



# The Snorkel Exhaust

## SMOKY MOUNTAIN BASE, TN





**UNITED STATES SUBMARINE SERVICE VETERANS, INC.**


**The USSVI Submariners Purpose and Creed:**

**"To honor those who serve, past, present and future."**

**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.




**Scheduled Meetings**

Base meetings are scheduled on the 3<sup>rd</sup> Thursday of each month at:

**MIMI'S CAFÉ,**  
**10945 PARKSIDE DRIVE**  
**KNOXVILLE, TENNESSEE**  
**Dinner & Social Hour @ 1800**  
**Meeting @ 1900**  
 (Guests are Invited)

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# SMOKY MOUNTAIN BASE OFFICERS



**BASE COMMANDER**  
Marlin E. Helms, Jr.  
Holland Club Chairman



MM1(SS) USS Spadefish SSN-668 '74



**BASE VICE COMMANDER**  
Robert (Bob) Childs



MMC(SS) USS Nautilus SSN-571 '67



**BASE SECRETARY**  
Ernie Ball



MMC(SS) USS LaFayette (SSBN-616) '75



**BASE TREASURER**  
Jim Rock



MM1(SS) USS Andrew Jackson SSBN-619 '76

## Smoky Mountain Base Committee Chairmen



**BASE CHIEF OF THE BOAT**  
Terry McBride



MMC(SS) USS Woodrow Wilson (SSBN-624) '??



**BASE PROGRAMS**  
Andy Armbrust



MM1(SS) USS Hammerhead (SSN-663) '75



**BASE STOREKEEPER**  
Dick Mitchell



ET1(SS) USS Conger (SS/AGSS-477) '59



**MEMBERSHIP / RECRUITER**  
Marlin E. Helms, Jr.



MM1(SS) USS Spadefish SSN-668 '74



**WEBMASTER**  
Marlin E. Helms, Jr.



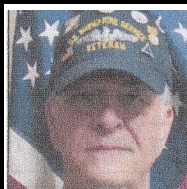
MM1(SS) USS Spadefish SSN-668 '74



**BASE NEWSLETTER**  
Max Gildner



ET1(SS) USS Tullibee (SSN-597) '71



**BASE PHOTOGRAPHER**  
Bruce Eltzroth  
Associate Member

ET1(SU) USS Sculpin (SSN-599)



**BASE CHAPLIN**  
David Pope, EAWS  
Associate Member

OMSUBGRU-9, FP DET. 2





# SMOKY MOUNTAIN BASE, USSVI

Meetings, Greetings, Gatherings & Calendar

## OCTOBER - 2025

# Calendar of Upcoming Events

## Scheduled Meetings:

Base meetings are  
on the 3rd Thursday of each month  
at

**MIMI'S CAFÉ, 10945 PARKSIDE DRIVE**  
**located in Turkey Creek,**  
**Knoxville, TN**



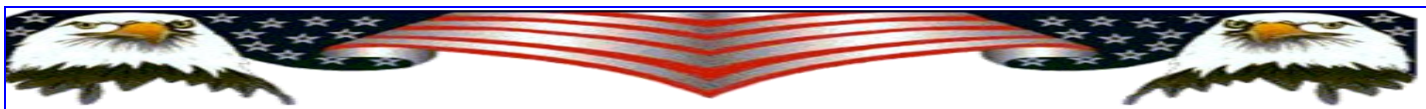
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11/2—Daylight savings time ends. 11/4—Election Day 11/11—Veterans Day  
11/20—SMB Meeting 11/27—Thanksgiving s Day

NOVEMBER 2025						
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						



## VETERANS ASSISTANCE & RESOURCES

### Operation Vet Rescue

Rescuing & Rebuilding Lives of Homeless Veterans



(865) 284-3188

info@ovrtn.org

P.O. Box 23, Greenback, N 37742

VA Regional Office Benefits Assistance on every 4th Friday at 1557 Downtown West Blvd. Units 20-21 Knoxville, TN 0900-1400 Hours

East TN Military Assistance Council Calendar of Events web site: [www.etmac.org/calendar](http://www.etmac.org/calendar)

### U.S. Military Veterans Discounts

#### Tennessee State 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 currently 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.
- ☐ Veterans Designation on drivers license.



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Shelly Saxton

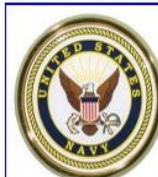
CEO/Owner

[SubmarineCoins@gmail.com](mailto:SubmarineCoins@gmail.com)



In Service to America

The Vietnam Veterans of America, Chapter 1078 meets at **The Redemption Church** located at **3550 Pleasant Ridge Road, Knoxville, TN** on the **2nd Tuesday** of



The Honor and Remember Flag has been designated as the official TN state symbol of remembrance to honor fallen military service members for their service.

For information on obtaining one refer to:

<http://www.honorandremember.org/the-flag/flag-presentation>.

**VETERAN'S  
HOTLINE**

**988#1**

**OR**

**(844) 647-1354**

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





## Base Commander's Report Marlin E. Helms, Jr. - MM1(SS)



Unfortunately, we will not be marching in the Knoxville Veterans Day parade, the float will not be available and a little late to reorganize with some doubt that we would have enough walking members. We are losing our Storekeeper the November meeting will be his last and he will be dropping off stores for the next Storekeeper. Dick will also have the USSVI calendars and Darth Rickover coins. We need a new Storekeeper to fill big shoes. Further discussion into when and where to meet are needed. Most seem to favor moving to Saturday, I spoke with the manager of Mimi's, and he can accommodate us at 4 on Saturday. Typically, they use all their rooms on weekends they are trying to accommodate our needs. I am also waiting on a response from Golden Corral on the proposed new restaurants in Knoxville, but that would be sometime in the future date unknown.



## BASE VICE-COMMANDER'S REPORT Robert (Bob) Childs, EMC(SS)



No report submitted.



## SMB Treasurer's Report - Jim Rock MM1(SS)



On **October 16th**, we had a balance of **\$3,085.76**



## Program Chairman's Report - Andy Armbrust MM1(SS)



No picnic is currently scheduled. I intend to plan a picnic for the spring of 2026 subject to the Yacht Club availability.



## Newsletter Editor's Report Max Gildner ET1(SS) & Bruce Eltzroth ET1(SU)



Please let us know if there are any suggestions for improvements to the newsletter form or contents. Photos of base activities are always appreciated.



## Storekeepers Report - Dick Mitchell ET1(SS)



### We currently have the following items on hand for sale:

The 2026 USSVI Calendars have arrived.. Cost \$8.00 at the meeting, but if mailed postage will be added. 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. The "Nuke, I am your father" coins are here.—\$20.00.

[Remember, all purchases go to support your Smoky Mountain Base](#)



Smoky Mountain Base  
of USSVI, Inc.  
Meeting Minutes

**Date: October 16, 2025**

Presiding: Marlin Helms Base Commander

Meeting called to Order at 1900 hours

The Base Chaplain presented the Invocation.

The Base Commander led the group in the Pledge of Allegiance and Treasurer read the USSVI Creed.

Ernie Ball and Base Chaplain led the Tolling of the Boats.

COB hosted member/guest introductions.

Number of Attendees: 12 members, 9 guest/wife's

Base Secretary. Minutes read

Base Treasurer reported - \$3085.76 in the account.

Correspondence/Discussion - None  
Committees -

- Newsletter – Man Gildner- Get pictures to Marlin
- Library – Marlin Helms - nothing new
- Storekeeper – Need new storekeeper
- Membership – Maybe so more
- Scouting – Marlin Helms- still no contact
- Media Manager – Marlin Helms- no changes yet
- Social Committee - Andy Armbrust – nothing new

Old business –

None

New Business –

Sunshine lady and Bonnie Love took over the Kap (ss) for Kid(ss)

Jim Rock discussion on when and where the meetings should be. Dick Mitchell after sickness can't drive at night. also many members stopped coming after moving from Base Pro to Mimi's.

Marlin brought up needing new flag's and Bases

Prior to the meeting Ray Smith gave an outstanding talk about the changes at Oak Ridge

**Good of the Order**

- 50/50 - \$70.00

Next Meeting: 1900 hrs. Thursday, November 20, 2025, at **MiMi's Café, 10945 Parkside Dr., Knoxville, TN 37934.**

Meeting Adjourned at 2010 hrs. Boat surfaced. Ernie Ball Secretary





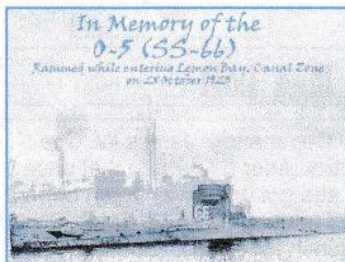
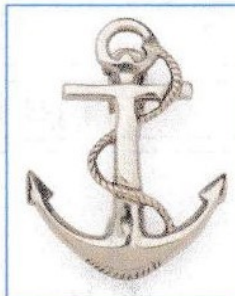
# Lost Boats of October



## Pre WW-II Lost Boats

### USS O-5 (SS-66) - 3 Men Lost

Lost October 29, 1923 with the loss of 3 men when accidentally rammed while entering Lemon Bay, Canal Zone and sunk by SS Ababgarez off the Panama Canal.



## WW-II Lost Boats

### USS SEAWOLF (SS-197) – 3 OCTOBER 1944 - 102 MEN LOST



Lost on Oct 3, 1944 with the loss of 102 officers and men when she was sunk just north of Morotai by USS Richard M. Rowell DE-403, a Destroyer Escort (DE). In this tragic error, the commanding officer of the Rowell mistook Seawolf for a Japanese submarine that had just sunk another Destroyer. Seawolf ranks 7th for enemy ships sunk. On June 1944 she departed Pearl Harbor on an intelligence gathering mission to the Palau Islands, which would be invaded by U.S. forces a few months later. She then went on to Fremantle, from which she made a trip to Tawitawi to recover an agent. Seawolf left Brisbane on her fifteenth patrol in September, assigned to take U.S. Army agents and supplies to Samar, in the Philippines. While en route, breakdowns in communications caused U.S. anti-submarine forces to mistake her for Japanese. On 3 October 1944, after being forced to dive by an air attack by a US warplane, Seawolf was depth charged and sunk by the Richard M. Rowell (DE-403). All her crew and passengers, 102 men, were lost with her. This grand old lady was at Cavite Submarine Base P.I. when war broke out on Dec 7th (Dec 8th across the international date line). She and her sisters were on the front line from day one of the Pacific war and she did not deserve the tragic fate that fell upon her. "Friendly Fire?" "Friends Don't Shoot At Friends!"

Two of the 52 United States Submarines lost in World War II were believed to have been sunk by what is euphemistically called "Friendly Fire". Ironically both losses came during the month of October. The USS DORADO SS-248 was lost with all hands on October 12, 1943, in the Caribbean and the USS SEAWOLF SS-197 was lost on October 3, 1944 western Pacific. Both appear to have been the victims of over zealous military personnel who were either ignorant of the precautions put in place to protect United States submarines transiting "friendly waters" or they chose to ignore those precautions. Either way, a boat was lost and submariners died at the hands of their fellow Americans. The circumstances of the loss of the USS SEAWOLF are particular in several ways that you might find enlightening. Here's the description of her sinking from the website: [http://www.subsowespac.org/world\\_war\\_ii\\_submarines/uss\\_seawolf\\_ss\\_197.shtml](http://www.subsowespac.org/world_war_ii_submarines/uss_seawolf_ss_197.shtml).

On September 21, 1944, captained by Lieutenant Commander Albert M. Bontier, the Seawolf left Brisbane on her fifteenth and final war patrol. She arrived at the Manus Island submarine base on September 29, 1944, where she embarked a seventeen-man army reconnaissance party and ten tons of supplies. After topping off her fuel, she sailed the same day to land them on Samar Island in the Philippines, north of General Douglas MacArthur's planned invasion site on Leyte Island.

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On October 3, 1944, at 0756 hours, the Seawolf exchanged recognition signals by radar with the USS Narwhal (SS-167). Both boats were in a safety lane in which American surface forces were prohibited from attacking any submarine unless it was positively identified as an enemy. At 0807 hours, 35 miles east of Morotai Island, the commanding officer of the Japanese submarine RO-41 fired his last four torpedoes at two American escort carriers, the USS St. Lo (CVE-63) and the USS Fanshaw Bay (CVE-70). The torpedoes missed both escort carriers. However, the destroyer escort USS Shelton (DE-407), while turning to evade one of the oncoming torpedoes, was hit on the starboard screw by a second torpedo, which caused severe damage and flooding. The destroyer escort USS Rowell (DE-403) came alongside and removed the crew, after counterattacking the RO-41 unsuccessfully with depth charges. The Shelton was taken under tow, but eventually capsized and sank. Three hours later, one of the St. Lo's aircraft sighted a submarine in the safety lane and dropped two bombs and dye marked its position as the boat submerged. The destroyer escort USS Rowell (DE-403) got to the scene and detected the submarine on sonar. The sonar operator reported his equipment was receiving signals consisting of long dots and dashes from the submarine. The Rowell's commander dismissed these as an attempt to jam his sonar and pressed on with firing Mark 10 "hedgehog" projector mortars. Captain of the USS ROWELL thought that the sub was "trying to jam his sonar" and pressed the attack! Following a second barrage of twenty-four projectiles, the Rowell reported, "Three explosions heard. Two large boils [bubbles] observed off port beam. Debris observed in the boils." Four submarines were in the safety lane at the time of these events. Urgent calls from the surface forces to the submarines to report their positions brought responses from three of them, but there was only silence from the Seawolf.

(Continued next page)





# Lost Boats of October



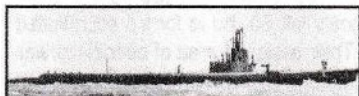
(**SEAWOLF—continued**) At that point it became obvious that the submarine the **Rowell** had sunk was the **Seawolf** and not the RO-41. Note that the **USS Rowell's** sonar operator reported that the submarine that they were attacking was using its sonar to send a Morse Code recognition signal. On **October 5, 1944**, an inquiry into the incident was held at Manus Island. It was found that the **Rowell** had sunk the **Seawolf**. The **Rowell's** captain, **Lieutenant Commander Harry A. Barnard, Jr.**, (USNA Class of 1936), was **censured** for making insufficient efforts to identify his target, for dismissing the sound signals, and for attacking the **Seawolf**. Here's what Captain Edward L. (Ned) Beach, (of Run Silent, Run Deep fame), had to say about the sinking of **SEAWOLF**: Captain Beach wrote that the **Seawolf** tragedy was due to "**...a lack of the rudiments of common sense.**" He also penned the following poignant visualization of the **Seawolf's** final moments: "And so, alone and friendless, unable to defend herself, frantically striving to make her identity known to her attacker, the old **Wolf** came to the end of the trail. Who can know what terror her crew must have tasted, when it became plain to them that the American destroyer escort above them, specially built and trained to sink German submarines, was determined to sink them also? Who can appreciate their desperation when they realized that the genius of their own countrymen had, by a monstrous miscast of the dice, been pitted against them? And who can visualize the hopeless, futile, unutterable bitterness of the final disaster, when, combined with the shock of the frame-smashing depth charges, came the rapier-like punch of the hedgehogs, piercing **Seawolf's** stout old hull, starting the hydrant flow of black sea water, and ending forever all hopes of seeing sunlight again." To add insult to injury, the Navy awarded the **Rowell's** skipper with the **Legion of Merit** for his actions but changed the date from Oct. 3<sup>rd</sup> to Oct. 24<sup>th</sup>, (ironically the same date that **DARTER**, **SHARK** and **TANG** were lost).

## USS S-44 (SS-155) - 7 OCTOBER 1943 - 56 MEN LOST



On September 26, 1943, the **S-44**, captained by Lieutenant Commander Frank E. Brown, departed Attu Island to begin her fifth and final war patrol in the Kurile Islands area. She was not heard from again. The precise details of how she was sunk became known after two of her crew members were repatriated by the Allies at the end of the war from a Japanese prisoner of war camp. On the night of October 7, 1943, the **S-44** mistakenly identified a radar contact as a Japanese merchant ship. It was actually the 860-ton IGN **Shimushu**-class escort ship **Ishigaki**, armed with three .45-caliber guns and four 25mm anti-aircraft guns. The **S-44** approached the vessel on the surface, firing at it with her deck gun. **Ishigaki** commenced firing at **S-44** with its guns. **S-44** was critically damaged and began sinking. The order was given to abandon ship. Only two crew members were picked up by **Ishigaki** even though many others were in the forty-degree water struggling to survive. The two crew men picked up by **Ishigaki** were taken to the Japanese naval base at Paramushiro Island. Later they were transferred to the Naval Interrogation Camp at Ofuna. The two submariners spent the last year of World War II working in the Ashio copper mines.

## USS WAHOO (SS-238) - 11 OCTOBER 1943 - 79 MEN LOST



Lost on Oct. 11, 1943 with the loss of 79 men near La Perouse Strait. Under command of one of the great sub skippers of World War II, LCDR "Mush" Morton, **Wahoo** was on her 7th war patrol. **WAHOO** had won a *Presidential Unit Citation* and ranks 5th in the number of enemy ships sunk. On 9 September, **Wahoo** again departed Pearl. She topped off with fuel at Midway and left there on 13 September heading for the dangerous but important Japan Sea. Shortly afterwards, **USS SAWFISH (SS-276)** left Midway and also headed for this area. **WAHOO** was to pass through Etorofu Strait, in the Kurile Islands, and La Perouse Strait, between Hokkaido and Karafuto, and enter the Japan Sea about 20 September. She was to head south and remain below 43 degrees north after 23 September, and below 40 degrees north after 26 September. **SAWFISH** was to follow **WAHOO**, entering the Sea of Japan about 23 September and patrolling the area north of **WAHOO**. **WAHOO** was reported missing and presumed lost on 9 November 1943.

**Dudley "Mush" Morton** (1907-1943), was commander of **USS WAHOO SS-238** during its third through seventh patrols. Morton and **Wahoo** disappeared in 1943 during a patrol near La Perouse Strait. A native of Owensboro, Kentucky, **Morton** graduated from the Naval Academy in 1930. There he received the nickname "Mushmouth", after a character in the cartoon strip "Moon Mullins" whose large square jaw and prominent mouth resembled Morton's. The nickname was shortened to "Mush", by which he was known for much of his life. Promoted to Commander October 15, 1942, Morton took command of **Wahoo** on December 31, 1942, in Brisbane, Australia. Between January 26, 1943 and October 11, he carried out four offensive patrols, during which **Wahoo** was responsible for sinking 19 cargo and transport ships for a combined total of 55,000 tons.

Morton was given the highly dangerous assignment of penetrating the Sea of Japan. Commander Morton and **Wahoo** were reported missing in action in December, when his submarine was presumed lost.

After the war, it was determined from Japanese records that, on October 11, in the time frame in which the **Wahoo** was expected to exit through La Perouse Strait an antisubmarine aircraft found a surfaced submarine and attacked, dropping three depth charges.

Declared deceased on January 7, 1946, Morton had been awarded the **Navy Cross**, three gold stars in lieu of a second, third, and fourth Navy Cross, and the **Army Distinguished Service Cross**.



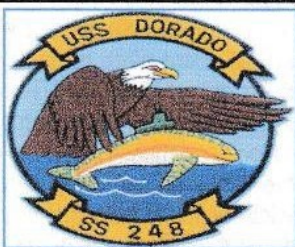




# Lost Boats of October



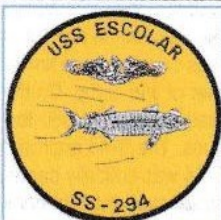
## USS DORADO (SS-248) - 12 OCTOBER 1943 - 78 MEN LOST



Lost on **October 12, 1943** with the **loss of 78 men** when she was sunk in the western Atlantic near Cuba. Newly commissioned, she had departed New London and was enroute to Panama. She did not arrive at Panama nor was she heard from at any time after sailing. She may have been sunk by a **U.S. patrol plane** that received faulty instructions regarding bombing restriction areas or she may have been attacked by a German U-boat that was known to be in the area.

It was standard practice in *WWII* of imposing bombing restrictions within a "box" measuring *fifteen miles on each side of, fifty miles ahead and one hundred miles astern of the unescorted submarine's course while it was transiting through friendly waters.* A convoy was so routed as to pass through the bombing and attack restriction area surrounding **DORADO** on the evening of October 12, 1943. Commandant, NOB, Guantanamo assigned a patrol plane to furnish air coverage for the convoy on the evening of October 12th. It is possible the air crew received *faulty instructions* as to the location of the bombing and attack restriction area surrounding **DURADO** since at 8:49 PM, local time, the plane delivered a surprise attack of three depth charges on an *unidentified* submarine within **DURADO's** safety zone. About two hours later, the plane sighted another submarine with which it attempted to exchange recognition signals without success. This submarine fired upon the plane. A German submarine was known to be operating near the scene of these two contacts.

## USS ESCOLAR (SS-294) - 17 OCTOBER 1944 - 82 MEN LOST



Lost on **Oct 17, 1944** with the **loss of 82 men**. **ESCOLAR** had her final training for combat at Pearl Harbor, from which she put out for her first war patrol September 18, 1944. After topping off fuel at Midway, she joined **CROAKER** (SS-246) and **PERCH** (SS-313) for a coordinated war patrol in the Yellow Sea which she directed. On 30 September, she engaged a *small craft* in a surface gun action, and reported to her sisters that she was undamaged, without mentioning what her gunfire had done to the enemy ship. Her last communication was with **PERCH** on October 17th; she was never heard from again.

Since Japanese records consulted after the war show no antisubmarine action at that time in the area where **ESCOLAR** is believed to have been, it is assumed that she struck a mine and sank with all hands.

## USS SHARK (SS-314) - 24 OCTOBER 1944 - 90 MEN LOST



Lost on **Oct 24, 1944** with the **loss of 90 men** when she was sunk near Hainan. On September 23, 1944, the **Shark**, captained by Commander Edward N. Blakely, left Pearl Harbor and proceeded to the submarine base at Saipan to rendezvous with the **USS Seadragon** (SS-194) and the **USS Blackfish** (SS-221). On October 3, 1944, the three boats left Saipan to form a coordinated attack group under Blakely's command in the Luzon Strait. Their assigned area of operations was along the 20th parallel, covering an area about midway between Hainan Island and the western end of Bashi Channel. This departure marked the beginning of the **Shark's** third and final war patrol. On October 24, 1944, the **Shark** informed the **Seadragon** by radio that she was preparing to attack an old freighter. It was the last word ever received from Blakely. All further attempts to contact the **Shark** by radio failed. On November 27, 1944, she was reported as presumed lost. Japanese records reviewed after the war revealed that the **Shark** was probably lost on **October 24, 1944**, as a result of depth-charge attacks conducted by the IJN destroyers **Take** and **Harukaze** in **Shark's** vicinity. The attack occurred after Blakely had torpedoed and sunk the 6,886-ton enemy freighter **Arisan Maru**, in the same area. Blakely did not know the freighter was transporting 1,782 American prisoners of war from Manila to Japan. Only nine of the American prisoners survived the sinking. **October 24, 1944** would prove to be a black-letter day for the submarine force; in addition to the **Shark**, the **USS Tang** (SS-306) and the **USS Darter** (SS-227) were also lost on that day.

## USS DARTER (SS-227) - 24 OCTOBER 1944 - NO MEN LOST



Lost on **Oct. 24, 1944**, without the loss of a single crewman. In the early morning of October 23, 1944, both **DARTER** and **DACE** contacted and tracked a large enemy force heading north through Palawan Passage en route to engage our forces in the battles for Leyte Gulf. They attacked while the enemy were unable to alter course appreciably and in brilliant pre-dawn submerged attacks, sank the heavy cruisers **ATAGO** and **MAYA**, and so severely damaged the heavy cruiser **TAKAO**, that she was useless for the rest of the war. During daylight, **DARTER** tried a submerged attack on **TAKAO**, which had been stopped, but was driven off by screening destroyers. Thus a night coordinated attack plan was drawn up by the two boats. Since she could not surface to take sights, **DARTER** was forced to navigate on a 24-hour-old dead reckoning plot. At 2200 **TAKAO** got underway, and **DARTER** began a surface attack. Detecting two radars sweeping, she decided to do an end around, and then make an attack at radar depth. At 0005 on October 24, 1944, **DARTER** grounded on Bombay Shoal, and making 17 knots at the time, rode up to a draft of nine feet forward. Efforts to get off the reef were unsuccessful, and a message was sent to **DACE** requesting assistance. **DACE** closed **DARTER** and, after confidential gear had been smashed and classified matter burned, the men of **DARTER** were transferred to **DACE**. This was all done before dawn, and there were no losses of **DARTER** personnel. **DARTER** was awarded the Navy Unit Commendation for her final patrol.

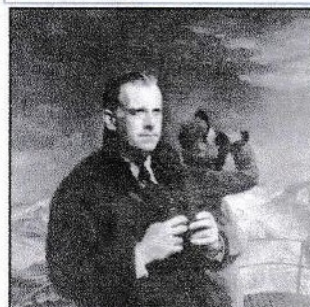




# Lost Boats of October



## USS TANG (SS-306) - 25 OCTOBER 1944 - 80 MEN LOST



Lost on Oct 25, 1944 with the loss of 80 men in the Formosa Strait. **TANG** was on her 5th war patrol. She was a 1525-ton Balao class submarine, built at the Mare Island Navy Yard, California. Commissioned in October 1943, she deployed to Hawaii in December 1943 to begin an intense and eventful combat career under the leadership of

**Commander Richard H. O'Kane.**

**TANG'S** first war patrol, conducted in the central Pacific during January and February 1944, removed five ships from Japan's logistics system. A second patrol, into the Palaus, resulted in no direct losses to the enemy, but was very important in another way. In three days of lifeguard duty during U.S. aircraft carrier raids on the Japanese base at Truk, **TANG** rescued 22 downed Navy aviators, a "score" of a positive sort that was unsurpassed until very late in the Pacific War.

In June and July 1944, **TANG** made a very productive patrol into the East China Sea area, sinking ten ships in a series of daring attacks. The next war patrol, her fourth, was in Japanese home waters, where her torpedoes sank at least two more enemy ships during August. Late in September, **TANG** departed Pearl Harbor to begin her fifth patrol. Operating in the vicinity of the Formosa Strait, she struck a convoy on 10-11 October, sinking two ships. Other convoys were the targets of night surface attacks on the 23rd and 24th, producing five more sinkings. However, **TANG'S** last torpedo made a circular run that the submarine could not evade. She was hit aft and quickly sank in relatively shallow water off the China coast. Nine of her crew, including **Commander O'Kane**, survived the accident and were taken prisoner.

**TANG** was awarded two *Presidential Unit Citations* for her exploits, which officially recognized sinkings of 24 Japanese ships, totaling nearly 94,000 tons. Among U.S. Pacific War submarines, she thus had the **second highest score** in terms of numbers and the **fourth largest** based on tonnage calculations. **Commander Richard (Dick) O'Kane** and **TANG** are forever linked in the annals of the Silent Service. His skill and daring made him and **TANG** the highest scoring United States submarine in World War II.



The striking and distinctive battle flag of the **USS Tang** shows a black panther ripping through the center of the Japanese rising sun naval ensign.

**Tang** was among the most successful of World War II submarines, destroying 24 Japanese ships displacing a total of 93,824 tons in a career of less than two years. Her third war patrol, in the summer of 1944, was one of the most devastating of the war, for which her commanding officer, **Commander Richard O'Kane**, won the **Medal of Honor**. **Tang** was sunk on **October 24, 1944**, when one of her own torpedoes malfunctioned and circled back on her. In the course of only four war patrols, **Tang** won two of the highly coveted *Presidential Unit Citations*.



**Richard Hetherington "Dick" O'Kane**  
Feb. 2, 1911 - Feb. 16, 1994



Rear Admiral **Richard Hetherington "Dick" O'Kane** was a United States Navy submarine commander in World War II, who received the Medal of Honor for his service on the **Tang**. He also served on the **Wahoo**, as executive officer and approach officer. He participated in more successful attacks on Japanese shipping than any other submarine officer during the war.

**Richard (Dick) O'Kane** and **TANG** live in legend in the annals of the **Silent Service**. His skill and daring made him and **TANG** the highest scoring United States submarine in World War II.





## **GONE ON ETERNAL PATROL WALTER "GUS" KRAUS**



For those of us not privileged to personally know this member of the Greatest Generation, the Editor would like to present some of Gus's history. The following is excerpted from an article by John Erardi of the River City News on May 21, 2021 about the life and times of Walter "Gus" Kraus. Gus was the last President of the US World War II Submarine Veterans. Gus is known to a number of USSVI bases other than the USS Cincinnati Base and was active in the Cincinnati base until his health kept him home.

Walter "Gus" Kraus was born on November 15, 1920, in Bamberg, Bavaria to Father George and mother Adelhein Kraus. In May of 1925, the family boarded a steamship out of Bremerhaven and emigrated to America. The family then settled in Newport, OH (a suburb of Cincinnati). There Gus's brother Sebastian and sister Mary Catherine were born. The father worked as a cabinet maker and the family spoke German. His Dad was his best and only friend because his schoolmates and neighborhood kids couldn't communicate with him as his English was so very bad. Nevertheless, Gus graduated from Newport Catholic High School in June of 1938.

Gus enlisted in the U.S. Navy on January 4, 1939, and went to Boot Camp in Norfolk Va. He graduated from Boot Camp in March 1939 and was assigned to the destroyer USS Shaw in San Diego, Ca. He attended six-week "sound school" on the destroyer base. It was there he volunteered for submarine duty. The Shaw sailed to Hawaii on the Shaw and operated among the Hawaiian Islands for several months. After being accepted for submarine duty In May of 1940, Gus boarded the troop transport USS Chaumont and headed to Tsingtao, China, to meet his newly assigned submarine.

In July of 1940 he joined the submarine S-36. From August 1940 to December 1941 the S-36 was based in Manila, Philippines. Then she was ordered to leave Manila and anchor in Bolinas Harbor, When Pearl Harbor was bombed on December 7<sup>th</sup>, the S-36 moved to the Lingayen Gulf. On December 28, 1941 the S-36 pulled into Marvelles Harbor in the Philippines province of Bataan and concealed herself. On New Year's Day 1942 in Calapan Harbor, Philippines the S-36 blasted a hole in the 5,000-ton Japanese freighter.

On January 15<sup>th</sup>, 1942, the S-36 was back out at sea but unable to dive deep due to an oil leak. A Japanese destroyer appeared on the horizon. The S-36 dove to 60 feet and the oil leak stopped. The S-36 turned to attack but was depth charged. The S-36 survived but was damaged and the gyrocompass was out of commission. Without guidance of its gyrocompass the S-36 ran aground on Taka Bakang Reef in Makassar Straits. Efforts to extract the sub failed and the crew of 47 men evacuated by a Dutch merchant vessel. The crew was taken to the island of Java in Indonesia for reassignment.



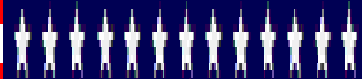


From March 1942, through August 15, 1945 (V-J Day) Gus completed eleven wartime patrols. Serving aboard the USS Snapper (SS-185) (Salmon Class), USS Pickerel (SS-177) (Porpoise Class), and the USS Cobbler (SS-344) (Balao Class) submarines.

In April 1953, Guss was commissioned as an Ensign after completing Officer's Candidate School in Newport, RI. He was then assigned to the USS Sarda (SS-488) (Tench Class) conducting various training and equipment testing activities for Submarine Squadron Two.

Gus also served on several submarine tenders and shore support commands. Gus retired as a Commander in February of 1969 after more than 30 years of Honorable naval service.

In August of 1974 he married Ecuadorian Ketta Banda, whom he had met in Washington, D.C. They had two children, Emily and Gretchen. The family settled in Crescent Springs, KY.







## SMB TOUR OF K-25 HISTORY MUSEUM AND THE INTERPRETIVE CENTER

Our trip to the K-25 Museum started at Dean's Restaurant and Bakery on Jackson Square in Oak Ridge for breakfast. The Oak Ridge Heritage and Preservation Association recently selected Dean's Restaurant and Bakery as its 2025 Historic Preservation Award recipient. After breakfast we drove out to the K-25 History Museum.

The attendant gave us an introduction then gave each of us a security badge that would activate displays in the museum. The first stop was a briefing room where a visual display gave us history via archived film and PowerPoint presentations. The museum has artifacts from the now demolished K-25. One of the items that looked like a piece fire equipment but sprayed borated water to suppress unwanted criticalities.

Next, we took a short walk to the Interpretive Center where there was a model of K-25 and an overlook at the footprint where K-25 used to be. Interesting facts about K-25 were on display around the model. (Article and photos by Marlin Helms)







## **“NAUTILUS”**

### **History of a Submarine’s Name**



Any student of naval history soon realizes that one ship’s name seems to be more common than others. That name is *“Nautilus”*. The name is believed to have derived from the Greek word *“nautilus”* meaning “sailor”.

Dictionaries define a Nautilus as an ocean Cephalopod that has existed relatively unchanged for hundreds of millions of years. It is characterized as a relatively small (4–10-inch diameter) creature with a hard convoluted shell with internal chambers and moves by jetting water. It changes depth by moving water into and out of its chambers. Sounds like nature’s prototype submarine in many ways.

Wikipedia lists a great many surface and submersible vessels that were named *“Nautilus”* dating from 1762 through present time. They originate from many different countries and private companies.

The first submersible named *“Nautilus”* was a vessel designed and built by American engineer and inventor, Robert Fulton for the French Navy in the late 1790s. Fulton’s submarine made several test dives and successfully demonstrated it’s ability to sink a surface ship. It never saw any actual combat use and was dismantled.

The science fiction writer Jules Vern named his fictional submarine *“Nautilus”* in his books *“Twenty Thousand Leagues Under the Sea”* in 1870 and *“The Mysterious Island”* in 1874. Although not a real submarine, this submarine is probably one of the best-known submarines to the public and sailors alike.

Great Brittain launched the HMS Nautilus submarine in 1914. She was the largest submarine to be built for the Royal Navy at that time. She was the first submarine to switch from saddle tanks to using a double hull. She was decommissioned in 1922.

The French Navy launched their submarine *“Nautilus”* in 1930. She was a *Saphir*-class submarine. She was captured in Tunisia by Italian forces in December 1942 and sunk there during an Allied air raid on January 31, 1943.

USS Nautilus (SS-168) was a Narwhal-class very large cruiser submarine. She was the first submarine to be built at the Mare Island Naval Shipyard in Vallejo, CA. Like her sister boats, she had both her inner and outer hulls of riveted construction. Her super structure was of welded construction. She was launched March 15, 1930. She served in both the Atlantic and Pacific oceans. She compiled an impressive 14 patrols surviving the war and was decommissioned in Philadelphia, PA on July 25, 1945.

The most familiar USS Nautilus (SSN-571) was the first nuclear powered vessel and submarine. She was built by General Dynamics of Groton, CT and launched on January 21, 1954. She was commissioned on September 30, 1954 and delivered to the Navy in 1955. She was the first submarine to make a submerged transit of the North Pole on August 3, 1958. She was decommissioned on March 3, 1980, and designated a National Historic Landmark in 1982. She has been preserved as a museum ship at the Submarine Force Library and Museum in Groton, CT. and receives around 250,000 visitors each year.





## 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 member and my sponsor is indicated below.

- ☐ I certify that I was designated qualified in USN Submarines aboard \_\_\_\_\_ in \_\_\_\_\_ (Year)  
(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 \_\_\_\_\_ (Year)

Name: (Print /Type) \_\_\_\_\_ Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_ - \_\_\_\_\_ Tel: (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Your E-Mail Address \_\_\_\_\_ Base/Chapter Desired: Smoky Mountain Base

Nat'l Member Dues year runs from Jan 1<sup>st</sup> thru Dec 31<sup>st</sup>. Please indicate your term preference: \_\_\_\_\_

Nat'l Dues: 5 Year term: \$ 140.00; 3 Year term: \$ 85.00; 1 year term (Jan thru Sep) \$ 30.00;

(Oct thru Dec adds the next year): \$ 35.00

National Life: 76+ yrs = \$120.00; 66 thru 75 yrs = \$240; 56 thru 65 yrs = \$ 360.00; 46 thru 55 = \$500.00; Thru 45 yrs = \$ 600.00

Smoky Mountain Base dues are \$ 15.00 (\$ 10.00 after Aug. 1<sup>st</sup>)

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

Who is your sponsoring USSVI Regular Member?: (Mandatory for Assoc 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 if your Military Service falls within any of these time periods: Dec 7, 1941, thru Dec 31, 1946;  
June 27, 1950, thru Jan 31, 1955; Aug 5, 1964, thru May 7, 1975; and from August 2, 1990 to date.
- ☐ Check if you have been awarded an Expeditionary Medal.

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

1. \_\_\_\_\_ Hull# \_\_\_\_\_ Rank/Rate \_\_\_\_\_ From Yr. \_\_\_\_\_ to Yr. \_\_\_\_\_
2. \_\_\_\_\_ Hull# \_\_\_\_\_ Rank/Rate \_\_\_\_\_ From Yr. \_\_\_\_\_ to Yr. \_\_\_\_\_
3. \_\_\_\_\_ Hull# \_\_\_\_\_ Rank/Rate \_\_\_\_\_ From Yr. \_\_\_\_\_ to Yr. \_\_\_\_\_
4. \_\_\_\_\_ Hull# \_\_\_\_\_ Rank/Rate \_\_\_\_\_ From Yr. \_\_\_\_\_ to Yr. \_\_\_\_\_
5. \_\_\_\_\_ Hull# \_\_\_\_\_ Rank/Rate \_\_\_\_\_ From Yr. \_\_\_\_\_ to Yr. \_\_\_\_\_

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

Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_ Tel: \_\_\_\_\_

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

home address.

Upon completion, please deliver to: Marlin Helms at the monthly meeting (on the third Thursday of each month) or, Applicants on active duty are requested to provide a permanent mail to:

Marlin Helms Smoky Mountain Base Commander, 732 Old Hen Valley Road Oliver Springs TN 37840 (865) 387-5625