flyer in his hand, he stopped at a corner to see if he saw someone to give the flyer to, but the streets were totally deserted. Then he turned to the first house he saw, walked to the front door, rang the bell several times, and waited, but no one came out.

Finally, the boy turned to leave... but something stopped him. The child turned back to the door and began to ring the bell and pound on the door strongly with his knuckles. He kept waiting. Finally, the door was opened gently.

A lady came out with a very sad look and gently asked:

"What can I do for you, son?" With radiant eyes and a bright smile, the child said: "Lady, I'm sorry if I upset you, but I just want to tell you that God really loves you and that I came to give you my last flyer, which talks about God and His great love."

The boy then gave her the flyer. She just said, "Thank you, son, God bless you!"

Well, the next Sunday morning, the pastor was in the pulpit and when the service began he asked: "Does someone have a testimony or something they want to share?"

Gently, in the back row of the church, an older lady stood up. When she started talking, a radiant and glorious look sprouted from her eyes: "Nobody in this church knows me. I have never been here, even last Sunday I was not Christian.

My husband died a while ago leaving me totally alone in this world. Last Sunday was a particularly cold and rainy day, and it was so cold and lonely in my heart that I felt I had come to the end of the road and didn't want to live anymore.

I took a chair and a rope and went up to the attic of my house. I tied a noose and the other end of the rope to the rafters of the roof; then I climbed onto the chair and put the rope around my neck.

I then stood on the chair, so alone and heartbroken, I was about to throw myself off the chair when suddenly I heard the loud sound of the door being knocked on.

So I thought: "I'll wait for a minute and whoever it is will go away."

I waited and waited, but the door knocking was getting louder and louder every time. It got so loud that I couldn't ignore it anymore. So, I wondered, who could it be?

No one ever comes to my door or comes to visit me! I released the rope from my neck and went to the door, while the bell was still ringing and the door was still being knocked on.

When I opened the door, I couldn't believe what my eyes saw, in front of my door was the most radiant and angelic child I'd ever seen. His smile, Oh, I can never describe it! The words that came out of his mouth made my heart, which had been dead so long, come back to life, when he said with the VOICE OF A CHERUBIM: "Lady, I just want to tell you that God really loves you."

"When the little angel disappeared between the cold and the rain, I closed my door and read every word of the flyer. Then I went to the attic to remove the chair and rope.

I didn't need them anymore. As you see. Now I am a happy daughter of the King. Since the direction of the boy, when he left, was to this church, I came personally to say thank you to that little angel of God who came just in time to rescue my life from an eternity in hell. And replaced it with eternity in God's presence."

Everyone cried in the church.

The Pastor came down from the pulpit to the first bench, where the little boy was sitting; he took his son in his arms and cried uncontrollably.

Don't let this message die because of tiredness or bad weather; after reading it, pass it on to others.

Remember, God's message can make a big difference in someone's life. Never be afraid to spread the love of God.

Can I get an AMEN?



CALENDAR OF EVENTS



Unless otherwise promulgated, the Base Monthly meetings will be held in-person and/or a combination of in-person and Zoom meetings.

First Monday, every Month, 0800 hours, Texas Veterans breakfast, Texas Grill, 101 State Hwy 71, Bastrop, TX 78602

12 April 2024, Round Rock Express Baseball Game, Dell Diamond, 3400 E Palm Valley Blvd, Round Rock, TX 78665, 1800 hours. Budweiser Party Porch, Free Parking, Food, Drinks, Intel Club, 40 person minimum, \$45/head (member +1, additional \$60).

13 April 2024, Spring Fling, Restoration Ranch, 1200-1600 hours, 154 Hills Prairie Rd, Bastrop, TX 78602. See flyer at the back (More Shipmates in Action).

17 April 2024, Monthly meeting Central Texas Base, Zoom and VFW Post #8587, 1000 N College St., Georgetown, TX 78626, 1900 meeting.

27 April 2024, Red Poppy Festival Parade, Georgetown, TX, details to be provided

15 May 2024, Monthly meeting Central Texas Base, Zoom and VFW Post #8587, 1000 N College St., Georgetown, TX 78626, 1900 meeting.

16-19 May 2024, 4th Annual Lonestar Subvet Roundup, Fredericksburg, Texas, See the "Shipmates in Action" on page 6 above for more information.





USSVI Central Texas Base K4K March 7, 2024 visit



On the 7th of March, the Central Texas Base (CTB) K4K team members provided a joyful submarine veterans presentation to the children, parents and hospital staff at Baylor, Scott White McLane Children's medical center in Temple, Texas. We had the privilege of making 4 new Honorary Submariners, providing each with a certificate, ball cap, and challenge coin along with a coloring book about submarines. Special thanks go out to l/r, Carl Repp, Bob Steinman, Frank Espinoza, Shawn O'Shea, and Harry Ullmann, for participating in this event. We had a CTB donor as a guest, Bill Sikorski, and he enjoyed joining us for our time with the children.

"No one stands so tall as when they stoop to help a child" - Abraham Lincoln

Sincerely, Shawn O'Shea

Chairman K4K CTB



USSVI OFFICIAL BUSINESS

NATIONAL ALL-HANDS BULLETIN

United States Submarine Veterans, Inc. - Groton Base 60th Anniversary

Steve Ricard <info@ussvi.org>

2/28/24

Shipmates,

May 29, 30, 31, and 1 JUNE 2024

Come Home to where your Submarine Career Began

Wednesday 29 May, 2024 – Early Bird welcome package pick up is at the Groton Base club house at 40 School Street, Groton, CT 06340 from 1300 (1:00 pm) to 1600 (4:00 pm). Stick around for Happy Hour and enjoy chatting with ole shipmates and making new acquaintances.

Day one, Thursday 30 May – As you pick up your welcome packet 1100 (11:00 am) to 1600 (4:00 pm) at the only USSVI Club House, enjoy lunch with the officials of National and Groton Base.

If GOLF is your game, at 0800 (8:00 am) the 60th Anniversary golf outing with prizes is made available to demonstrate your skills. 1000 (10:00 am) a Wreath laying burial at sea service will be conducted at the Nautilus Submarine Force Museum. Later at 1400 (2:00 pm) you may want to take a Heritage River Cruise. 1700 (5:00 pm) enjoy Happy Hour in the comfort of your club house. At 1800 (6:00 pm) finish this first day at the WELCOME Reception at the club house.

Day two, Friday 31 May – Return to Sub School at 0900 (9:00 am) for a Basic Enlisted Submarine School

(BESS) graduation followed by tours* of a Virginia Class submarine. Afterwards, come back to your club house for lunch. Later at 1400 (2:00 pm) take a Heritage River Cruise. At 1700 (5:00 pm) head back to the club house for an Anniversary steak dinner for your preferred seating. Round out the day with your favorite libation at the club house.

(tours*) <Boat Tour pending Submarine Operational Commitment>

Day Three, Saturday 1 June – This day is a full day starting at 0900 (9:00 am). The Class of 2024, Holland Club Induction Ceremony will be held at Dealey Center on U.S. Submarine Base New London. Later, you can take the Heritage River Cruise at 1400 (2:00 pm). There is enough time to head back to your hotel to freshen up for the evening Grand Banquet at New London’s Port and Starboard banquet facility at Ocean Beach Park. The club house will be open to all who desire to finish the day with friends and shipmates.

Sunday 5 May – Before heading home, say farewell after a hardy breakfast with friends and shipmates at SUBVETS, your club house. Brunch is served from 1000 (10:00 am) to Noon.

For more details and additional information or to receive and email or USPS registration package, contact the Anniversary Committee at anniversary@ussvigroton.org. Receive your fillable Registration form, go to USSVI Groton Base website at <https://www.ussvigroton.org>.

Deadline for submittal of registration form for the three-days of events is April 14, 2024.

Hurry! Request your registration form today!

Steve Ricard, Groton Base Commander, commander@ussvigroton.org



NATIONAL ALL-HANDS BULLETIN

USSVI 60th Diamond Anniversary

National Storekeeper Barry Commons <info@ussvi.org>

Shipmates,

The National Storekeeper is celebrating the USSVI 60th Diamond Anniversary by offering our new 60th Anniversary Patch and Coin sets. Shown below are retail prices. The set are available through our site; www.nationalstorekeeper.com. Storekeepers with wholesale accounts may order directly on line. New storekeepers can create an account to take advantage of lower prices. We now have stock ready to ship. Selling 60th sets and other NSK items are a great way to raise money for your base.

- n571 USSVI 60th Diamond Anniversary Patch (only) 6.00 (retail)
- n572 USSVI 60th Diamond Anniversary Coin (only) 15.00 (retail)
- n573 USSVI 60th Diamond Anniversary & Patch Set 18.00 (retail)



Respectfully,
Barry Commons
National Storekeeper



NATIONAL ALL-HANDS BULLETIN

US Submarine Veterans Charitable Foundation



Help Save the MK 14 Memorial

3/5/24

Shipmates,

USSVI’s Lehigh Valley Base is restoring a MK-14 Torpedo Memorial that was originally built in 1985 by the

April 2024

Lehigh Valley Chapter of World War II Submarine Veterans. The memorial was on the grounds of the Naval Reserve Center and was dismantled by the US Navy in 2023 when the Naval Reserve Center was closed.

The Lehigh Valley Base of USSVI has since obtained possession of the MK-14 Torpedo to restore it and rebuild the memorial in a new location. The memorial will be rebuilt at VFW Post 7293 in Whitehall, PA.

They have partnered with the USSVCF to help raise funds. The estimated cost for the memorial project is \$20,000.00.

We ask that you consider making a donation. You can do so by clicking the link or clicking on the image to go to the campaign page.

[Lehigh Valley Base - Torpedo Memorial - United States Submarine Veterans Charitable Foundation, Inc. \(ussvcf.org\)](https://ussvcf.org)



NATIONAL ALL-HANDS BULLETIN



US Submarine Veterans Charitable Foundation

USSVCF March 2024 Monthly Newsletter

Robert J. Bachman vp-ed@ussvcf.org via blackbaudemail.netcommunity1.com

2/12/24

Shipmates,

3/2/24

This second edition of the USSVCF Newsletter highlights a few stories on the Kap(SS) 4 Kid(SS) Fund, Ambassador program growth, a public service announcement by WRWO about the path the boats took downriver during WWII, the USS Chicago Base building a new memorial honoring them, and the USSV Charitable Foundation.

Submarine Service Veterans belonging to USSVI Bases voluntarily visit children in Cancer Hospitals, Children's Hospitals, Child Psychiatric Units, Ronald McDonald Houses, Medical Camps for Children, Hospices, and other locations. They give sick children caring attention during the visit, and Honorary Submariner Certificates, Embroidered Ball Caps, Challenge Coins and other gifts. After a significant reduction of Kap(SS) 4 Kid(SS) visits due to COVID-19, more and more USSVI Bases are being allowed back into Child Health Care Facilities.

To view the USSVCF March 2024 *Shipmates Caring About Shipmates* Monthly Newsletter, please click the link below:

<https://ussvcf.my.canva.site/march-newsletter>

Robert J. Bachman
Vice-President & Executive Director
USSV Charitable Foundation

vp-ed@ussvcf.org

www.ussvcf.org



SUBMARINE NEWS



National Submarine Day

<https://nationaltoday.com/national-submarine-day/>

April 11, 2024

HISTORY OF NATIONAL SUBMARINE DAY

National Submarine Day celebrates the United States government’s purchase of the Holland VI, but it actually wasn’t the first submarine the US had. The USS Alligator was the first known submarine owned by the United States. On August 10, 1832, Brutus Villeroy completed work on his submarine, possibly called the Nautilus, and showcased his invention off the coast of France.

At that time, the submarine was known as a “fish boat” that measured 10 feet 6 inches in length and 3 feet 7 inches at the widest diameter. The fish boat submerged, reaching depths of 20 feet and it was an impressive display. In 1861, Villeroy designed the USS Alligator that the United States sank in the ocean on April 2, 1863, after losing a battle with a brutal storm.

On April 11, 1900, the US government purchased the Holland VI for \$150,000 designed by Irish-American inventor John Phillip Holland and commissioned on October 12, 1900. It was commanded by Lieutenant H.H. Caldwell and deemed the first modern submarine with a host of impressive components all in one vessel.

It had dual propulsion systems, a fixed longitudinal center of gravity, separate main and auxiliary ballast systems, a hydrodynamically advanced shape, and a modern weapon system. It’s reported that the Holland VI was decommissioned on November 21, 1910, and marked an important breakthrough for the US Navy.

Senator Thomas J. Dodd introduced a bill to the US Senate in 1969 that would make April 11 National Submarine Day. President Richard Nixon was in office at that time and there were no records of his proclamation. It might have passed the Senate and introduced it to the house in 1970, but the exact date is unclear. All the same, the US Navy and other organizations celebrated the day that commemorated the Holland VI and the contributions to modern warfare it made.



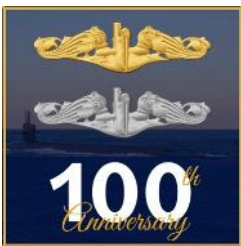
Commander, Submarine Forces

3/24/2024

Happy Anniversary

[#DYK](#) In the summer of 1923, while serving as Commander, Submarine Division Three, Captain Ernest J. King proposed that the Navy create a warfare insignia device for qualified submariners. The insignia came to be known as [“#dolphins”](#) or [“#fish.”](#) and is one of the Navy’s oldest [#warfaredevices](#). The hard-earned badge distinguishes and identifies the members of the [#submarine](#) community and has since become a source of pride for the [“#silentservice.”](#)

Not only did King propose the idea for the submarine warfare device, he also submitted the initial design. The final design of the device was approved for wear March 24, 1924. The dolphins depicted on the insignia are actually dolphinfish, or mahi-mahi, not the marine mammal.



[#100yearanniversary](#) [#Knowyourhistory](#)

<https://www.history.navy.mil/content/history/nhhc/browse-by-topic/communities/submarines/submarine-warfare-insignia--dolphins-.html>



More Dolphin History below.

[Got Dolphins?](#)

3/25/2024

100 years ago today, a document signed by Teddy Roosevelt Jr became official, bringing into formal recognition the US submarine dolphin insignia. The now-legendary submarine Dolphins were authorized, though few understood its significance or even its existence. It wouldn’t be long before the insignia gained a reputation for denoting a sailor of extraordinary courage, competence, and unparalleled intricate cooperation. But lest any-

one be confused, first came the Sailor, then the insignia.

The Dolphins weren't widely known outside of the Submarine community circle. It was a small force to begin with, and as its reputation grew so did the understanding that stealth was the foundation of the weapon's effectiveness - both under the sea and in home port. So not much was said publicly. Most who understood the meaning already wore the insignia themselves

In recent times, submarine stories abound in ways they could not 100 years ago. The conditions under which the US Submarine operates has changed dramatically. The scope of the submarine mission has expanded, its history has evolved. Legends have grown, and perhaps, once in a while, some have rested on the laurels of those legends.

But the pioneering submariners of 100 years ago were not men of laurels, or tradition. There were no legends from which to take comfort. There was only the secrets of the deep, the unknown horrors of mechanical failure, operational tactics yet to be sorted out, and of course the malevolent enemy intent, all playing out in an unforgiving Sea that offered no hope to either the dull-witted or unlucky, in even measure. Every volunteer understood there would be no taking a last look at the sun before slipping beneath the waves. They would simply disappear in their already-prepared steel coffin from the world of humanity should things go wrong.

It is for these men, who volunteered with no promise of glory, whose sense of mission drove them in defense of our country, that the insignia design was inspired. Designed from amongst themselves in the isolated depths of the trackless ocean, they claimed a brotherhood few if any outside of themselves could perceive with any significant understanding. We know what they did, because we are their progeny. We who serve now were shown the way by sailors of a rare sort, who's mettle was tested blindly and directly in the uncontrolled chaos of The Deep, without promise of return. Theirs was a world of faith: faith in engineers, faith in mechanical things, faith in their Captains - not because those things had already proven their worth - but because an enemy made faith without real hope a necessity.

It is precisely this courage, required for that kind of dedicated faith, that we honor when we offer up the challenge question:

Got Dolphins?



The New Age of Naval Power

Story by Alessio Patalano, 3/5/2024

[The New Age of Naval Power \(msn.com\)](#)



A Chinese Navy submarine attends an international fleet review to celebrate the 60th anniversary of the founding of the People's Liberation Army Navy on April 23, 2009 off Qingdao in Shandong Province. © GUANG NIU—AFP via Getty Images

Last month, Ukrainian drones sank another large Russian warship. The loss of Tsezar Kunikov now means that a whopping one-third of Russia's Black Sea fleet has been disabled. The Kunikov joined Russia's flagship [Moskva](#) at the bottom of the Black Sea and cemented the fact that the maritime theatre of the war in Ukraine remains the single most significant naval conflict since the Falklands war more than four decades ago.

This David vs. Goliath event raises an important question. Are ever-advanced drones rendering naval fleets obsolete? The fact that Ukraine is winning at sea would suggest as much. Yet the temptation to concede to this line of argument fundamentally misses two crucial points.

First, war at sea is deeply attritional. As a recent study conducted at the U.S. Naval War College pointed out, modern naval warfare relies on mass. The numbers of combatants— surface, submarine, and air—and a capacity to regenerate them at scale makes all the difference in war at sea. The U.S. navy's case in World War II is symptomatic in this respect. In June 1940, the fleet included 478 combatants. By Victory Over Japan Day in 1945, the U.S. navy had 6,768 active vessels, far above any other major power on Earth.

Ukrainian drones and missiles are adding a 21st century meaning to the old truth that the ability to overcome losses makes all the difference in war at sea. In a conflict, a warship is safe only when it is outside the range of a cannon shot. A combatant, especially a numerically inferior one, will seek to close the gap and this is an assumption that navies need to address or else find themselves without a fleet. Yet losses are not a sufficient reason to suggest the coming obsolescence of fleets.

This leads to the second point. Russian losses fail to capture the extent to which naval power—and fleets capable of operating in a contested environment—has come back as a central feature of power struggles from the Black Sea to the Red Sea, South China Sea, and the Strait of Taiwan. This is not just about the strategic value of capital ships to project a nation's international standing and ambitions in an anarchical international system.

Naval power matters today more than ever because of how modern societies' relationship with the sea has evolved. Today we live in a maritime century, one in which the very foundations of the prosperity that underwrites open economies rests upon maritime physical and digital connectivity.

Sea-lanes feed us, keep us warm, and deliver the furniture of daily life. Some 97% of the internet, and a major portion of international energy use, relies on an undersea spaghetti bowl of cables and pipelines that closely mirror commercial shipping routes. This multilayered network of physical and digital connectivity is safe and reliable only until it is not.

In recent years, places as diverse as Somalia, Tonga, the U.K., and Taiwan have experienced economic losses because of disruptions to critical undersea infrastructure. By the beginning of this year, the relatively sophisticated capabilities of Yemen's Houthis exposed just how vulnerable the steady supply of basic commodities—from tea bags to the average household in Britain, to core components of electric cars across Europe—can be.

This unprecedented reliance on maritime connectivity has made activities at sea a primary target of authoritarian regimes and non-state groups. Actions such as the sabotage of the North Stream 2 pipeline, the gas pipeline linking Estonia, Finland, and Sweden, or the disruption to international shipping caused by Houthi missiles and drones share one thing.

These actions highlight a realization on behalf of leaders in Moscow, Beijing, and Tehran that maritime connectivity is a pressure point with significant political value. Countries like China, in particular, are pursuing the naval means to seize the opportunities emerging from such a realization. Whether in the field of technologies for deep seabed exploration and exploitation, shipping capacity, and, above all, in the context of sheer naval might, China is setting new records in both quantity and quality of its investments. In the last decade alone, China has added over twice the number of ships to its surface fleet than what the entire French navy commands.

Chinese authorities understand that, in a maritime century, its ongoing naval build-up is a downpayment for maritime superiority, if not supremacy, in a potential major war in the China seas, in the strait of Taiwan, or beyond. Xi Jinping's appointment of Dong Jun, an operationally experienced submariner, at the helm of the navy confirms that a new generation of flag officers is entrusted to deliver readiness if ever needed.

This is why navies matter and why the U.S. and allies in Europe and Asia are actively debating how to invest in them. Leaders in countries like Japan and Australia are investing in their navies, from counterstrike to surface, carrier, and submarine projection capabilities, so that they can collectively meet the growing authoritarian challenge at sea. That includes Japan unveiling in December 2023 its largest defense budget in its post-war history, and Australia, which is already procuring nuclear-powered submarines through AUKUS, announcing last month plans to double its surface fleet.

However, others, like the U.S. and Britain, are finding it harder to meet growing naval demands. In the U.S., the navy will ask for only one Virginia class submarine for the next fiscal year budget instead of two, because

of the limits of industrial capacity. In Britain, a recent parliamentary report noted how plans to introduce several new classes of ships needs more shipyards first.

In a contested maritime century, we should start thinking about navies as the ultimate national security insurance policy. Like any insurance, they demand regular investments against risks that are unlikely but potentially grave. Navies work best to deter would-be aggression, but the industrial base to generate their capabilities underwrites military credibility. Crucially, when all else fails, that credibility stands to make certain that in the hour of need, the hardest challenges will be met and overcome.

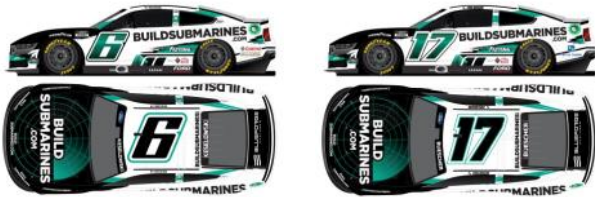


Build Submarines

3/6/2024

AUKUS is a groundbreaking trilateral partnership between the U.S., Australia, and the U.K to enhance security and stability in the Indo-Pacific region while creating jobs for today and tomorrow. Watch the video to learn more or visit: www.buildsubmarines.com/aukus.

NASCAR is in on this too. L/r Brad Kesolowski and Chris Buescher



After 20 years, the USS Cincinnati submarine memorial will finally have a permanent home

The submarine will dock permanently at a West Chester park.

<https://www.wcpo.com/news/homefront/after-20-years-the-uss-cincinnati-submarine-memorial-will-finally-have-a-permanent-home>

By: [Craig McKee](#)

Posted at 1:32 PM, Mar 04, 2024, and last updated 5:31 PM, Mar 04, 2024

WEST CHESTER, Ohio — After approximately eight years of searching, the USS Cincinnati memorial will finally have a permanent home.

The USS Cincinnati will surface at Voice of America Park in West Chester, beginning in 2025.

Members of the Cincinnati chapter of the Navy League of the United States have been working for more than 20 years to establish a USS Cincinnati Cold War Memorial Peace Pavilion.

The USS Cincinnati was a nuclear-powered submarine that was built during the Cold War. It was one of 62 sister submarines and its purpose was to defend the US homeland and carriers against the USSR submarines. In addition, the USS Cincinnati gathered information about the USSR.

The submarine was in service from 1978 until the USSR collapsed in 1991. It was decommissioned in 1996 and scrapped in a naval shipyard in 2012.

The memorial will be 362 feet long, weighing 100 tons in total. It will include the following original USS Cincinnati pieces that were donated in 2013 to be put on display:

- The Conning Tower and the attached forward planes
- The Upper Rudder
- The emergency diesel engine generator — called the "Big Red Machine" after the shipyard decided to paint it red since it was built in 1974, in the same decade of multiple Cincinnati Reds World Series runs

The conning tower weighs 50 tons and the upper rudder is more than a dozen feet tall, weighing about 22 tons. You can watch a rendering of the memorial at the link above.

The display of items is meant to recognize the nation's 50-year investment in the Cold War, the Cincinnati veterans who served in the war, the local companies who contributed and the war's peaceful end.

President of The Submarine Cincinnati Memorial Association Joseph Japp said that putting the USS Cincinnati at Voice of America park was perfect because they heavily participated in the Cold War like the submarine. He said Voice of America broadcast throughout World War II and the Cold War.

Japp said in addition to the submarine, there will be educational kiosks and displays that will provide information about the submarine to help kids become interested in STEM opportunities or skilled trades.

He said educating people about the U.S. investment in the Cold War is important.

"We need to continue to educate people about the investment that our nation had to make for 50 years of Cold War from right at the end of World War Two, through the collapse of the Soviet Union in 1991," said Japp. "That entire span of history, we were making gigantic investments to secure our nation's defense and, frankly, the free world. And USS Cincinnati is frankly, just an icon of that. It's a representation of the investment we made."

To learn more about the USS Cincinnati and the memorial, click [here](#).



Navy fires captain of USS Ohio guided missile submarine

Story by Jeff Schogol

3/13/2024

[Navy fires captain of USS Ohio guided missile submarine \(msn.com\)](#)



Navy Capt. Kurt D. Balagna – seen here as a commander – was relieved as commanding officer of the USS Ohio's Gold Crew on March 11, 2024. (Mass Communication Specialist 1st Class Ronald Gutridge/U.S. Navy) © Provided by Task & Purpose

The captain of the USS Ohio, a Navy [guided missile submarine](#), was fired Monday, Navy officials announced. Navy Capt. Kurt D. Balagna was relieved as commanding officer of the Ohio's Gold Crew "due to a loss of confidence in his ability to command," a Navy news release says.

As is customary, the news release did not include a specific reason why Balagna was relieved by Rear Adm. Nichols Tilbrook, commander of Submarine Group 9. The phrase "loss of confidence" is a euphemism used by the military services to avoid explaining why leaders have been relieved. Media outlets can submit Freedom of Information Act requests to attempt to find out the reasons why commanding officers were relieved, but the process can take months, if not longer.

"Navy commanding officers are held to high standards of personal and professional conduct," Wednesday's news release says. "They are expected to uphold the highest standards of responsibility, reliability and leadership, and the Navy holds them accountable when they fall short of those standards."

Originally from Farmington, Illinois, Balagna enlisted in the Navy in 1992 and he was commissioned through the Reserve Officers' Training Corps program at the University of Illinois, from which he received a bachelor's degree in nuclear engineering, according to his [official biography](#).

Balagna later earned a Master of National Security and Strategic Studies from the Naval War College in Newport, Rhode Island; a Master of Engineering Management from Old Dominion University in Norfolk, Virginia; he completed The Netherlands Submarine Command Course; and he served as director of the Submarine Officer Advanced Course and Basic Course at Naval Submarine School.

Prior to assuming command of the Ohio's Gold Crew, Balagna served as the executive officer for the attack submarine USS Virginia and the commanding officer of the attack submarine USS Annapolis.

A spokesperson for Submarine Group 9 was not immediately available for comment on Wednesday morning.



Biden wants to cut a submarine — and top Dems aren't happy

Story by Connor O'Brien and Joe Gould

3/13/2024

[Biden wants to cut a submarine — and top Dems aren't happy \(msn.com\)](https://www.msn.com)



The Virginia-class fast-attack submarine USS Vermont is shown. "The president's budget that was sent up to us actually reduces funding for Virginia-class subs," said Sen. Tim Kaine. © Tommy Heng/U.S. Navy

President Joe Biden's latest budget request [draws a contrast with Republicans](#) ahead of a November election rematch with Donald Trump. But a major proposal in Biden's Pentagon request has his administration on the defensive with his fellow Democrats: a push to buy just one attack submarine.

Democrats from states that build Navy subs are already vowing to fight the Biden administration's decision to break with tradition and halve purchases of the Virginia-class attack sub in Pentagon spending plans unveiled on Monday.

The annual submarine purchase is the marquee fault line in a \$850 billion Pentagon budget request that cuts programs to meet caps on defense spending set by a debt limit deal struck last year. And a clash with the White House to restore sub purchases is already crossing party lines.

"To me, this is going in the opposite direction of where the Navy, Joe Biden and the Congress has been going consistently, towards recognizing we need a bigger fleet," Rep. Joe Courtney, the top Democrat on the House Armed Services Seapower panel, said in an interview. The Connecticut lawmaker, who earned the nickname "Two-Sub Joe" for pushing to increase sub production, represents a district that includes the General Dynamics Electric Boat shipyard that builds attack subs.

Submarine boosters on Capitol Hill, who have pushed to purchase two attack subs per year for more than decade, say the cut is the wrong move as the U.S. looks to simultaneously increase its undersea fleet and build a new fleet of larger ballistic missile subs that launch nuclear weapons.

Advocates are also warning Biden that he risks undermining his own landmark AUKUS pact to develop nuclear-powered subs with Australia and the U.K. They contend the deal, which will see the U.S. sell two attack

subs to Australia in the 2030s, will require even greater sub production to meet the demands of the U.S. Navy and allies in the coming years.

“The president strongly supports [the AUKUS pact], and he should. It’s a great initiative. But the president’s budget that was sent up to us actually reduces funding for Virginia-class subs,” said Sen. [Tim Kaine](#) (D-Va.), whose state shares the workload in building attack submarines, at a hearing Tuesday. “I view the two-to-one in this budget as an unfortunate backslide that is sort of in a cognitive dissonance with the president’s request that we fund the AUKUS initiative.”

Top lawmakers are already pushing to overturn the Pentagon plans, which have garnered bipartisan criticism. Top Republicans who are also from shipbuilding states, including Senate Armed Services ranking GOP member [Roger Wicker](#) of Mississippi, condemned the move, as did Rep. [Rob Wittman](#) (R-Va.), a senior House Armed Services member who has advocated for a major Navy buildup.

Funding a second sub will be no easy task for Congress. Each boat costs roughly \$3 billion, and budget growth is limited by the debt limit deal. The \$850 billion budget submission doesn’t keep up with inflation, which forced Pentagon brass to make tough cuts to programs, including reducing pricey F-35 fighter purchases, delaying procurement of a new aircraft carrier and reducing active-duty troop levels.

Sen. [Richard Blumenthal](#) (D-Conn.) did not rule out an effort to increase the top line to accommodate another sub. “I think one way or the other, the money needs to be found, and in fact, the contractors and subcontractors are doing the work,” he said. “The DOD needs to up its game.”

Defense officials, however, argued the sub cut was driven by delays rather than saving money.

Pentagon Comptroller Mike McCord told reporters Monday the Virginia-class boats arriving this year are 30 months late, and there is a backlog of roughly 12.

“Virginia class was not a budget decision,” he said. “The question was what can we do to get a different result rather than keep doing the same thing and hoping for a different result than what has happened the past few years.”

Administration officials also argue their plan to inject billions of dollars into the industrial base will have a greater impact than an additional sub by priming shipyards to be able to build boats faster.

White House budget director Shalanda Young told senators on Tuesday that a \$95 billion supplemental, which includes \$3.4 billion to boost sub production, must pass to ensure the U.S. keeps its commitments under AUKUS. The measure — which includes aid for Ukraine, Israel and the Indo-Pacific — passed the Senate last month but hasn’t yet seen action in the House.

“That money is critical to not just building submarines, but building the base so [that] when we ask for two, we can get two. Because right now, the industrial base is not sufficient and does not have enough capacity to do that,” Young said in an exchange with Kaine. “So we really need that supplemental to move in order to keep our agreement intact with AUKUS.”

But Courtney said the Navy “hitting the brakes” reverses the administration’s emphasis on boosting defense manufacturing. The submarine industrial base, which is still reeling from Covid-related supply chain issues and higher workforce retirement rates than expected, needs consistency, he argued.

“You can’t just turn on and off procurement,” Courtney said. “That is, in my opinion, just as important as investing in the submarine industrial base, to build confidence in people to invest money in facilities and hiring people.”



TASS: super-secret nuclear submarine Losharik soon back in service

The notorious special purpose sub that was badly damaged in a fire in 2019 will start sea trials in June-July this year, a source connected with the Russian shipbuilding industry says to the state news agency.

Atle Staalesen, 3/14/2024

<https://thebarentsobserver.com/en/security/2024/03/tass-super-secret-nuclear-submarine-losharik-soon-back-service>

Five years after it caught fire during so-called “underwater research” activities off the coast of the Kola Peninsula, the *Losharik* is on its way back to service. According to TASS, the repair works are soon completed and the vessel will set out on sea trials from the Sevmash shipyard in Severodvinsk this summer.

That is earlier than previously anticipated. Another source last year told the news agency that the submarine will be ready late 2024 and that it will need up to one year of sea trials and testing of equipment.

According to TASS, the titanium hull of the *Losharik* was not destroyed in the fire and the capacity to operate on depths down to 6,000 meters is preserved. However, a local social media source in the Kola Peninsula argues that the ship operators for security reasons hardly will dive to the extreme depth.



The sailors killed in the Losharik fire. Photo: Russky Podlav at VKontakte

The accident with the *Losharik* happened on 1st of July 2019. Fourteen sailors were killed, among them two highly decorated Heroes of Russia, seven 1st rang captains and three 2nd rang captains. The crew included some of the most experienced men in the Russian Navy.

The submarine was about to return to its base in Oleniya Bay after training when fire broke out in the ship's battery compartment.

The exercise was reportedly the last before an upcoming combat mission.

At the time of the accident, the sub was located in the Motovsky Bay, near the Peninsula of Rybachii, possibly only about 50 km from the border to Norway.

Smoke started to erupt from the vessel's battery compartment as the special purpose sub was to connect with its far bigger mother ship, the *Podmoskovie*.

Reportedly, four of the 14 men killed were part of the crew of the *Podmoskovie*. The sailors joined the 10 men onboard the *Losharik* as they were trying to help them evacuate after all available breathing devices had been used up.



Russian Delta-IV submarine in the Barents Sea. Photo: Thomas Nilsen

In that phase of the incident, a powerful blast in the battery compartment is believed to have taken place, and that ultimately killed them all.

Two of the dead come from Murmansk. The remaining parts of the crew came from St. Petersburg.

Local fishermen were eye witnesses to the ship when it suddenly surfaced near the Ura Bay, about 100 km east of the border to Norway.

“We were heading towards Kildin, and then, about half past nine in the evening, a submarine surfaces. Suddenly and completely surfaces. I have never seen anything like it in my life. On the deck, people were running around and making fuss,” one of the fishermen told SeverPost.

The *Losharik* is normally based in Oleniya Bay, and operated by the Main Directorate for Deep Sea Research, nicknamed GUGI, a branch directly subordinated the General Staff of the Armed Forces.

The vessel is believed to be able to install - and remove - small installations and devices for military purposes on the sea floor.

The *Losharik* is about 70 meters long and is normally carried by the *Podmoskovie*, a rebuilt Delta-IV class submarine. It has one nuclear reactor.

GUGI is an organizational structure within the Defense Ministry and is separate from the navy. From its base in Olenya Bay on the coast to the Barents Sea, it operates the 29th Special Submarine squadron. The unit includes several mini-sub and their mother ships, among them the *Podmoskovie* (BS-64) and *Orenburg* (BS-136).



Poland's Only Submarine Returns To The Depths

<https://www.navalnews.com/naval-news/2024/03/polands-only-submarine-returns-to-the-depths/>

Tomasz Grotnik, 12 March 2024



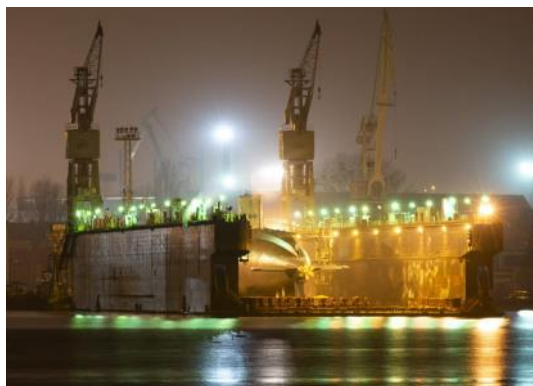
ORP Orzeł, Polish Navy Kilo-class submarine.
(Photo by Tomasz Grotnik)

The Polish Navy has announced via social media that its only submarine, ORP Orzeł, can safely submerge again. While the ability to submerge should be a matter of course for submarines, in the case of the Polish Kilo class unit it is actually quite a feat.

According to the laconic press release on ORP Orzeł: *“full underwater tests at periscope depth, full submergence at various depths, and snorkeling were performed.”*

ORP Orzeł problematic overhaul

To better understand what the problem was, it is necessary to recall the last decade of ORP Orzeł. The submarine went to the Stocznia Marynarki Wojennej S.A. in Gdynia (now PGZ Stocznia Wojenna Sp. z o.o.) in June 2014 for a scheduled overhaul combined with battery replacement. Unfortunately, since then, many things have gone differently than what the Polish Navy anticipated...



ORP Orzeł in drydock (Photo by Tomasz Grotnik)

During the overhaul, the need for extensive work arose. Additional orders, including replacement of hull plating and others were included in annexes to the main contract (six in total). In 2015, the submarine, while leaving the floating dock, suffered damage (broken mooring polders and hawses). In 2017, a fire occurred while discharging the battery. It took the next few years to restore functionality after the fire, as well as the subsequent defects discovered. The work was carried out by a number of small companies that tried to improve individual mechanisms and equipment, under a number of separate contracts, without a comprehensive approach to solving the problems. Although ORP *Orzeł* has gone to sea in recent years, most were short circles between repairs and surfaced. After the latest overhaul, which began in November 2021, the submarine has now returned to operational service and training, according to a Polish Navy announcement.

After the withdrawal of four ex-Norwegian Kobben-class submarines, the Submarine Squadron is left with the sole ORP *Orzeł*. She was built by the Krasnoye Sormovo shipyard in Gorky (now Nizhny Novgorod) under the project 877E Paltus. It was the first export vessel of the class commonly referred to as "Varshavyanka". It entered service under the Polish flag in April 1986, so it will soon turn 38 years old. Its current condition after numerous repairs practically corresponds to the original one. No significant upgrades have been made. The need for specialized training of the squadron's personnel and the possibility of using the *Orzeł* in NATO exercises to simulate subs operated by the Russian Federation (although most of them are version 636.3, significantly different from the Polish 877E) are cited as the rationale for repairing this vintage vessel.

Canceled upgrade program

In 2018, as part of its bid in the Orka submarine program, Naval Group proposed to complete the overhaul and limited modernization of ORP *Orzeł*. Completion was to take only 18 months. The Polish Navy needed (and needs again today!) a gap filler until new submarines arrive. Since France could not offer a submarine from its own fleet (the Marine nationale uses only nuclear powered submarines), the Kilo class modernization was proposed. The plan was to install a SUBTICS combat management system with four operator consoles and a tactical table (instead of the Soviet MWU-110EM Murena), a sonar data analysis system with LOFAR (LOW Frequency Analysis and Ranging) and DEMON (DEMODulated Noise), replace one of the two PZKG-11 periscopes with a Sagem optronic mast, replace the MRP-25 system with a new R-ESM, and F-21 torpedoes (instead of the Soviet 53-65KE and TEST-71ME). However, at that time the Orka program was canceled and the modernization did not take place.

Currently, the problem has returned. ORP *Orzeł* is the only Polish submarine, and new ones won't reach the Polish fleet before the end of this decade. The **resuscitated Orka program** features the world's leading submarine manufacturers, expanded by new players from the Republic of Korea (Hanwha Ocean and Hyundai Heavy Industries). Some of the competitors may supply submarines as gap fillers, but not all of them. So it cannot be ruled out that ORP *Orzeł* will get a limited upgrade. Although it is classified information, it can be expected that the only Polish Kilo class submarine will serve until at least the end of the 2020s.

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Navy to Christen Submarine Idaho

[U.S. Department of Defense](#)

March 15, 2024

The Navy will christen its newest Virginia-class attack submarine, the future USS Idaho (SSN 799), during a 10 a.m. EDT ceremony March 16, at General Dynamics Electric Boat, in Groton, Connecticut.

The Honorable Nickolas H. Guertin, Assistant Secretary of the Navy (ASN) for Research, Development, and Acquisition (RDA), will deliver the ceremony's principal address. Senior representatives from the Navy, the shipbuilders, Congress, and the state of Idaho are also expected to speak.

In a twist on the time-honored Navy tradition of breaking a bottle of sparkling wine across the bow, the Submarine's Sponsor, Ms. Teresa Stackley, will christen the boat with water she has collected from several lakes in Idaho. Stackley is the daughter of a Navy Sailor and is the spouse of the Honorable Sean Stackley, a former Naval officer who served as ASN (RDA) from 2008 to 2017.

The submarine, which began construction in 2017, will be the 26th Virginia-class fast attack submarine and the fifth U.S. Navy ship to be christened with the name Idaho. The last ship named Idaho was battleship BB 42, commissioned in 1919.

Though landlocked, the state of Idaho prides itself in its rich Naval history and continuing contributions to the fleet. The Navy's Acoustic Research Detachment on Lake Pend Oreille, Idaho's largest and deepest body of water, is a state-of-the-art facility that supports research, development, testing, and evaluation of submarine

acoustic stealth technology and propulsor design. Lake Pend Oreille is a critical body of water to the U.S. Submarine Force.

Virginia-class submarines are built to operate in the world's littoral and deep waters while conducting anti-submarine warfare; anti-surface ship warfare; strike warfare; special operations forces support; intelligence, surveillance and reconnaissance; irregular warfare; and mine warfare missions. This next-generation attack submarine provides the Navy with the capabilities required to maintain the nation's undersea superiority well into the 21st century.

Media may direct queries to the Navy Office of Information at (703) 697-5342. For more information about the Virginia-class submarines visit:

<https://www.navy.mil/Resources/Fact-Files/Display-FactFiles/Article/2169558/attack-submarines-ssn/>



Submarineshop for Submariners

3/20/2024

Navy creates Navy Arctic Service Medal

Those eligible for the medal are enlisted sailors and officers in the Navy and Marine Corps who were assigned to a unit that conducted an ice-covered strait transit, such as the Bering Strait or Barrow Strait, or a unit that conducted a transit of the North Pole, the Navy said in a statement Monday.

Those assigned to a submarine that “conducted a vertical surfacing through ice, including through an arctic polynya, or ice picked against the ice canopy,” or a submarine that “conducted at least seven days of classified military operations while under the marginal ice zone or pack ice,” are also eligible, the Navy said.

Likewise, those whose commanding officers determine they were assigned to an ice camp or an operations center set up on an ice floe are also eligible for the medal.

The Navy said to expect distribution no sooner than later this year. The chief of naval operations and the commandant of the Marine Corps will proceed with setting up an administrative process to retroactively grant the the Navy Arctic Service Medal.

The Navy first created the Navy Arctic Service Ribbon in 1987 for those who completed 28 days of service in the Arctic Circle after January 1, 1982.



The Virginia-class fast attack submarine Illinois moors to Arctic sea ice during ITEX 2022. (MC1 Alfred Cofield/Navy)



“Two Masters”

A man asked Mark Twain, “Does the Bible say that a man cannot have more than one wife?”

Twain replied, “The Bible says that a man cannot serve two masters.”





This Month in History

(Information source is fresh, so I'm starting to include this info as I had done before I lost access.)

<https://www.history.navy.mil/today-in-history/april-1.html>

4/01/1943 – USS Shad (SS 235) torpedoes and damages the Italian blockade runner Pietro Orseolo, shortly after the Italian ship reaches the Bay of Biscay and her escort of four German destroyers.

4/02/1943 – USS Tunny (SS 282) sinks the Japanese transport No.2 Toyo Maru west of Truk.

4/02/1991 – USS Chicago (SSN 721) arrives at San Diego, Calif., homeport following Operation Desert Storm. During the six-month deployment, the attack submarine works with US and coalition forces deployed to the Southwest Asia area of operations, conducting surveillance and reconnaissance operations.

4/03/1942 – Admiral Chester W. Nimitz, is named Commander-in-Chief, Pacific Ocean Areas (CINCPOA) and also retains the title of Commander-in-Chief, Pacific Fleet (CINCPAC).

4/03/1943 – USS Haddock (SS 231) sinks Japanese fleet tanker Arima Maru north of Palau, and USS Pickrel (SS 177) sinks Japanese submarine chaser Ch 1.

4/04/1943 – USS Porpoise (SS 172) sinks the Japanese whaling ship Koa Maru near Eniwetok.

4/06/1945 – USS Besugo (SS 321) and USS Hardhead (SS 365) also sink Japanese ships.

4/07/1979 – USS *Ohio* (SSBN-726), the first Trident submarine, launches at Groton, Conn. She is commissioned into the Navy in November that same year. Following a conversion to a guided-missile submarine in 2006, she is now SSGN-726.

4/07/1990 – The Los Angeles-class fast attack submarine USS *Albany* (SSN-753) is commissioned at Naval Station Norfolk.

4/08/1944 – USS Seahorse (SS 304) and USS Trigger (SS 237) successfully attack a Japanese convoy off Guam, damaging a Japanese destroyer and a tanker.

4/10/1942 – USS Thresher (SS 200) torpedoes and sinks Japanese merchant cargo ship Maru six miles north of Oshima, near the entrance to Tokyo Bay, Honshu, Japan.

4/10/1963 – During diving tests, USS Thresher (SSN 593) is lost with all hands east of Cape Cod, Mass., including commanding officer and 17 civilian technicians.

4/11/1944 – USS Redfin (SS 272) sinks the Japanese destroyer Akigumo in the eastern entrance to Basilan Strait.

4/11/1992 – USS Annapolis (SSN 760) is commissioned at the Electric Boat Division at Groton, Conn. The 10th of her Los Angeles "Improved" class of attack submarines.

4/12/1944 – USS Halibut (SS 232) sinks Japanese army passenger/cargo ship Taichu Maru despite the presence of at least three escort vessels.

4/13/1942 – USS Grayling (SS 209) sinks the Japanese freighter Ryujin Maru off southeast tip of Shikoku, Japan.

4/13/1944 – USS Harder (SS 257) sinks the Japanese destroyer Ikazuchi, 180 miles SSW of Guam.

4/14/1945 – USS Tirante (SS 420), commanded by Lt. Cmdr. George L. Street III, attacks a Japanese convoy in the approaches to the Yellow Sea and sinks a transport ship and two vessels. Street earns Medal of Honor for his actions.

4/17/1915 – Chief Gunners Mate Frank Crilley, a naval diver, rescues a fellow diver who had become entangled at a depth of 250 feet during salvage operations for USS *F-4* submarine that had sunk March 25, 1915, with the loss of her entire crew. For his heroism on this occasion, he is awarded the Medal of Honor in 1929.

4/17/1942 – USS *Searaven* (SS-196) begins rescue of stranded Australian sailors, airmen, and soldiers from Japanese-occupied Timor, N.E.I.

4/19/1920 – The first German submarine brought to the United States after World War I arrives at New York. During World War I, U 111 sank three Allied merchant vessels that included the British steamer *Boscastle* on April 7, 1918. The submarine surrendered later that year.

4/20/1944 – USS *Seahorse* (SS 304) torpedoes and sinks Japanese submarine RO 45 off the Mariana Islands.

4/20/1967 – USS *Henry Clay* (SSBN 625) launches a Polaris A-2 missile in the first demonstration to show that Polaris submarines could launch missiles from the surface as well as from beneath the ocean.

4/22/1945 – USS *Hardhead* (SS 365) sinks Japanese cargo vessel *Mankei Maru* off Chimpson and USS *Cero* (SS 225) sinks the Japanese guardboat *Aji Maru* west of Tori Jima and damaged the guardboat No.9 *Takamiya Maru*.

4/23/1943 – USS *Seawolf* (SS-197) sinks Japanese Patrol Boat #39 off east central coast of Formosa, while the enemy warship is screening the towing of the wrecked *Nisshin Maru*.

4/23/1945 – USS *Besugo* (SS 321) sinks the German submarine U 183 in the Java Sea.

4/24/1981 – USS *San Francisco* (SSN 711) is commissioned at Norfolk Naval Station, Va.

4/25/1944 – USS *Crevalle* (SS 291) sinks Japanese army cargo ship *Kashiwa Maru*, north of Borneo and USS *Guavina* (SS 362) sinks Japanese army cargo ship *Tetsuyo Maru*, northwest of Chichi Jima.

4/26/1960 – USS *George Washington* (SSN 598) conducts a Polaris missile test firing in Long Island Sound in the Atlantic Ocean.

4/27/1944 – USS *Bluegill* (SS 242) torpedoes the Japanese light cruiser *Yubari* west of Sonsorol Island, while USS *Halibut* (SS 232) sinks Japanese minelayer off Okinawa.

4/27/1963 – USS *Daniel Webster* (SSBN 626) is launched at Groton, Conn. Commissioned a year later, she serves until decommissioned in August 1990.

4/28/1945 – USS *Sennet* (SS 408) sinks the Japanese cable layer *Hatsushima* off Kii Strait, south southeast of Miki Saki; USS *Springer* (SS 414) sinks the Japanese submarine chaser CH 17 west of Kyushu as she is escorting landing ship T.146, and USS *Trepang* (SS 412) sinks T.146 off Ose Saki, Japan.

4/29/1944 – USS *Pogy* (SS 266) sinks the Japanese submarine I 183, 30 miles south of Ashizuri Saki, Japan.

4/30/1944 – USS *Bang* (SS 385) attacks a convoy engaged the previous night and sinks the Japanese merchant tanker *Nittatsu Maru* off the northwest of Luzon. Also on this date, USS *Flasher* (SS 249) sinks the Vi-chy French gunboat *Tahure* in the South China Sea off Cape Varella, French Indochina.

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Peer out the periscope, sleep next to torpedoes on a World War II submarine

<https://www.mlive.com/life/2024/02/peer-out-the-periscope-sleep-next-to-torpedoes-on-a-world-war-ii-submarine.html>

Feb. 22, 2024, 1:33 p.m.

How a Michigan beach town became home to a highly-decorated WWII submarine

<https://www.mlive.com/life/2024/03/how-a-michigan-beach-town-became-home-to-a-highly-decorated-wwii-submarine.html>

Mar. 06, 2024, 8:56 a.m.

Ed., Click on the links to see more.

By [Joel Bissell | jbissell@mlive.com](mailto:jbissell@mlive.com)

MUSKEGON, MI - An 82-year-old piece of storied World War II history has called the Muskegon Lake channel home since 1987, thanks to strong community support and the formation of a new museum.

The USS *Silversides* fought in the war from April 1942 to July 1945. Painted on the side of the ship like a tattoo are 30 Japanese flags representing the enemy ships the submarine sank during its 14 patrols. The

submarine ranks third highest among all WWII submarines in ships sunk, today it is the nation's most famous surviving WWII submarine.



The U.S.S. Silversides SS 236 launching on July 4, 1943. Fifty two of these boats were sunk in World War II with a loss of 3,541 men. (United States Navy file photo) Joel Bissell | MLive.com Joel Bissell | MLive.com

The submarine was originally designed to run alongside a Navy fleet but when the U.S. fleets were depleted after Pearl Harbor, the submarine's mission changed to "hunter killers," said museum preservationist Matt Kervin.

Unlike modern-day submarines, the Silverside does not have a round exterior. Instead, the ship has a flat surface and looks similar to a fleet ship.

The USS Silverside was in the war from April 1942 to July 1945. Painted on the side of the ship like a tattoo are 30 Japanese flags representing the enemy ships the submarine sank during its 14 patrols. The submarine ranks third highest among all WWII submarines in ships sunk. Today it is the nation's most famous surviving WWII submarine.



The U.S.S. Silversides SS 236 at dockside between dangerous patrols. WWII submariners escaped their crowded boats by going topside for fresh air. (United States Navy file photo) Joel Bissell | MLive.com Joel Bissell | MLive.com

After WWII, the Silversides was brought to Chicago for training. After years of sitting in decay a team of volunteers helped restore the vessel. The submarine was moved to Chicago's Navy Pier in 1979, but with the city wanting to revamp the pier, the submarine needed a new home.



A sign hangs from a building in downtown Muskegon reading ' Silversides, We want you! The People of Muskegon' in October of 1985. (Muskegon Chronicle archive photo) Joel Bissell | MLive.com Joel Bissell | MLive.com

In 1985, residents of Muskegon started a campaign to get the decorated submarine to their home port. In August 1987 that became reality as several boats helped escort the submarine to its permanent location in the Muskegon Lake channel.



An aerial image of the USS Silversides 236 submarine and museum in Muskegon, Michigan. Behind the Silversides is the USCGC McLane, a prohibition-era Coast Guard cutter, which is also open for tours. Joel Bissell | MLive.com

Walking the length of the 312-foot vessel, visitors can picture different scenes of life at war, from the stacked cots next to torpedoes, the galley kitchen outfitted with a massive coffee tank, to the lights and levers of the control room.

People get a sense of how nimble and agile the crew must have been — especially the crew manning the elevated conning tower 36 feet up who would jump down the hatch and into battle position in 30 seconds.



The forward torpedo room with bunks aboard the USS Silversides 236 submarine in Muskegon, Michigan. The USS Silversides has a rich history in battle, as its ranked third among all U.S. submarines in WWII for most enemy ships sunk. Joel Bis-sell | MLive.com

However, they won't envy the lack of privacy these men endured with only three showers and four toilets among them.

Today the Silversides serves as the centerpiece of the [USS Silversides Submarine Museum](#) located at 1346 Bluff St. in Muskegon.

The two-story submarine museum next to the vessel details the many adventures of the USS Silversides throughout World War II, its significance in battle and personal accounts from its crew. Also docked next to the Silversides is the USCGC McLane, a prohibition-era Coast Guard cutter, that is also open for tours seven days a week.

"We don't want to cater only to the history buffs," Executive Director Bethann Egan said.

"We want to make you curious about it afterwards. This isn't a place you have to know something about World War II, you're going to learn when you come here. You don't have to be intimidated."

The museum allows overnight stays for groups who want to fully immerse themselves in history. Groups up to 72 people can stay onboard, hang out below the water line and sleep next to torpedoes.

For more information about the museum and hours and admission, [visit their website here](#).



Little Known WWII Submarine Facts

(Reproduced from retired WW2 sister Subvet publication Polaris and the Los Angeles/Pasadena Base, USSVI March 2024 newsletter "The Periscope" as submitted by Bill Moak of the Los Angeles/Pasadena Base; thanks, Bill!)

The first Japanese casualty of American arms during WWII was an aircraft shot down on Dec. 7th, 1941 by the Tautog.

The first submarine force casualty suffered in WWII was G. A. Myers, Seaman 2nd, who was shot through the right lung when Cachalot was strafed during the Pearl Harbor raid.

The first "live" torpedoes to be fired by a Pearl Harbor submarine were fired by the Triton (Lent): four stern tubes fired on the night of December 10, 1941.

The first Pearl Harbor boat to be depth charged was the Plunger (White) on Jan. 4, 1942: twenty-four charges.

The first "down the throat" shot was fired by Pompano on Jan. 17, 1942.

The first Japanese warship sunk was torpedoed by Gudgeon (Grenfell) at 9 a.m. on Jan. 27, 1942: the IJN I-173 (submarine).

The first major Japanese warship lost to submarines during WWII was the heavy cruiser Kako, which fell vic-

tim to S-44 (Moore) on Aug. 10, 1942.

The first submarine to fire on a battleship was Flying Fish (Donaho) Sept. 1942—damaging a Kongo class battleship.

The first submarine to fire on an aircraft carrier was Trout (Ramage), damaging Taiyo, August 28, 1942.

The first Japanese ship sunk by submarine gunfire was care of Triton (Kirkpatrick), near Marcus Island on Feb. 17, 1942. At the time, Kirkpatrick was the youngest skipper to get command at Pearl.

The first man to die in submarine gun action was Michael Harbin aboard Silversides, May 1942.

The first rest camp for submarine crews was established at a military encampment at Malang, in the mountains of Java, 89 miles from Surabaya. Three days were allotted to submarine crews there in January, 1942.

The first TDC (Mark 1) was installed in the Cachalot.

The Plunger was the first boat to sustain an “arduous” depth charge attack and survive.

In September, 1936, Cdr. C. A. Lockwood Jr., assumed command of SubDiv 13, which was composed of the new boats Pike, Porpoise, Shark, and Tarpon.

On December 31, 1941, Captain Wilkes evacuated Corregidor on board the Seawolf to establish a new base at Surabaya, Java. Simultaneously Capt. Fife boarded Swordfish and sailed to Darwin, Australia.

Expressing the view that Japan could not hope to be victorious in a war with the U.S., Admiral Yamamoto was “shanghaied” to the post of Commander of the Combined Fleet (from the Naval Ministry) to thwart a possible assassination at the hands of his many dissenters.

A survivor of the Jap carrier Kaga, at the Battle of Midway, told how some of his shipmates saved themselves by clinging to the air flask of a torpedo fired from Nautilus which hit the carrier and failed to explode—the concussion separating the warhead from the air flask.

LtCdr. Francis White was the only skipper who lost two submarines in combat, the S-39 and the S-44.

The IJN I-176 (Cdr. Kosaburo Yamaguchi) was the only Japanese boat to sink an American submarine (Corvina) during the war.

The last Japanese submarine to be sunk in the Pacific, the I-373, was torpedoed by Spikefish (Monaghan) on the morning of Aug. 13, 1945, in the East China Sea.

As late as July, 1945, Japanese guns on the cliffs of Lombok Strait shelled the Loggerhead as she proceeded through the strait on the surface.

In July, 1945 Bugara (Schade) operating in the Gulf of Siam, sank 12 junks, 24 schooners, 16 coasters, 3 sea trucks, and one naval auxiliary—all by gunfire.

In the early morning hours of June 22, 1945, Barb (Fluckey) fired a dozen five-inch rockets into the town of Hokkaido from 5000 yards offshore.

A Japanese prisoner, recovered from a wrecked aircraft by Atule (Mauer) had the following items in his pockets: 7 packs of Jap cigarettes, 1 pack of British cigarettes, calling cards, ration books, club tickets, diary, notebook, flight record, two magnetic detector tracers (with notes concerning them), a thick wad of money, a vial of perfume and a number of other personal items.

On the night of December 8-9, 1944, in a coordinated attack with Sea Devil, Redfish heavily damaged the aircraft carrier Hayataka, then ten days later went on to sink the newly built carrier, Unryu.

When Robalo was sunk, presumably by a mine, on July 26, 1944, five of her crew swam ashore and were captured by Japanese military police then jailed for guerrilla activity. They were evacuated by a Jap destroyer on August 15 and never heard from again.

On Oct. 27, 1944, Rock fired nine torpedoes at Darter, stranded on Bombay Shoal.

In Feb., 1943, Tautog (Sieglaff) laid mines off Balikpapan, Borneo. In April, 1944, the Jap destroyer Amagiri struck one of these mines and sank. This was the same destroyer that rammed PT-109, commanded by J.F. Kennedy.

The first boat to be equipped with QLA sonar for locating mines was Tinosa.

When Admiral Nimitz assumed command of the Pacific Fleet in Jan., 1942, he raised his flag on the subma-

rine Grayling. Relinquishing command nearly four years later, he lowered his flag on the submarine Menhaden.

America's first Japanese POW was sub-Lieut. Sakamaki—captured when his midget submarine, launched from the I-18, struck a reef in Kaneohe Bay and he swam ashore and surrendered.

The second Japanese submarine sunk, a midget caught inside Pearl Harbor and sunk by the seaplane tender Curtiss, was later raised. Too badly damaged for intricate examination, it was used as fill-in material in the construction of a new pier at the submarine base.

During 520 war patrols in 1944, submarines fired 6,092 torpedoes, more than in 1942-43 combined (5,379).

Statistically, it took 8 torpedoes to sink a ship in 1942, 11.7 in 1943, and 10 in 1944.

In 1944, 117 Navy and Air Force personnel were rescued by U.S. subs; Tang (O'Kane) once picked up 22 in a single patrol to lead in this category.

During 1944 Japan lost 56 submarines, 7 to U.S. submarines.

On Nov. 21, 1944, Sealion II (Reich) fired a salvo of fish at each of two battleships, the Kongo and Haruna. Kongo was hit and sunk. The destroyer Urakazi intercepted the torpedo meant for Haruna and was instantly sunk.

Message to all U.S. subs on April 13, 1944: "Until further notice, give fleet destroyers priority over maru types as targets for attacks.

In 1944, U. S. submarines sank 1 BB, 7 CVIs, 2 CAs, 7 CL's, 3 DDs, and 7 SSs of the Japanese navy.

So numerous were submarine attacks on the Singapore-to-Empire trade routes in 1944 that a common saying in Singapore was that "One could walk from Singapore to Tokyo on American periscopes."

Emperor Hirohito, upon learning of the Bataan death march at the conclusion of the war, stripped General Homma, the responsible commander, of his medals and decorations.

When the loss of Saipan was announced to the Japanese people on July 18, 1944, Prime Minister Tojo and his entire cabinet resigned.

On Feb. 22, 1945, the Flounder fired four fish at a Jap patrol boat. Two of the fish ran in a circle, causing Flounder to maneuver frantically to avoid disaster. On the following day, she collided with Hoe.

The Flounder (Stevens) sank the only German U-boat credited to U.S. submarines in the Pacific.

The last of the German commerce raiders, the Michael, was sunk by Tarpon (Wogan) on Oct. 18, 1943, while en route to a Japanese port.

On December 28, 1944, the Dace (Cole) torpedoed the Japanese collier Nozaki, the last ship to be sunk in 1944.

The last large merchantman to be sunk by a submarine during WWII was the Hokozaki Maru, torpedoed on March 19, 1945, by Balao (Worthington).

The last Japanese warship afloat in the South Pacific, the light cruiser Isuzu, was sunk by Charr (Boyle) after she was previously hit and badly damaged by Gabilan (Parham).

Flasher sank more tankers than any other submarine.

The largest merchant ship sunk by submarines during WWII, the Tonan Maru #2, was sunk by Pintado (Clarey) on August 22, 1944.

Except for those officers who received the Congressional Medal of Honor, Commander Davenport was the most decorated man of the war.

During 1944, 14% of submarine COs were relieved for non-productivity, 30% in 1942, and 14% in 1943.

A total of seven reserve officers achieved command of a fleet submarine in WWII.

USS Nautilus SSN571

Got Dolphins?

3/3/24



USS Nautilus (SSN-571) was decommissioned on 3 March 1980 and designated a National Historic Landmark in 1982. The submarine has been preserved as a museum of submarine history in Groton, Connecticut, where the vessel receives some 250,000 visitors a year.

3 March 1980, USS NAUTILUS (SSN-571), was decommissioned after 25 years of service as the world's first nuclear-powered submarine.

In 1953, the year before she was commissioned, the Navy welcomed to the fleet USS ALBACORE (AGSS-569), the first American submarine to be built with a teardrop-shaped hull. That design, when combined with nuclear power, would usher in the era of the true submarine, one which needed to come to the surface only to take on food for her crew.

In 1981, the year after NAUTILUS's decommissioning, the Navy welcomed to the fleet USS OHIO (SSBN-726), the first in a new class of nuclear-powered ballistic-missile submarines. At 560 feet long, the behemoth, the largest sub ever built by the U.S. Navy, dwarfed the 320-foot NAUTILUS; she carried within her hull 24 TRIDENT (C-4) missiles whose potential destructive powers would hopefully deter any nation from ever launching a nuclear weapon at the United States. OHIO, converted to a guided-missile sub, still prowls the seas today, carrying up to 154 TOMAHAWK cruise missiles with her.

In less than 30 years, in the lifetime of a single boat, the submarine force was changed forever.

Photo: Photo of the lowering of the Commissioning Pennant aboard Nautilus (SSN-571) at Mare Island on 3 March 1980.

<https://ussnautilus.org/the-decommissioning-of-uss.../>

Brief History: <http://www.subguru.com/nautilus571.htm>

Photos: <http://www.navsource.org/archives/08/08571.htm>



The Loss of USS THRESHER (SSN-593)

<https://ussnautilus.org/the-loss-of-uss-thresher-ssn-593/>

Fifty-one years ago today, on the morning of 10 April 1963, USS THRESHER (SSN-593), less than two years old and the lead boat in a new class of nuclear-powered, fast-attack submarines, began deep-diving tests about 200 miles to the east of Cape Cod, MA. The submarine-rescue ship USS SKYLARK (ASR-20) stood by overhead. At 0903 SKYLARK received a garbled transmission over the underwater telephone: THRESHER reported “Experiencing minor difficulties. ...Have positive up angle...attempting to blow.” But THRESHER and the 129 men she carried—including 17 civilians - never returned to the surface.

The remains of the sub, broken up into six major sections, were eventually found scattered over a large area in more than eight thousand feet of water. After a thorough examination of photographs, objects recovered from the bottom, and records of the sub’s construction and maintenance, a Court of Inquiry concluded that THRESHER’s troubles likely began with the joints in her saltwater piping system, many of which had been brazed rather than welded. (Welding involves the heating to melting and direct joining of two pieces of metal, whereas brazing uses another material, one that melts at a lower temperature, to “glue” two pieces of metal together. In THRESHER’s case, a silver alloy was used as “glue.”) It has been theorized that at least one of those joints failed, permitting seawater to leak into the boat and short out an electrical panel which in turn triggered a scram, or shutdown, of the reactor. Without a means of propulsion, THRESHER, gaining weight as water flooded in through the failed joint, began to sink.

THRESHER’s crew then tried to blow their main ballast tanks to propel the boat to the surface. They may have been hampered in their efforts by moisture freezing in strainers installed in high-pressure air-reducing valves in the blow system. Without that air there was no way to clear the water from the ballast tanks; without the reactor there was no way to fight the weight of the water and drive the boat to the surface.

Onboard SKYLARK, there was initially little cause for alarm. The two vessels met up at 0635 and THRESHER indicated that she was beginning her deep-dive test at 0747. As planned, the boat checked in with SKYLARK every fifteen minutes. All was well until just after 0900 when THRESHER sent a muddled message: “Have positive up angle,” LT(jg) James Watson, SKYLARK’s navigator, recalls hearing. “Attempting to blow up [execute an emergency blow].” But transmissions over the underwater telephone were often difficult to understand and the C.O. did not sound panicked. SKYLARK cleared the sub to surface at 0914. There was no reply. A minute later SKYLARK asked the sub to report her course and position relative to the rescue ship. Again, silence. The C.O. then asked several times, “Are you in control?” Nothing came back until a few moments later when another garbled message came through. The SKYLARK crew could discern only two words: “test depth.” Watson would later testify that he believed the word preceding those two was “exceeding.”

“What then did you hear?” the questioner asked.

“We heard sounds that are familiar to me, from having seen ships blown up by torpedoes in World War II—the sound of a ship breaking up—like a compartment collapsing...a muted, dull thud,” Watson replied. SKYLARK’s sonar operators would liken the sound to that of “air rushing into an air tank.” Nothing more was heard from THRESHER. SKYLARK’s crew dropped several small grenades into the water starting at 1058; the sound of their explosions was supposed to indicate to the boat that the surface vessel had lost contact with her and wanted her to either check in via the telephone or surface. But she never called or came back up.

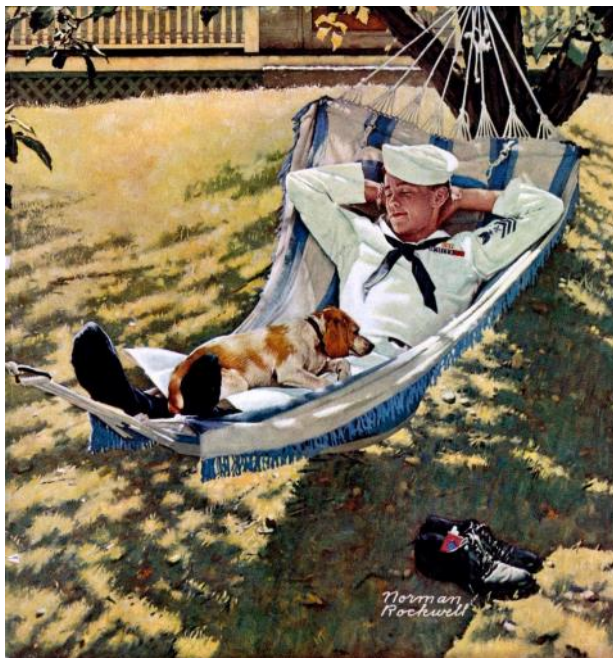
This first loss of a nuclear-powered submarine devastated the naval community, including Groton, CT, where the sub was home ported, and Portsmouth, NH, where she was built. The men who went down on THRESHER did not die in vain. The tragedy prompted the navy to reexamine deep-diving submarine design, institute a quality-assurance program known as SUBSAFE which “provides a maximum reasonable assurance of the integrity of submarine design, systems and materials via Design Review, Shipboard System Testing and Objective Quality Evidence (OQE) that all materials and components meet drawing and specification requirements.” Operating procedures for submarine reactors were changed to allow use of heat energy stored in plant components to provide propulsion while the reactor plant was restarted following an emergency shutdown.

It is impossible to know how many lives have been saved by the changes that were made after THRESH-

ER's loss, just as it is impossible to know exactly what happened on board the boat that spring morning. But it is safe to say that submariners are safer now because of the sacrifice that was made by their ship-mates half a century ago.



On Leave



Who remembers



the first search engine?

Philosophy by Charles Schultz

Possibly the Most important thing you'll read this Year...

The following is the philosophy of Charles Schulz, the creator of the 'Peanuts' comic strip.

You don't have to actually answer the questions. Just ponder on them. Just read it straight through, and you'll get the point.

1. Name the five wealthiest people in the world.
2. Name the last five Heisman trophy winners.
3. Name the last five winners of the Miss America pageant.
4. Name ten people who have won the Nobel or Pulitzer Prize.
5. Name the last half dozen Academy Award winners for best actor and actress.
6. Name the last decade's worth of World Series winners.

How did you do?

The point is, none of us remember the headliners of yesterday. These are no second-rate achievers. They are the best in their fields.

But the applause dies.

Awards tarnish.

Achievements are forgotten.

Accolades and certificates are buried with their owners.

Here's another quiz. See how you do on this one:

1. List a few teachers who aided your journey through school.
2. Name three friends who have helped you through a difficult time.
3. Name five people who have taught you something worthwhile.
4. Think of a few people who have made you feel appreciated and special.
5. Think of five people you enjoy spending time with.

Easier?

The lesson: The people who make a difference in your life are not the ones with the most credentials, the most money ... or the most awards. They simply are the ones who care the most.

Source: [Weird and Amazing Stuff](#)

It Was a Shining Time

by Bob 'Dex' Armstrong

I can't imagine going to sea and never getting to bounce around in 'surface turbulence'. Just going out, going deep and staying there. Must get boring.

Loved it when the old girl got to kick up her heels in heavy weather... loved the roll and pitch of a round bottom smokeboat... Loved the creak and groan as she wallowed around in the swells. Loved the cussing of the lads who rode her as they tried to make their way fore and aft, getting slammed in all directions... Loved riding heavy seas. It made you feel great to be a sailor.

I think I would have loved riding cans except for the horseshit regulation of the surface craft Navy... That bosun pipe, uniform of the day and clean white hat crap.

Don't understand what nukes see in that coal mine life of just going down for a couple of months of cracker box living... Just out and down and then up and in again. How can you call that 'going to sea'? That 's gerbil cage life... No feeling a rolling deck... No salt spray in the face... No watching your plate do the North Atlantic waltz across the messtable... No shit falling out of the overhead... No sound of tons of water sloshing through the superstructure and no lying in your rack being rocked to sleep.

Wouldn't like riding an ocean-going giant elevator.

They say you don't miss what you never had which is one of the reasons I don't miss sex with Princess Diana. But riding a saltwater subway isn't my idea of a good thing. No damn diesel smoke... Jeezus, no damn any kind of smoke. What kind of submarine duty is it without looking aft and seeing that smoke?

No lookout duty... No laughing when you take one up the fairwater and over the bridge with the better part of a gallon of water running down the neck of your foulweather jacket and soaking your skivvies. No foulweather gear spread over Fairbanks covers to dry. No sea birds... Oh, you gotta have sea birds. Watching soaring seabirds was the extra bonus God gave young men who chose a life at sea.

No porpoise jumping in your bow wave... No watching bow bouyancy going over one and under one... No ships passing in the night... No late night signal light exchange of lighthearted bullshit... No high line transfers. What kind of life is it without all of that?

I think I know why the Navy invented the boomer pin. They wanted to compensate sailors for all of the good stuff they stole from the poor bastards.

"Here's a trinket for all the really good stuff you don't know you're missing."

They never sent me my Princess Diana pin.

I couldn't do it... I couldn't crawl into an iron monster and spend a couple of months watching lights, computer screens and my toenails grow.

Riding boats today must be like being a kid raised in a safe deposit box. What would it be like to be riding a boat that never came in with patches of missing paint... Decking gone... Line locker lids left somewhere on the ocean floor... Dished in limber holes and no stern light? No wild stories to tell over a couple of cold ones... No "Jeezus, you should have been out there with us" lies. Gringo said it best...

"It was a shining time."

It was.

Met my wife...

Met my wife in church, dated a short time, and married her at the age of 19. Oh, she was 20. We grew up together in that same church, started and reared a family in that church. 56 years later I have been truly blessed by God, by the wife that He gave to me and the children that he gave us. It's been a rough ride, but with God leading this family, we have never been defeated. My wife has always supported me and I hear that when she gets to glory, she has a humongous medal awaiting her for putting up with me. The good part is that she'll need me to carry it for her.

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The Hillbilly

A hillbilly went hunting one day in West Virginia and bagged three ducks. He put them in the bed of his pickup truck and was about to drive home where he was confronted by an ornery game warden who didn't like hillbillies. The game warden ordered to the hillbilly to show his hunting license, and the hillbilly pulled out a valid West Virginia hunting license. The game warden looked at the license, then reached over and picked up one of the ducks, sniffed it's butt, and said, "This duck ain't from West Virginia. This is a Kentucky duck. You got a Kentucky hunting license, boy?" The hillbilly reached into his wallet and produced a Kentucky hunting license.

The game warden looked at it, then reached over and grabbed the second duck, sniffed it's butt, and said, "This ain't no Kentucky duck. This duck's from Tennessee. You got a Tennessee license?" The hillbilly reached into his wallet and produced a Tennessee license. The warden then reached over and picked up the third duck. "This duck's from Virginia. You got a Virginia hunting license?"

Again, the hillbilly reached into his wallet and brought out a Virginia hunting license. The game warden was extremely frustrated at this point, and he yelled at the hillbilly, "Just where the hell are you from?"

The hillbilly turned around, bent over, dropped his pants, and said, "You tell me, you're the expert!"

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Forrest Gump Quiz

When Forest Gump died, he stood in front of St. Peter at the Pearly Gates. St. Peter said, "Welcome, Forest. We've heard a lot about you." He continued, "Unfortunately, it's getting pretty crowded up here and we find that we now have to give people an entrance examination before we let them in."

"Okay," said Forest. "I hope it's not too hard. I've already been through a test. My momma used to say, 'Life is like a final exam. It's hard.'"

"Yes, Forest, I know. But this test is only three questions. Here they are."

- 1) Which two days of the week begin with the letter 'T'?"
- 2) How many seconds are in a year?
- 3) What is God's first name?

"Well, sir," said Forest, "The first one is easy. Which two days of the week begin with the letter 'T'? Today and Tomorrow."

St. Peter looked surprised and said, "Well, that wasn't the answer I was looking for, but you have a point. I give you credit for that answer."

"The next question," said Forest, "How many seconds are in a year? Twelve."

"Twelve?" said St. Peter, surprised and confused.

"Yes, sir. January 2nd, February 2nd, March 2nd ..."

St. Peter interrupted him. "I see what you mean. I'll have to give you credit for that one, too."

"And the last question," said Forest, "What is God's first name? It's Andy."

"Andy?" said St. Peter, in shock. "How did you come up with 'Andy'?"

"I learned it in church. We used to sing about it." Forest broke into song, "Andy walks with me, Andy talks with me, Andy tells me I am His own."

St. Peter opened the gate to heaven and said, "Run, Forest, Run!"

Pass it on!! Give someone else a reason to smile.

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