

The Snorkel Exhaust

SMOKY MOUNTAIN BASE, TN USSVI

"To Honor Those Who Serve, Past, Present, and Future".
"The USSVI Submariner's Creed"

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



OUR ORGANIZATION

OUR FOUNDERS

OUR BROTHERHOOD

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

SNORKEL EXHAUST INDEX March & April 2019

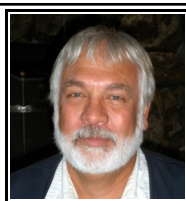
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Scheduled Meetings
 Monthly meetings are scheduled for the **3rd Thursday** of each month at:
 GOLDEN CORRAL
 6612 CLINTON HIGHWAY,
 KNOXVILLE, TENNESSEE
 Dinner & Social Hour @ 1800
 Meeting @ 1900



Follow us on Facebook at:
Smoky-Mountain-Submarine-Veterans-
273222054302

SMOKY MOUNTAIN BASE OFFICERS



BASE COMMANDER
Marlin E. Helms, Jr.
HOLLAND CLUB CHAIR



Qualified MM1(SS)
USS SPADEFISH (SSN-668)
 Qualified MM1(SS)
USS HAMMERHEAD (SSN-663)



BASE VICE-COMMANDER
Robert (Bob) Childs



Qualified MMC (SS)
USS Nautilus (SSN 571)
 November 1967
USS Theodore Roosevelt
 (SSBN 600 - Blue Crew) July 1970



BASE SECRETARY
Martin Wesley



Qualified QM2(SS)
USS CUBERA (SS-347)
 in 1968



WEBSITE MASTER
Stuart McGlassen



Qualified ET2 (SS) 1988
USS TENNESSEE (SSBN-734)



CHIEF OF THE BOAT
Terry McBride, EMC(SS) (Ret.)



Qualified EM3(SS)
USS WOODROW WILSON (SSBN-624)
 Qualified EM1(SS)
USS MARYLAND (SSBN-738)



BASE CHAPLIN
David Pope, EAWS
USS T. Roosevelt (CVN-71)
COMSUBGRU-9, FP DET. 2

David is an Associate
 Member of Smoky Mountain
 Submarine Base



SMB STOREKEEPER
Jim Burkholder



Qualified EM2(SS)
USS CARP (SS-338)



BASE TREASURER
JIM ROCK



Qualified MM1 (SS)
USS Andrew Jackson (SSBN 619)



PROGRAM CHAIRMAN
Andy Armbrust



Qualified MM1(SS)
USS HAMMERHEAD (SSN-663)
 in 1975



**NEWSLETTER EDITOR &
 BASE PHOTOGRAPHER**
Bruce Eltzroth ET1(SU)
USS SCULPIN (SSN-590)

Bruce is an Associate
 Member of Smoky Mountain
 Submarine Base.





SMOKY MOUNTAIN BASE, USSVI
 Meetings, Greetings, Gatherings & Other Stuff

March & April - 2019

Scheduled Meetings
 Monthly meetings are scheduled for the
3rd Thursday of each month at:
Golden Corral
 6612 Clinton Hwy.
 Knoxville, Tennessee 37912



Meetings and Happenings



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New Members:
 David Kazmark, MMC(SS)
 qualified on the USS Queenfish (SSN-651)

- April 1 - Mar/Apr Newsletter Deadline
- April 1 - April Fools Day
- April 11 - Submarine Force Birthday
- April 18 - SMB Meeting (1800 Hrs)
- April 19 - Good Friday
- April 21 - Easter Sunday

- May 5 - Cinco de Mayo
- May 8 - VE Day
- May 12 - Mothers Day
- May 16 - SMB Meeting (1800 Hrs)
- May 18 - Armed Forces Day
- May 27 - Memorial Day
- June 1 - Next Newsletter Deadline

April 2019

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

May 2019

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	1



LOCAL HAPPENINGS



SMB Library Books, Ed Sandifer –HT1(SS) Base Librarian

Ed Sandifer was recently selected for 626X Submarine Ordnance LDO in the Reserves, NAVADMN 042/19. He will be out of pocket for a while, but books can be exchanged through Marlin.



Tennessee Submarine Veterans License Plate

Take a copy of your DD-214 when you go to get yours.

 (SS) CHALLENGE COINS LLC
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31889 Marshall Rd
Jacksonville, Missouri
65260-2011
816.261.7784

 Shelly Saxton
CEO/Owner
SubmarineCoins@gmail.com

The Ad below is for the "Vest Lady"

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Jenny Dugan - Sewing Wench
757-318-0138 B4 8pm



VETERANS
INFORMATION FOR
SMOKY MOUNTAIN
BASE MEMBERS



The Vietnam Veterans of America, Chapter 1078, meets at The Fellowship Church located at 3550 Pleasant Ridge Road, in Knoxville, TN on the 2nd Tuesday of every month at 6PM (1800 Hrs.)

Veterans Employment Programs: The following Veterans employment benefits are available in Tennessee:

- Veterans preference in State employment
- Credit for military service in State employment
- Reemployment rights of public employees

Veterans looking for high-quality jobs have several options in the State of Tennessee. To get started, visit the nearest Tennessee Department of Labor Career Center to find out more about translating military experience into civilian resume language. Military experience can be extremely marketable, but civilian employers need your best effort to help translate military service into civilian workforce skills. Representatives at the nearest Tennessee Department of Labor American Job Centers can guide Veterans through the process to make resume's stand-out. You can view the full list of Job Centers at:

<http://tn.gov/workforce/topic/find-local-help>.

Navy Terminology Updates (05) to (10)

► Origins

Every profession has its own jargon and the Navy is no exception. For the Navy, it's *bulkhead*, *deck* and *overhead* and not *wall*, *floor*, and *ceiling*. Some nautical terminology has found its way into everyday use, and you will find the origins of this and some Navy terminology listed below. More Navy terminology will be added from time to time.

Bight (05):

(1) A loop in or slack part of a line. (2) A curve or bend in a shoreline, or a small body of water formed by a curve or bend.

Bilge (06):

The area below the deck gratings in the lowest spaces of the ship, where things, especially liquids, tend to collect. (2) To fail or do poorly. "Poor Smitty bilged the quiz." (3) To name a classmate or shipmate involved in wrongdoing, or to identify a mistake made by someone else.

Bilge Diving (07):

Working in the bilges of a ship, or cleaning same.

Bilge Rat (08):

Someone who works in the engineering spaces.

Bin Rat (09):

(RCN) A person who works in Stores (supply).

Bingo (10):

Fuel level or status requiring either an immediate return to base or vector to a tanker, 'bingo fuel'. As a verb, the act of returning to base or a tanker because of low fuel state.

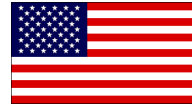


**BASE COMMANDERS REPORT
MARLIN E. HELMS, JR. MM1 (SS)**



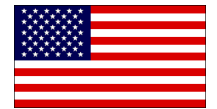
Looking forward to events this year we have a number of events coming up. Music in the Mountains Spring Parade May 3rd in Pigeon Forge, the USS Haddo base will also be there with their float. The Secret City Festival (SCF) will be June 7th and 8th. We will not be charged fees as we are now considered part of the festival. I have asked that we be able to use the Peace Bell for our Tolling ceremony and that our booth be placed near the bell, no answer yet. Our spring picnic will be at the Concord Yacht Club thanks to Dick Love. The bands for the Secret City Festival will be Loverboy Friday night and .38 Special on Saturday night. Tickets to the concerts are \$22 with a \$3 dollar fee if purchased on the SCF site. We will be marching in the Gatlinburg 4th of July parade, it was an excellent experience last year and I am looking forward to the experience again. (It starts at 0001 hours on the 4th of July.)

Fraternally,
Marlin Helms,
Smoky Mountain Submarine Veterans Base Commander



NEWSLETTER EDITOR'S REPORT—BRUCE ELTZROTH - ET1 (SU)

This two month period was rather quiet for Smoky Mountain Base members. There were no parades or events that we had to drag the float to, for a change. Elections of Base Officers are coming up and nomination forms are available from me or John Augustine. We will have some nomination forms at the next meeting, but be aware that nominations are due by the end of April, with elections in May. Thanks to Wes Wesley for providing this month's Boondoggle of the Month (see pages 14 & 15).



PROGRAM CHAIRMAN'S REPORT - ANDY ARMBRUST MM1 (SS)



The Subvet Spring Picnic will be held on **Saturday June 22nd** at the Concord Yacht Club located at 11600 Northshore Drive. The picnic will begin at 12:00 noon and we will plan on eating at 1:00 PM. I will prepare and provide smoked pulled pork, buns, BBQ sauce, iced tea, lemonade, coffee, plates, cups, and utensils. **Each attendee should bring a dish to share with others.** Alcoholic drinks are allowed so feel free to bring what you like. The Yacht Club is an all weather facility with heating and air conditioning and a large patio that can be enjoyed if the weather is pleasant. The cost is \$5.00/person.



STOREKEEPERS REPORT - JIM BURKHOLDER EM2(SS)

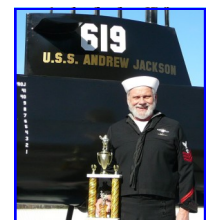


We currently have the following items on hand for sale:

2019 USSVI Calendars are still available, you can pick them up at the next meeting or email me at: jimburkholder@reagan.com or call me at 865-317-1577 to get yours. Cost \$8.00 at the meeting, but if mailed \$9.00 to cover postage. Makes a nice Christmas present. Baseball caps w/SMB patch (White or Blue) - \$14.00. Straw Hat w/SMB patch - \$12.00. SMB Iron on Patches - \$7.00. SMB Logo Magnetic Car Plates - \$12.00. SMB Window Stickers - \$3.00. Smoky Mountain Base battery quartz wall Clocks - \$15.00. **Remember all purchases support YOUR BASE.**



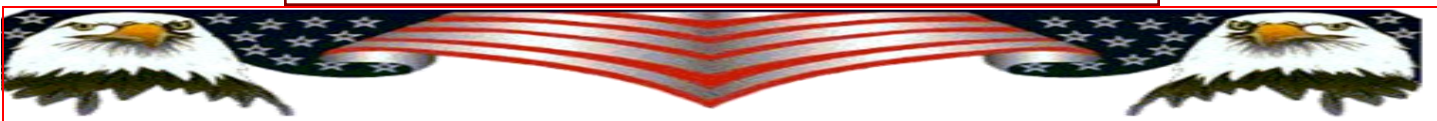
SMB TREASURERS REPORT - JIM ROCK MM1 (SS)



Treasurers Report: Jim Rock

On **JAN. 17th**, we had a balance of **\$1,204.71**.

As of **MARCH 31**, we have a balance of **\$1,447.71**.





SMB Meeting Agenda - Marlin Helms



Smoky Mountain Base of USSVI, Inc. - Meeting Agenda

Date: March 21, 2019 Time/Location: 1900 hrs, Golden Corral, 6612 Clinton Hwy. Knoxville TN

Call to Order

Invocation

Pledge of Allegiance

USSVI Creed: "To perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their country. That their dedication, deeds, and supreme sacrifice be a constant source of motivation toward greater accomplishments. Pledge loyalty and patriotism to the United States Of America and its constitution."

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

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

"Tolling of the Bell" - March.

- USS H1 (SS-28) (Seawolf I) - March 12, 1920 - 4 Men Lost
- USS F4 (SS-23) (Skate I) - March 21, 1915 - 19 Men Lost
- USS PERCH I (SS-176) - March 3, 1942 - 8 Men Lost
- USS GRAMPUS I (SS-207) - March 5, 1943 - 71 Men Lost
- USS TRITON I (SS-201) - March 15, 1943 - 74 Men Lost
- USS KETE (SS-369) - March 20, 1945 - 87 Men Lost
- USS TRIGGER (SS-237) - March 26, 1945 - 89 Men Lost
- USS TULLIBEE I (SS-284) - March 26, 1944 - 79 Men Lost



Members are requested to sign in on the log.

Member Introductions: Member introductions (new and previous) for new members and guests.

Secretary's Report and Meeting Minutes – No Report.

Treasurer's Report - Jim Rock

Correspondence - Marlin Helms

Committee Reports: - Library - No Report.

Membership - Marlin Helms

Newsletter - Bruce Eltzroth - Inputs are due by March 30.

Social Committee - Andy Armbrust: Summer picnic will be held at the Concord Yacht Club on June 22.

Storekeeper - No Report.

Web Site - Marlin Helms/Stuart McGlasson - No Report.

Old Business – USSVI and SMB Dues are Overdue

New Business/Good of the Order - Nominations for Base Officers are coming up in April.

Next Meeting: - 1900 hrs, Thursday, April 18, 2019 at **Golden Corral, 6612 Clinton Hwy. Knoxville, TN**

Motion to adjourn - Seconded and approved.



Military Discounts in Tennessee:

1. MVDC has close to 5300 business locations in Tennessee that have discounts for military personnel and veterans. In addition to businesses providing discounts, the state of Tennessee also provides discounts for those that have served.

To find business discounts, enter your zip code and category in the search box at the top of: <http://militaryandveteransdiscounts.com/location/tennessee.html>

2. **Veterans Designation on drivers license:** YES

3. **Discounted Fees and Taxes :**

- \$10 one-time fee for hunting and fishing license for eligible disabled veterans
- Distinctive motorcycle and vehicle license plates; no fee for enlisted personnel
- Exemption from motor vehicle privilege tax for eligible permanently and totally disabled veteran or former POW
- Reduced fee state park lodging, camping, and golf

4. **Property tax and Financial Benefits:** Property tax relief for the primary residence of veterans, and eligible surviving spouses, with a 100% permanent and total disability.





Lost Boats of March



Pre WW-II Lost Boats

USS H1 (SS-28) (Seawolf I) 12 March 1920 - 4 Men Lost - Ran aground while in transit near Santa Margarita Island, Baja, Mexico.
 USS F4 (SS-23) (Skate I) 21 March 1915 - 19 Men Lost - Failure of lead lined battery compartment. Her hulk was raised and reburied off Sierra 13 north of Submarine Base, Pearl Harbor.

USS PERCH I (SS-176) - 3 MAR. 1942

SS-176 Battle Stars



8 MEN LOST (as POW's)

On March 1, 1942, while on patrol in the Java Sea, the *Perch* was depth charged and heavily damaged by the Japanese destroyers *Amatsukaze* and *Hatsukaze*, at 6-30S, 113-50E. The *Perch* was attacked again on the following day with thirty depth charges by the Japanese destroyer *Ushio*, thus incurring additional heavy damage. On **March 3, 1942**, the *Perch* was caught while surfaced by the Japanese destroyers *Ushio* and *Sazanami* and was pounded with battery gunfire from both vessels. Facing a hopeless situation, the *Perch's* captain, Lieutenant Commander David A. Hurt, ordered the boat scuttled to prevent any usage by the enemy. The entire crew was picked up by the Japanese and sent to Prisoner of War camps for the duration of the war. *Perch* received one battle star for her World War II service.

USS GRAMPUS I (SS-207) - 5 Mar. 1943

SS-207 Battle Stars



71 MEN LOST

On **February 18, 1943**, the *Grampus* damaged the Japanese transport and aircraft ferry *Keiyo Maru* off New Britain. The submarine closed the damaged ship and torpedoed her again the following day at 04°-55'S, 152°-26'E. The attacks by the *Grampus* provoked an aggressive enemy response and the next day Japanese naval aircraft of the 958th Air Group reported bombing and sinking a submarine southeast of New Britain at 05°-40'S, 152°-18'E. They reported one direct hit on the conning tower and a large amount of oil on the surface after the attack. It is possible that this submarine was the *Grampus*.
Grampus received three battle stars for her World War II service.

USS TRITON I (SS-201) - 15 Mar. 1943

SS-201 Battle Stars



74 MEN LOST

On February 16, 1943, the *Triton*, captained by Lieutenant Commander George K. MacKenzie, Jr., left Brisbane for her sixth and final war patrol. Her orders were to search for and destroy enemy shipping in the area between the Shortland Islands and Rabaul. On March 6, 1943, the *Triton* reported a battle with a Japanese convoy of five ships escorted by a destroyer during which she sank the 3,057-ton freighter *Kiriha Maru*. During this encounter one of her torpedoes made a circular run that had forced her to go deep to evade it. Two days later she reported she had fired eight torpedoes at another convoy and that an escorting destroyer had forced her to go deep, so she had not been able to observe the results. She also reported damaging another freighter. The *Triton's* last message reached Brisbane on **March 11, 1943**, and it said, "Two groups of smokes, 5 or more ships each, plus escorts...Am chasing." She was never heard from again. The *Triton* received five battle stars for her World War II service.



Lost Boats of March



USS KETE (SS-369) - 20 Mar. 1945

SS-369 Battle Stars



87 MEN LOST

The *Kete*, captained by Lieutenant Commander Edward Ackerman, left the submarine base at Guam on March 1, 1945, for her second and final war patrol. Her orders were to patrol in the waters surrounding the Nansei Shoto (Ryukyu Islands). While patrolling west of the Tokara Retto islands on the night of March 9-10, 1945, the *Kete* reported she had torpedoed and sank three enemy cargo ships. During the night of March 14th, she reported making an unsuccessful attack on a cable-laying vessel. On March 19th, the *Kete* acknowledged orders to depart the area on March 20th, refuel at Midway Island, and proceed to Pearl Harbor for refit. On March 20th, she sent a weather report from a position south of Tokara Kaiko (Colnett Strait). This was the last transmission ever received from the *Kete*. Scheduled to arrive at Midway Island by March 31, 1945, she was never heard from again. The *Kete* earned the Asiatic Pacific Campaign Medal with one campaign star for participation in the operation involving the assault and occupation of Okinawa Gunto, from March 6-16, 1945.

USS TRIGGER (SS-237) - 26 Mar. 1945

SS-237 Battle Stars



89 MEN LOST

On March 11, 1945, the USS *Trigger*, captained by Commander David R. Connole, left the submarine base at Apra Harbor on Guam on her twelfth and final war patrol. Commander Connole's operation order for *the Trigger's* twelfth patrol instructed him to hunt for enemy shipping in the Nansei Shoto Archipelago (Ryukyu Islands) area and to serve as a lifeguard during a scheduled carrier air strike on Okinawa. On March 18, 1945, the *Trigger* reported she had made a seven-hour end-around attack on a convoy and had sunk a cargo ship. On March 20th, the *Trigger* replied she had been held under by antisubmarine vessels for three hours after attacking the convoy and when she re-surfaced had been unable to regain contact on the escapees. Four days later, ComSubPac directed her to patrol west of the Nansei Shoto chain, to avoid restricted areas, and to stay outside of the 100-fathom curve. On March 26th she sent a weather report that day, but never confirmed receiving the March 26th message. On May 1, 1945, the *Trigger* was reported as presumed lost. The *Trigger* received eleven battle stars for her World War II service and the Presidential Unit Citation for her fifth, sixth, and seventh war patrols.

USS TULLIBEE I (SS-284) - 26 Mar. 1944

SS-284 Battle Stars



79 MEN LOST

On March 5, 1944, the *Tullibee* left Pearl Harbor for her fourth and final war patrol with Commander Charles F. Brindupke at the helm. After fueling at Midway Island on March 9, 1944, she headed for the Palau Islands to join other Pearl Harbor and Brisbane submarines assigned to Operation Desecrate One. She was never seen or heard from again. The *Tullibee* was expected to return to Majuro for a refit around May 4, 1944. When she failed to arrive by May 15, 1944, she was presumed lost. The *Tullibee* received three battle stars for her World War II service.





Lost Boats of April



USS PICKEREL (SS-177) - 3 Apr. 1943

SS-177 Battle Stars

78 MEN LOST



On March 18, 1943, the *Pickerel*, captained by Lieutenant Commander Augustus H. Alston, Jr., sailed from Pearl Harbor on her seventh and final war patrol. On March 22, 1943, she stopped at Midway Island to refuel, and then headed to her assigned patrol area along the eastern coast of northern Honshu. She was never heard from again. The *Pickerel* was possibly lost on April 3, 1943, off Aomori Prefecture, south of the Hachinohe Sea and near the Shiranuka Lighthouse, on the eastern coast of northern Honshu. At 0020 hours that day, *Pickerel* had sunk the 460-ton Japanese submarine chaser *Ch 13* at 41° 2' 60.000" N, 141° 58' 0.000" E. Later that day a Japanese patrol plane from Ominato spotted an oil patch on the sea near the Shiranuka Lighthouse. The patrol plane summoned the IJN Minelayer *Shirakami*, the submarine chaser *Bunzan Maru*, and additional aircraft to the spot. A total of 53 depth charges and 23 aerial bombs were dropped at the location causing a larger quantity of oil to rise to the surface. No other American submarine was operating in or near the area of the attacks. The *Pickerel* received three battle stars for World War II service.

USS SNOOK (SS-279) 8 Apr. 1945

SS-279 Battle Stars

88 Men Lost



On March 25, 1945, the *Snook* left the submarine base at Guam for her ninth and final war patrol with Commander John F. Walling at the helm. She departed Guam in company with USS *Burrfish* (SS-312) and USS *Bang* (SS-385), all part of the wolf pack *WHALERS* under Commander Walling's leadership. On March 27th *Snook* returned to Guam for emergency repairs. She left to rejoin the group the following day. The group was under orders to conduct a coordinated patrol in the Luzon Strait area and to perform lifeguard duty if so directed by dispatch. On April 1, 1945, *Snook* was ordered to disband the *Whalers* pack and join a new group, *HIRAM'S HECKLERS*, under Commander Hiram Cassidy in USS *Tigrone* (SS-419). On April 8th *Tigrone* had been fired at by an unseen opponent and had dodged two torpedoes. He suspected that the *Snook* might have fired the torpedoes at him. Cassidy raised the *Snook* by radio that night and Walling said he had not yet fired any torpedoes. Cassidy cautioned Walling to be on guard for the enemy submarine that had fired the torpedoes at *Tigrone*. The next day Cassidy could not raise the *Snook* by radio. She was never heard from again. There are two possible causes for the *Snook's* loss, neither with sufficient evidence to be deemed conclusive. The first possibility is that on April 14, 1945, she was detected by enemy patrol planes off the Chusan Archipelago and attacked with depth charges. Surface vessels were called in and attacked the submarine with depth charges over the next two hours until a widening oil slick was sighted. The second possibility is that on April 14, 1945, while the *Snook* was on lifeguard duty near the Sakishima Islands, she was torpedoed and sunk by Japanese submarine *I-56*. The *Snook* earned seven battle stars for World War II service.

USS BONEFISH (SS-582) Fire At Sea - April 24, 1988

1 OFFICER & 2 MEN LOST



On April 24th, 1988, the Charleston based **USS BONEFISH SS-532** experienced a fire so intense that the ship had to be abandoned and subsequently towed back to port. **BONEFISH** was providing ASW services to the **USS CARR, FFG-52** and to the **USS JOHN F. KENNEDY, CVA-67** off the east coast of Florida. As part of the exercise **CARR** requested that **BONEFISH** go to 250 feet. After securing the battery charge, **BONEFISH** began diving to 250 feet. Investigators later determined that a sea water leak in the TDU allowed sea water into the battery compartment, followed by a loud bang. Instantly the boat filled with smoke. The order to abandon ship was given and Eighty-nine crew members were rescued by whaleboat and helicopter crews from **CARR** and the aircraft carrier **JOHN F. KENNEDY**. One Search and Rescue Swimmer from **HS-7**, Anti-Submarine Warfare Operator Third Class (AW3) Larry Grossman spent over three hours in the ocean and was credited with saving 19 lives. He later received the Navy and Marine Corps Medal for Heroism. Three crewmen: **Lieutenant Ray E. Everts, Jr.**, **Robert W. Bordelon RM2(SS)**, and **Marshal Todd Lindgren YN3(SS)** were overcome by smoke and were killed. The investigation that followed the incident determined that the **BONEFISH** was damaged beyond repair and she was decommissioned on September 28, 1988 and scrapped on August 17, 1989.



Lost Boats of April



USS GRENADIER (SS-210) - 22 Apr. 1943

SS-210 Battle Stars



4 Men Lost

On March 20, 1943, *Grenadier* departed Fremantle for her sixth and final war patrol with Lieutenant Commander John A. Fitzgerald at the helm. On April 21, 1943, while on station in the Strait of Malacca, between the Malay Peninsula and Sumatra *Grenadier's* lookouts spotted a twin-engine enemy bomber on her port quarter. Fitzgerald gave the order to crash dive. As *Grenadier* passed 120 feet, a bomb exploded directly above the boat near the bulkhead between the maneuvering room and the after torpedo room. *Grenadier* sank until she hit the bottom at around 270 feet. After thirteen hours on the bottom, the crew managed to coax the heavily damaged submarine to the surface. With the deck gun inoperable, and only the bridge machine guns available, Fitzgerald knew fighting was not an option. He gave the order to scuttle the boat. The radio, radar, sound and TDC gear, and decoding machines were destroyed, and the codebooks were weighted and sunk. A Japanese merchant vessel with a small escort came into sight headed for *Grenadier*. As the IJN ships came closer, Fitzgerald lined his men up on the deck in their life jackets, the vents were opened and *Grenadier* sank by the stern, at the approximate geographic position 5° 30' 60.000" N, 98° 45' 0.000" E. They were taken aboard the Japanese merchant ship and transported to Penang, Malaysia. There the Japanese captors tortured them for many weeks in an unsuccessful effort to extract intelligence information. Next they would be sent to Singapore. Eventually, all of the men were transferred to the prison camps in Japan, where they underwent additional relentless interrogation. Four of *Grenadier's* men died while prisoners. The rest were freed following Japan's surrender more than two years later. The *Grenadier* received four battle stars for her World War II service.

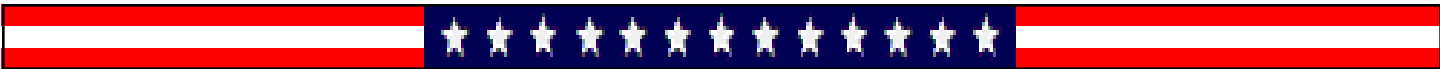
USS PICKEREL (SS-177) - 23 Apr. 1943

SS-177 Battle Stars



74 Men Lost

On March 18, 1943, the *Pickerel*, captained by Lieutenant Commander Augustus H. Alston, Jr., sailed from Pearl Harbor on her seventh and final war patrol. On March 22, 1943, she stopped at Midway Island to refuel, and then headed to her assigned patrol area along the eastern coast of northern Honshu. She was never heard from again. The *Pickerel* was possibly lost on April 3, 1943, off Aomori Prefecture, south of the Hachinohe Sea and near the Shiranuka Lighthouse, on the eastern coast of northern Honshu. At 0020 hours that day, *Pickerel* had sunk the 460-ton Japanese submarine chaser *Ch 13* at 41° 2' 60.000" N, 141° 58' 0.000" E. Later that day a Japanese patrol plane from Ominato spotted an oil patch on the sea near the Shiranuka Lighthouse. The patrol plane summoned the IJN Minelayer *Shirakami*, the submarine chaser *Bunzan Maru*, and additional aircraft to the spot. A total of 53 depth charges and 23 aerial bombs were dropped at the location causing a larger quantity of oil to rise to the surface. No other American submarine was operating in or near the area of the attacks. The *Pickerel* received three battle stars for World War II service.



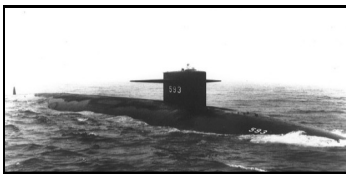


Lost Boats of April



USS THRESHER (SSN-593) - 10 April, 1963

112 Crew and 17 Civilians LOST



The keel of the second **THRESHER** (SSN-593) was laid down on 28 May 1958 by the Portsmouth (N.H.) Naval Shipyard; launched on 9 July 1960; sponsored by Mrs. Frederick B. Warder; and commissioned on 3 August 1961, **Comdr. Dean W. Axene** in command. Following trials the nuclear attack submarine took part in Nuclear submarine Exercise (NUSUBEX) 3-61 off the northeastern coast of the United States from 18 to 24 September.

On 18 October; the submarine headed south along the east coast. After calling at San Juan, Puerto Rico, she conducted further trials and test-fired her torpedo system before returning to Portsmouth on 29 November. The ship remained in port through the end of the year and spent the first two months of 1962 evaluating her sonar system and her Submarine Rocket (SUBROC) system.

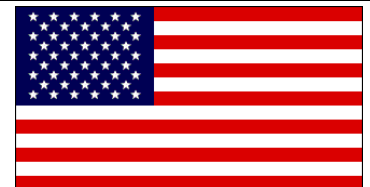
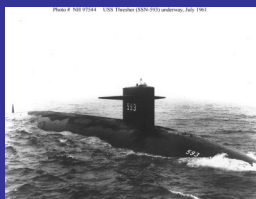
Off Charleston, the ship undertook operations observed by the Naval Antisubmarine Warfare Council, before she returned briefly to New England waters from whence she proceeded to Florida for SUBROC tests. However, while mooring at Port Canaveral, the submarine was accidentally struck by a tug which damaged one of her ballast tanks. After repairs at Groton, Connecticut, by the Electric Boat Company, the ship returned south for more tests and trials off Key West. **THRESHER** then returned northward and remained in dockyard hands through the early spring of 1963.

In company with **SKYLARK (ASR-20)**, **THRESHER** put to sea on 10 April 1963 for deep-diving exercises. In addition to her 16 officers and 96 enlisted men, the submarine carried 17 civilian technicians to observe her performance during the deep-diving tests. Fifteen minutes after reaching her assigned test depth, the submarine communicated with **SKYLARK** by underwater telephone, apprising the submarine rescue ship of difficulties. Garbled transmissions indicated that far below the surface things were going wrong. Suddenly, listeners in **SKYLARK** heard a noise "like air rushing into an air tank", then, silence.

Efforts to reestablish contact with **THRESHER** failed, and a search group was formed in an attempt to locate the submarine. Rescue ship **RECOVERY (ASR-43)** subsequently recovered bits of debris, including gloves and bits of internal insulation. Eventually, photographs taken by bathyscaph **TRIESTE** proved that the submarine had broken up, taking all hands on board to their deaths in 5,500 feet of water, some 220 miles east of Boston. **THRESHER** was officially declared lost in April 1963.

Subsequently, a Court of Inquiry was convened and, after studying pictures and other data, opined that the loss of **THRESHER** was in all probability due to a casting, piping, or welding failure that flooded the engine room with water. This water probably caused electrical failures that automatically shutdown the nuclear reactor, causing an initial power loss and the eventual loss of the boat. **THRESHER** is in six major sections on the ocean floor, with the majority in a single debris field about 400 yards square. The major sections are the sail, sonar dome, bow section, engineering spaces, operations spaces, and the tail section.

The death toll was staggering; 16 officers, 96 enlisted men, and 17 civilian technicians died that day. We submariners who followed them into the Silent Service owe a tremendous debt of gratitude to their memory because their death was the reason for the "Sub-Safe" program.



4/10/1963

USS Thresher (SSN-593)

Lost 10 April 1963 with the loss of 129 officers and men when it was sunk while on sea trials near Isle of Shoals.





THIS MONTH IN UNDERSEA HISTORY

The Skate skates under the ice!

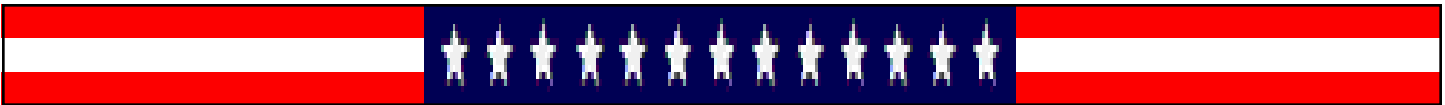


Sixty years ago this month, USS *Skate* (SSN 578) returned to the North Pole after becoming the first submarine to surface there in August 1958. This second voyage sent *Skate* to test the Arctic in its most extreme temperatures and greatest ice thickness. *Skate* traveled 3,900 miles under arctic ice and surfaced 10 times, including on March 17, 1959, to commit the ashes of the famed polar explorer Sir Hubert Wilkins. *Skate* earned a bronze star in lieu of a second Navy Unit Commendation for demonstrating “the ability of submarines to operate in and under the Arctic ice in the dead of winter.”

(Story and Photos courtesy of Naval Undersea Museum, WA)



Left: *Skate* surfacing at the North Pole.
Center: The ceremony to scatter Wilkins' ashes.
Right: A Navy frogman prepares to dive under arctic ice.



Warships That Will Change the Future Canada's HMCS Chicoutimi (SSK-879)



This submarine is a rare sight to behold. Not because it is a special model or anything, but because it was one of four submarines owned by the Royal Canadian Navy. Its primary objective was to search for and destroy enemy Soviet subs which were prowling up and down the coast of Canada. It is simply shocking that the country with one of the longest coastlines in the world only had four of these submarines. And we say “had” because now Canada only has three operating. (Editors Note: There's obviously more to this story, but it is not available to print at this time.)



(Photo and story courtesy of RAO Bulletin)



REFLECTION CORNER



Below is a poem from an old Seawolf buddy of Dick Mitchell's. Thanks for the input Dick



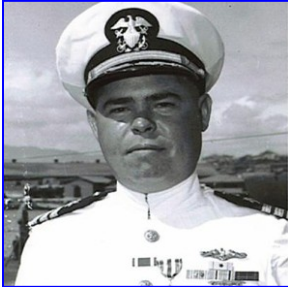
BROTHERS FOREVER - BY MIKE BICKEL

When we were young and feeling our oats
 We joined the navy and went out on those boats
 That sank on purpose, sliding into the sea.
 Nobody knew where we were going to be
 Except for a few who charted the way
 To a far off coastline or a secret bay.
 The rest of us did what we're trained to do
 And trusted each other - but prayed a lot too.
 In a sewer pipe coffin we just did our jobs
 Pulling sticks, cycling vents or adjusting some knobs.
 When all hell broke loose we knew what was best
 Because we had dolphins affixed to our chest.
 But although we knew every valve on the boat
 That made it submerge or caused it to float
 It wasn't dolphins or qual cards or years worth of studies
 That would save us - but rather our crewmates - our buddies.
 Many stood by us then, but they stand here no more.
 On Eternal Patrol they have left their last shore.
 Husbands and fathers and grandfathers too
 Who sailed with us and challenged us under the blue.
 Forever a mate, forever our friend
 We're bonded as shipmates beyond our lives end.
 We pray for them now as we prayed with them then:
 May you rest in peace always, my brothers - AMEN.

THIS MONTH IN HISTORY

(Photos and story courtesy of Naval Undersea Museum, WA)

Seventy-five years ago this month, Capt. Marion Frederic Ramirez de Arellano became the Navy's first Hispanic submarine commanding officer by taking command of USS *Balao* (SS 285) in April 1944. Capt. Ramirez de Arellano was born in Puerto Rico and lived in Georgia before attending the U.S. Naval Academy from 1931 to 1935. He completed five war patrols during World War II, including three as commanding officer of USS *Balao*. Capt. Ramirez de Arellano retired from the Navy in 1961 with 26 years of service.



Left: Capt. Ramirez de Arellano. Right: USS *Balao* returns home after a successful war patrol, circa early 1945.



Submarine Day

Of all the servicemembers on duty at any given time, submariners at sea stand duty on six-hour watches 24 hours a day, 7 days a week without holidays .. for months on end .. inside the most perilous and lethal machines on Earth.

They work and live in the intensely inhospitable and unforgiving, cold, black netherworld beneath the rolling waves known as

the realm of Neptune.

Normal people do not belong here.



Photos Submitted by Thomas Peske



Being Kissed while you are asleep is one of the most purest forms of love. Unless you are at sea on a Submarine.





BOONDOGGLE OF THE MONTH

USS ALBACORE (AGSS-569)*

SUBMARINE MUSEUM



This month's Boondoggle was submitted by: **Martin Wesley QM2(SS)** - Qualified on USS CUBERA (SS-347) in 1968

Portsmouth, New Hampshire
*AGSS: Auxiliary General Submarine Service

USS ALBACORE holds a place in history as the first Navy-designed vessel with a true underwater hull of cylindrical shape that has become the standard for submarines of today. Built at the Portsmouth Naval Shipyard, ALBACORE served from 1953 to 1972 without ever carrying a weapon or going to war. Her motto was *Praenuntius Futuri* (Forerunner of the Future), and her mission was experimental.

Used for testing control systems, dive brakes, sonar equipment, escape mechanisms, and various innovative theories, ALBACORE was truly a laboratory afloat. Her streamlined hull was a triumph, making her the fastest and most maneuverable submarine of the day.

ALBACORE was retired to the Philadelphia Naval Shipyard on September 1, 1972. Ten years later, Portsmouth City Councilman Bill Keefe launched an effort to return the submarine to her home port for permanent display.

Two years, reams of paperwork, and hundreds of committee meetings later, ALBACORE was towed to the local shipyard, arriving on April 29, 1984. About a year later, on May 4, 1985, the 1,200-ton submarine was maneuvered through a dismantled railroad bridge and a cut in a four lane roadway toward her final berth. Then, via a system of locks, she was floated into position, and on October 2, 1985, was set on a concrete cradle at the center of Albacore Park. In 1989 it became a National Historic Landmark and then in 2000 was named a Historic Mechanical Engineering Landmark/Historical Welded Structure. In 2005 Albacore was registered as a Submarine Hall of Fame.

MEMBERSHIP

The privileges of membership in Albacore Park include: One-year free admission to Albacore Park for member and a guest Ten percent discount on gifts in the Visitor Center, Newsletter of park activities, Plans and reports & Invitations to special events.

0 \$50 Individual and Guest -Year-round

Name _____ City _____ State _____ Zip _____

Membership forms and checks may be sent to: Albacore Park 600 Market Street, Portsmouth, NH 03801 . Phone: (603) 436-3680

CHILDREN UNDER 18 MUST BE ACCOMPANIED BY AN ADULT AT ALL TIMES.

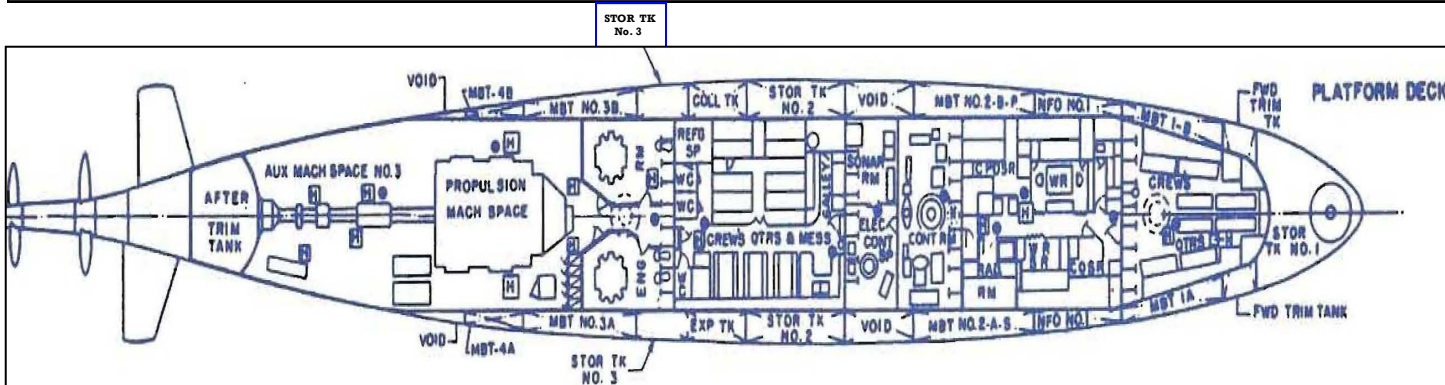
ALBACORE HERITAGE

The first boat named ALBACORE (SS-218) was a fleet type attack submarine built by the Electric Boat Company, Groton, Connecticut. Commissioned June 1, 1942, she gained an outstanding war record, sending eight Japanese naval vessels to the bottom. On November 7, 1944, the submarine hit a mine while running submerged off the northern coast of Japan. There were no survivors. Mrs. J.E. Jowers, the widow of Arthur S. Stanton who was lost in that mishap, was the sponsor at the launching of this ALBACORE (AGSS -569).

Hours of Operation:

SUMMER HOURS: 9:30 AM - 5:30 PM Every day from Memorial Day to Columbus Day.

WINTER HOURS: 9:30 AM - 5:30 PM Every day from Columbus Day to Memorial Day, except please call for special times during the months of January and February.



(Continued next page)



BOONDOGGLE OF THE MONTH

USS ALBACORE (AGSS-569)

SUBMARINE MUSEUM



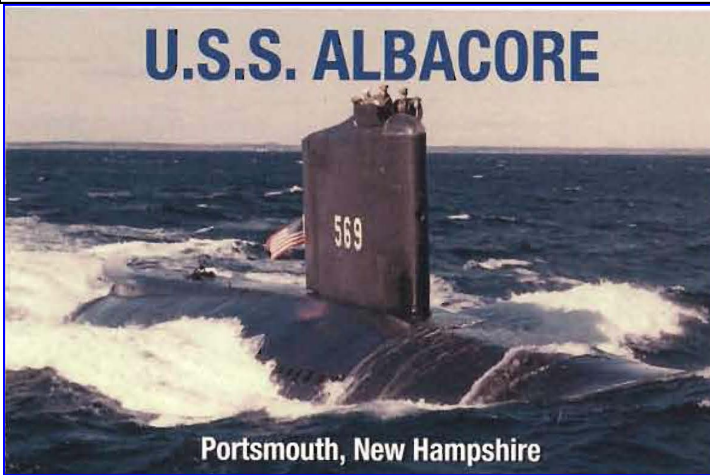
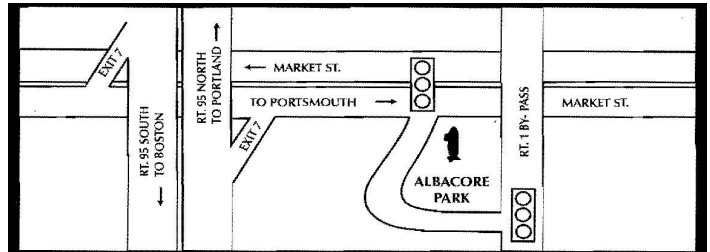
COMMANDING OFFICERS

PERTINENT INFORMATION

LCDR Kenneth C. Gummerson	1953-1955
LCDR Jon L. Boyes	1955-1957
LCDR Lando W. Zech, Jr.	1957-1958
LCDR Robert D. Thompson	1958-1959
LCDR William C. Rae, Jr.	1959-1960
LCDR Wallace A. Greene	1960-1962
LCDR W.P. St. Lawrence, Jr.	1962-1963
CDR Roy M. Springer	1963-1965
CDR J.W. Organ	1965-1967
CDR Roger H. Kattmann	1967-1969
CDR Thomas E. Poole	1969-1971
CDR David A. Kratch	1971-1972

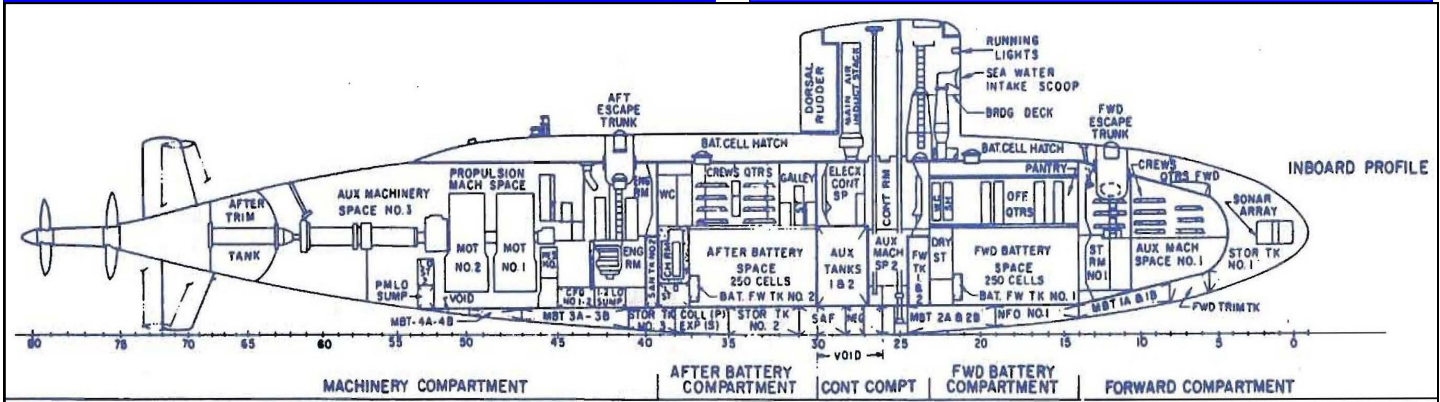
COMMISSIONED	5 December 1953
DECOMMISSIONED	1 September 1972
LENGTH	205 Feet
BEAM	27 Feet
DISPLACEMENT	1692 tons (surfaced)
MAXIMUM SPEED	in excess of 25 knots
MAXIMUM DEPTH	in excess of 400 feet
PROPULSION	diesel/electric
ARMAMENT	none
COMPLEMENT	5 officers, 50 enlisted

Today Albacore Park includes a Visitor's Center where books and submarine gifts are sold. Adjacent to the Visitor's Center is the Memorial Garden, a tribute to all the crews and officers who have been lost in the Submarine Service. Rest rooms and ample parking are provided. Albacore Park is conveniently located one quarter mile from Exit 7 on I-95. An audio tour is provided on board.



THE ALBACORE

The albacore is a small tuna found in warm seas throughout the world. The fish has crescent-shaped tail fins that furnish strong propulsion and speed for swimming. The albacore is distinguished by the great length of the pectoral or side fin which extends nearly half the length of the fish. All the fins of the albacore fit into grooves, making the entire fish almost perfectly streamlined. The albacore is blue above and silvery on its underside and with its streamlined body is able to swim at great speeds. The albacore is a fine game fish with the best sport-fishing grounds found off the southern California coast.





USSVI APPLICATION FOR MEMBERSHIP

Regular Life Associate

OUR CREED: "To perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their country. That their dedication, deeds and supreme sacrifice be a constant source of motivation toward greater accomplishments. Pledge loyalty and patriotism to the United States of America & its Constitution."

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

I certify that I was designated qualified in USN Submarines aboard _____ in _____ (Yr)
(Honorary designations regardless of source do not apply under any circumstances.)

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

Name: (Print /Type) _____ Address: _____

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

Signature: _____ Date: ____/____/____

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

The Member Dues year runs from Jan 1st thru Dec 31st. Please indicate your term preference: _____

Nat'l Dues: 5 Yr term: \$115.00; 3 Yr term: \$70.00; 1 yr term (Jan thru Sep) \$25.00; (Oct thru Dec adds the next yr): \$30.00;
Nat'l Life: 76+ yrs = \$100.00; 66 thru 75 yrs = \$200; 56 thru 65 yrs = \$300.00; 46 thru 55 = \$400.00; Thru 45 yrs = \$ 500.00;

Local Base/chapter dues are separate and additional. Consult the local base for those figures.

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

Who is your sponsoring USSVI Regular Member? (Mandatory for Associate Members) _____

Associate Applicant is: Veteran, Spouse of Veteran, Other (specify) _____

YOUR U.S. NAVY BIOGRAPHICAL DATA

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

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

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

Check here if your Military Service falls within these time periods: Dec 7, 1941, thru Dec 31, 1946, June 27, 1950, thru Jan 31, 1955; Aug 5, 1964, thru May 7, 1975; and from Aug 2, 1990 to date.

Check here if you have been awarded an Expeditionary Medal.

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

1. _____ Hull# _____ Rank/Rate _____ From Yr. _____ to Yr. _____

2. _____ Hull# _____ Rank/Rate _____ From Yr. _____ to Yr. _____

3. _____ Hull# _____ Rank/Rate _____ From Yr. _____ to Yr. _____

4. _____ Hull# _____ Rank/Rate _____ From Yr. _____ to Yr. _____

5. _____ Hull# _____ Rank/Rate _____ From Yr. _____ to Yr. _____

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

Address: _____ City: _____ State: _____ Zip: _____ Tel: _____

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

Upon completion, give this form, including your National and Base membership DUES to the appropriate base officer, or if you do not know of a base near you, mail to: USSVI National Office, P.O. Box 3870, Silverdale, WA 98383-3870. Questions: Call 1-877-542-DIVE or email office@ussvi.org.