

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 September & October 2019

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Scheduled Meetings

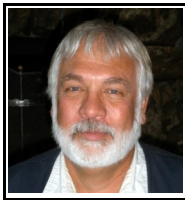
Monthly meetings are scheduled for the **3rd Thursday** of each month at:

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





Marlin E. Helms, Jr.
**BASE COMMANDER/
 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
Dick Mitchell


Qualified ET1(SS)
USS Conger (SS/AGSS-477)



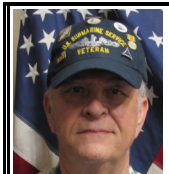
BASE TREASURER
JIM ROCK


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

SEPTEMBER & OCTOBER - 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



New Members:
 None reported this period

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<http://www.facebook.com/pages/Smoky-Mountain-Submarine-Veterans/273222054302>

- October 7 - Operation Enduring Freedom (Afghanistan)
- October 12 - USS HOLLAND (SS-1) Commissioned - 1900
- October 13 - US Navy Established - 1775
- October 14 - Columbus Day
- October 17 - SMB Meeting (1800 Hrs)
- October 24 - United Nations Day
- October 31 - Halloween

- November 5 - Election Day
- November 10 - US Marine Corps Established - 1947
- November 11 - Veterans Day
- November 13 - Vietnam Veterans Memorial Day
- November 21 - SMB Meeting (1800 Hrs)
- November 28 - Thanksgiving
- December 1 - Next Newsletter Deadline

October 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		

November 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



LOCAL HAPPENINGS



SMB Library Books, DVD's and Magazines Ed Sandifer –HT1(SS) Base Librarian

Ed has agreed to bring several books to our monthly meetings. There are over 100 books in our library - check some out!



Chaplain's Corner

By: David Pope

We have started a new section this month in an attempt to make our newsletter more like the existing USSVI requirements.

You know, I've been thinking about Mr. Rogers' Neighborhood a lot here recently, what with the Tom Hanks movie. While he may not have been the greatest American who ever lived, he certainly was the most decent. One thing that Fred Rogers was a huge enthusiast for being a lifelong learner. You know, people always say that when you're an adult you know what you need to do and in many cases once people get out of school there's not a lot of interest in learning new things, reading, or exploring the world. People will think that exploring and learning is something you do when you're young. I heartily disagree. The actuarians, the insurance people, will tell you that a person who retires and lives a sedentary life lasts a couple of years at best. However, the same retiree cohort that finds a new adventure, whether it's travel, reading, a second career, or what have you, they live much longer and they're happier, more fulfilled people. Certainly always grow, but never Grow Up. By that I mean never stop learning.

A little bit of positivity from your friendly neighborhood chaplain. That's why I always have a new terrible joke at meetings; that's one of my ways of something new after I retired from the Navy, I'm collecting terrible jokes. For some reason some people don't exactly appreciate the humor, but it is a new hobby. In closing I'd encourage you to find a new hobby, something you haven't done before. Learn something new; try something new, you'll feel so much better about yourself when you do.

See you at the meeting!



VETERANS
INFORMATION FOR
SMOKY MOUNTAIN
BASE MEMBERS



In Service to America

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 1800.

KNOXVILLE NAVY BALL 2019 HOSTED BY THE NAVY LEAGUE OF KNOXVILLE

The Navy League of Knoxville is proud to present the Knoxville Navy Ball of 2019!

This event will be held on Saturday, October 19 at the Knoxville Airport Hilton. We will be celebrating the Anniversary of the Navy's 244th Year of Heritage and Naval Traditions.

Cash Bar/Social Hour/Portraits: 6:00 p.m.

Ceremony: 7:00 p.m. Ending @ 11:00 p.m.

TICKET PRICES—Dinner Included

Enlisted Sailors: E1 to E3 - \$20.00 each; E4 to E5 - \$30.00 each; E6 to E7- \$40.00 each

Senior Enlisted/Officers: E8 to O10 - \$50.00 each

Other: - Veterans: \$40.00; Civilians: \$45.00; Sea Cadets \$10.00

Navy Terminology Update (25) thru (30)

► **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 terminology will be added from time to time.

Brown Water Ops (25) – Naval operations in shallow water, typically consisting of water depths of 100 fathoms or less.

Bubblehead (26) – (1) Member of the submarine community. Frequently modified by members of the surface fleet with the adjective "f***ing". (2) Diver, especially a "hard hat" diver (i.e. a diver who wears the spherical metal helmet of a Navy diver).

Buddy Store (27) – A self-contained unit which makes it possible for aircraft not originally designed as tankers to deliver a limited amount of fuel to other aircraft. Buddy stores are hung on wing or fuselage hard points.

Buffer (28) - (UK) The senior rate responsible for seamanship evolutions, typically a Chief Boatswain's Mate. According to some, stands for "Big Ugly Fat F***er Easily Replaced."

Bug (29) – (Aviation) A heading indicator on a compass of Horizontal Situation Indicator (HSI).

Bug juice (30) - A substance similar in appearance to Kool-Aid which is served as a beverage aboard USN ships. Its color has no bearing on its flavor. Largely composed of ascorbic acid. Used extensively as an all-purpose cleaner/stripper for bulkheads, decks, brass fire nozzles, and pipes.



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

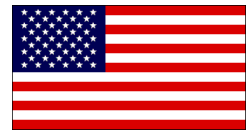


Shipmates we have a number of events coming up. We are inducting three of our members into the Holland Club at the 17th of October meeting, this is a formal ceremony, I encourage a large turnout especially current Holland Club members. Navy League of Knoxville is presenting the Knoxville Navy Ball of 2019 Saturday October 19 at the Airport Hilton 2001 Alcoa Hwy Alcoa US, Ed Sandifer will be coordinating for Smoky Mountain base participation please contact Ed if you are going. This year's Knoxville Veterans Day Parade sponsored by the 94th American League Post 2 will be Monday, November 11, 2019 stepping off at 10:40 in front of the Knoxville Civic Auditorium and Coliseum The Army/Navy game will be Saturday December 14th at the Just1More Bar and Grill. They have opened their doors for us early in the past at 1:00 PM with the game starting at 3:00 PM. Don't forget to order your 2020 calendars with Dick Mitchell.

Marlin Helms - Smoky Mountain Submarine Veterans Base Commander



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



This issue has a new feature entitled the "Chaplains Corner" provided by Dave Pope (See page 4). Thom Peske provided a photo and story of a plaque marker about the location and description of the first U.S. Submarine Base in New Suffolk, NY. (See page 12). Once again, the SMB participated in the Haddo Base picnic but was not victorious this time at the Horseshoe Tournament (See page 13). John Augustine visited the USS Cob (SS-224) in Cleveland, Ohio last month and provided great information and a lot of pictures about the boat and the visit (See pages 14 and 15). John and I visited PT-658 in Portland Oregon in July and met most of the group of PT Boat restorers; which we might feature in a future issue of the Snorkel.



PROGRAM CHAIRMAN'S REPORT—ANDY ARMBRUST, MM1 (SS)



There will not be a Fall picnic this year. Over the past couple of years, attendance for our Fall picnic has been light. We will plan on having a picnic in the Spring hopefully, at the Concord Yacht Club. Details will be provided closer to the picnic.



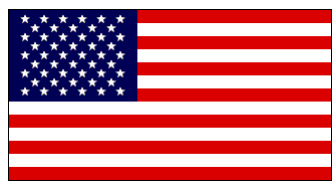
STOREKEEPERS REPORT - DICK MITCHELL, ET1 (SS)



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. The cost is \$8.00 at the meeting, but if mailed \$9.00 to cover postage. We also have 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. Smoky Mountain Base Clock \$18.00.
[Remember all purchases support YOUR Smoky Mountain Base.](#)



SMB TREASURERS REPORT—JIM ROCK, MM1 (SS)



As of Aug. 19th, we had a balance of \$1647.31.
 As of Sept. 26th our bank balance was \$1600.75.
 (Jim also Predicted Rain on this date)





**Secretary's Report/Meeting Agenda
Martin Wesley**



Smoky Mountain Base of USSVI, Inc. Meeting Agenda

Date: September 19, 2019 Time/Location: 1900 hrs, Golden Corral, 6612 Clinton Hwy. Knoxville TN

Call to Order

Invocation (Also see the new Chaplains Corner - Page 4)

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".

USS S-5 (SS-110), September 1,2,3, 1920 - No Loss of Life
USS S-51 (SS-162), September 25, 1925 - 32 Men Lost
USS Cisco (SS-290), September 28, 1943 - 76 Men Lost
USS Grayling (SS-209), September 30, 1943 - 76 Men Lost
USS O-5 (SS-66), - October 29, 1923 - 3 Men Lost

USS Seawolf (SS-197) – 3 October 1944 - 102 Men Lost
USS Dorado (SS-248) – 12 October 1943 - 78 Men Lost
USS Escolar (SS-294) – 17 October 1944 - 82 Men Lost
USS Shark (SS-314) - 24 October 1944 - 90 Men Lost
USS Darter (SS-227) – 24 October 1944 - No Men Lost
USS Tang (SS-306) – 25 October 1944 - 80 Men Lost

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

Secretary's Report and Meeting Minutes – Presented by "Wes" Wesley.

Treasurer's Report – Jim Rock (See Page 5)

Correspondence – None Reported

Committee Reports:

- Newsletter / Library - Bruce Eltzroth (See Page 5) / Ed Sandifer (See Page 4)
- Storekeeper – Dick Mitchell (See Page 5)
- Membership – Marlin Helms
- Social Committees – Andy Armbrust (See Page 5)
- Web Site –Marlin Helms / Stuart McGlasson

Old Business – Other – Haddo Base picnic was held in August (See Page 13)

New Business/Good of the Order – Holland Club Inductions are coming in October.

Next Meeting: - 1900 hrs, Thursday, October 17, 2019 at Golden Corral, 6612 Clinton Hwy. Knoxville, TN

Motion to adjourn - Approved



Pre WW-II Lost Boats

Pre WW-II Photos and write-ups courtesy of Wikipedia.

USS S-5 (SS-110) September 1, 2, and 3, 1920 No loss of life



Left Photo: USS S-5 at home port. Right Photo: SS Alanthus standing by the partially sunken USS S-5 in early September 1920.
S-5 foundered and started to sink on September 1, 1920. She was partially refloated on September 2 (see right photo), and the entire crew was rescued on this date.
S-5 came to her final resting place on September 3, 1920.
S-5 was only the second submarine lost in U.S. Navy history.

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



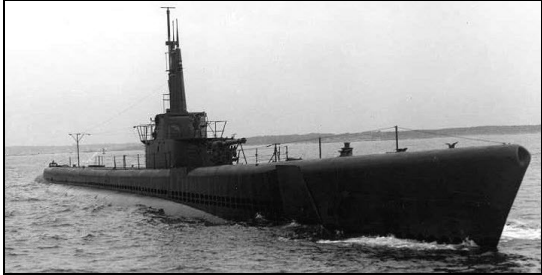
On the night of 25 September 1925, S-51 was operating on the surface near Block Island, with her running lights on. Merchant steamer *City of Rome* spotted the submarine's red sidelight and realized that they were on collision courses. She turned and backed her engines, but it was too late. Twenty-two minutes after first spotting the submarine's masthead light, the steamer rammed her. Only three of the 36 men in the submarine were able to abandon ship before she sank.



Lost Boats of September



LOSS OF USS CISCO (SS-290) - SEPTEMBER 28, 1943 - 76 Men Lost



On September 18, 1943, the *Cisco*, captained by Commander James W. Coe, departed Port Darwin for her first and final war patrol. After a return to that base the same day for repairs to her hydraulic system, she got underway again on September 20, 1943, and headed for her assigned patrol area in the South China Sea between Luzon Island and the coast of French Indochina. She was never heard from again.

Japanese records reviewed after the war documented an antisubmarine attack made on **September 28, 1943**, at coordinates 9°- 47' N, 121°- 44' E, slightly north and east of *Cisco's* expected position on that date. The report of the attack stated; "Found a sub tailing oil, commenced bombing...the oil continued to gush out even on tenth of October." The *Cisco* was the only U. S. submarine operating in the area at that time. The *Capelin* (SS-289) and the *Cisco* (SS-290) were consecutive products of the Portsmouth Navy Yard. The *Capelin* had sailed from Darwin on November 17, 1943, and disappeared sometime after December 2, 1943. The next ship off the same production line was the **USS Crevalle (SS-291)**. Significant construction problems that could have been fatal were found by one of her officers before she was launched. The problems related to weaknesses in two vent pipes that could have caused the *Crevalle* to sink if she was depth-charged. The crews of other boats from this same shipyard production series began to wonder if construction flaws had played a role in the losses of both the *USS Capelin* and the *USS Cisco*.



LOSS OF USS GRAYLING (SS-209) - Between Aug. 27 and Sept,30, 1943 - 76 Men Lost

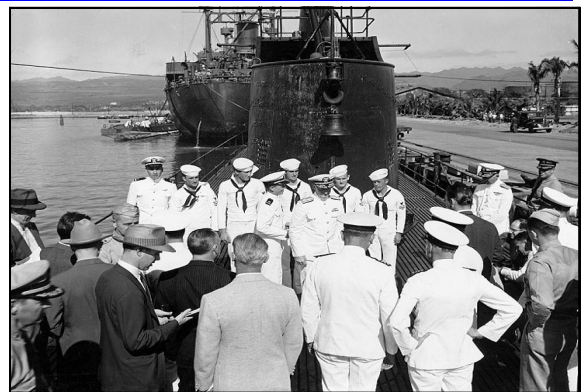


On July 30, 1943, the *USS Grayling*, captained by Lieutenant Commander Brinker, departed Fremantle for her eighth and final war patrol. On August 19, 1943, Brinker reported damaging a 6,000-ton freighter near Balikpapan. The next day he reported sinking a small tanker of the *Taki Maru* type in the Sibutu Passage with the *Grayling's* deck gun and taking one prisoner. This was the last report received directly from the *Grayling*. The circumstances of the *Grayling's* loss remain a mystery. All that can be said with certitude is that the *Grayling* disappeared sometime after she sank the *Meizan Maru*, on August 27, 1943. On September 30, 1943, the *Grayling* was listed as lost in action with all 76 officers and men. *Grayling* was awarded six battle stars for her service during World War II.



An Interesting Side Note:

Following the devastating attack on Pearl Harbor, **Admiral Chester Nimitz**, was selected as the new Commander in Chief of the Pacific Fleet. He made the submarine base at Pearl Harbor his temporary headquarters and was sworn in as CINCPAC on the deck of the **USS Grayling**, which he chose as his flagship. The first and only time that a submarine was the "flagship" of the entire Pacific Fleet.





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 Moritai 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.

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.

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. 3rd to Oct. 24th, (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



*In Memory of the
USS SHARK II (SS-314)
departed 24 October 1944
with Commander Blakely and
eighty-six crewmen
on Eternal Patrol*

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

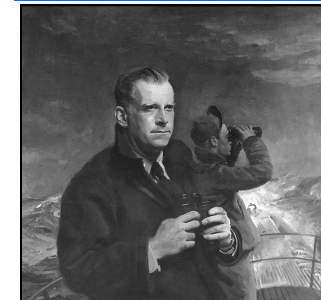
Commander Richard H. O'Kane.

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.

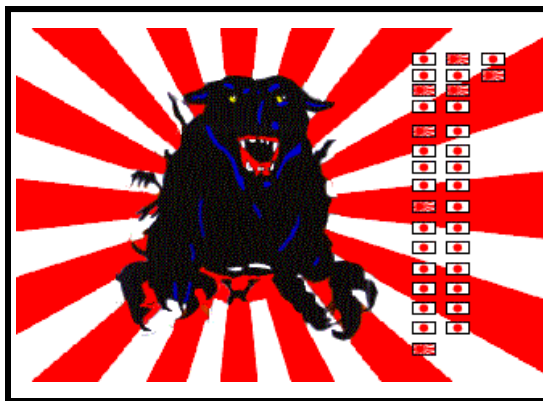
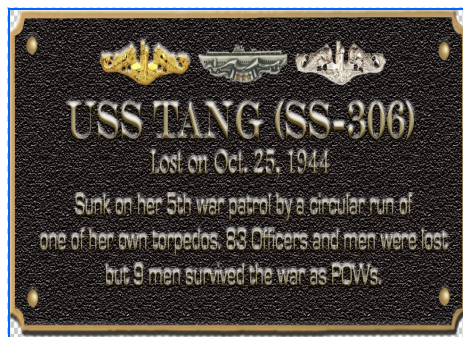
TANG was awarded two *Presidential Unit Citations* for her exploits, which officially recognized sinkings of 24 Japanese ships, totaling nearly 94,000 tons. Among U.S. Pacific War submarines, she thus had the **second highest score** in terms of numbers and the **fourth largest** based on tonnage calculations.

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.

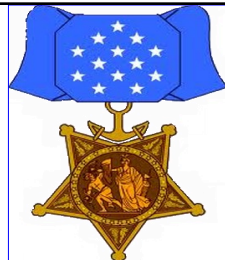


The striking and distinctive battle flag of the **USS Tang** shows a black panther ripping through the center of the Japanese rising sun naval ensign.

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](#).



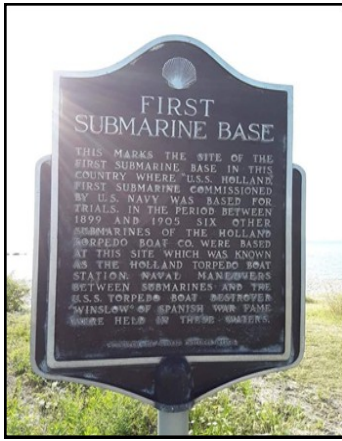
Richard Hetherington "Dick" O'Kane
Feb. 2, 1911 - Feb. 16, 1994



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.

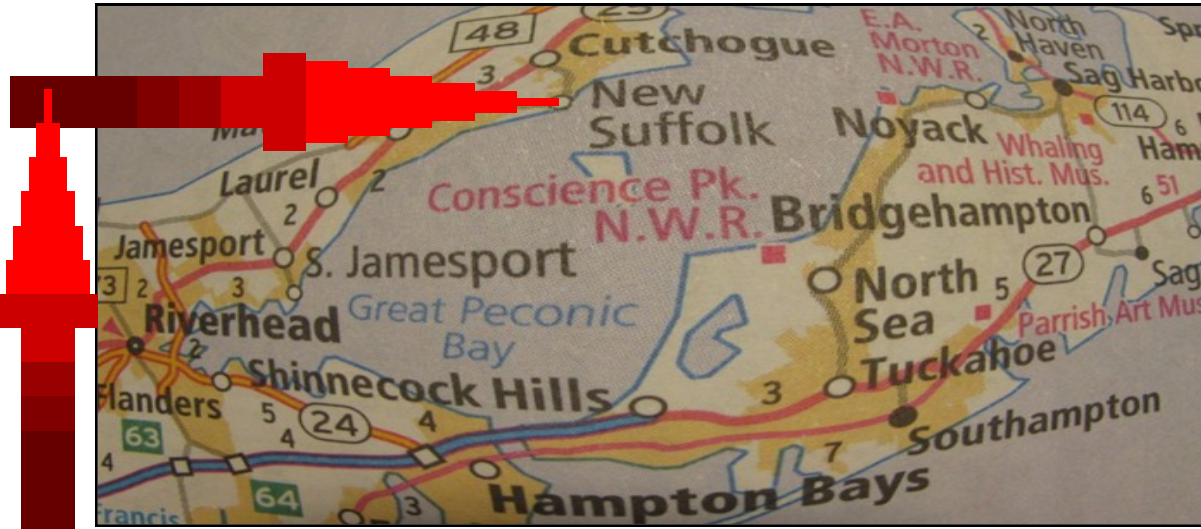
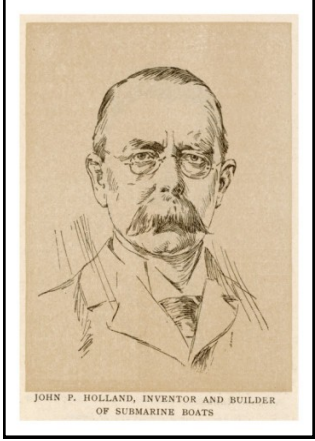
Richard (Dick) O'Kane and **TANG** live in legend in the annals of the **Silent Service**. His skill and daring made him and **TANG** the highest scoring United States submarine in World War II.





A Little Submarine History

(Story & Base Photo Provided By Thom Peske)



Editors Note:
This map also has some other locations of significance, since there are two places on it that are special to me. One is where my father was stationed just prior to the end of WW-II and the other is where I was born (but not specified where).

Map Courtesy of Rand McNally

New Suffolk (Red Arrows on the map) is a sleepy little hamlet tucked into a corner of the North Fork of New York's Long Island and situated on the shores of the Peconic Bay. Historic homes, a few restaurants, some small businesses and a boatyard define this quiet and unassuming community. But a little over a hundred years ago, this town became the epicenter of the development of a new class of military vessel: the submarine.

The history of military submarines in the United States dates all the way back to 1776, when a hand-powered egg-shaped device named the *Turtle* became the first submarine capable of independent underwater operation and movement, and the first to use screws for propulsion. But it would not be until 1900 that the United States Navy would commission their first submarine, the *USS Holland (SS-1)*.

The submarine was named after John P. Holland, an early pioneer in the construction of submarines. Born in 1840 in Ireland, Holland had a vision for the construction of underwater vehicles and by the late 1800s he was actively testing different models with varying success.

Finally, after a number of design changes, Holland's most successfully designed submarine, *Holland*, was built at former Navy Lieutenant Lewis Nixon's Crescent Shipyard of Elizabeth, New Jersey for John Holland's Holland Torpedo Boat Company, which was renamed the Electric Boat company in 1899.

The *Holland* made use of internal combustion engine power on the surface and electric battery power for submerged operations. Also included were many innovative features such as a conning tower from which the direction of the boat could be visually assisted and the submarine's weapons aimed. She could take a crew of six men and could dive to a depth of 75 feet. Testing of this unit began in the waters around New York City, but the need for secrecy combined with the busy boat traffic in this area created problems for Holland. So, in 1899, he began to look for a secluded location to test out his breakthrough design. He settled on New Suffolk because of its access to protected waters as well as its relative isolation. Here, he leased the Goldsmith and Tuthill Shipyards and the sea trials of his new machines began in earnest. Tests and demonstrations at New Suffolk eventually convinced the U.S. Government to purchase the *Holland* for the sum of \$150,000 on 11 April 1900. She became the first submarine commissioned by the United States on October 12, 1900. The *USS Holland* was decommissioned in 1905, sold for scrap and later portions of it were put on display in Philadelphia, the Bronx, NY and finally Patterson, New Jersey. She was totally scrapped in 1932.

John Holland's Electric Boat Company eventually became the Electric Boat Division of General Dynamics Corporation, with its base in Groton, Connecticut which has been the primary builder of submarines for the U.S. Navy for more than a century.

Article and memorial plaque photo by Eco-Photo Explorers Michael Salvatoreza and Christopher P. Weaver



**USS HADDO SUBMARINE BASE SUMMER PICNIC
AND HORSESHOE TOURNAMENT
At City Park, Charleston, Tennessee (8/10/19)**



1



2



3



4

The **USS HADDO BASE**, summer picnic was held again this year at the Charleston City Park in Charleston, TN. This is **HADDO BASE's Old Fashion Base Picnic** and once again members of the **SMOKY MOUNTAIN BASE** were invited to attend the festivities. The best part of the invitation was the great food and camaraderie between the **HADDO BASE** and **SMOKY MOUNTAIN BASE** attendees. **HADDO BASE** had almost 30 participants, while **SMB** only had about 12. Besides the great grilling of the hamburgers and hot dogs, (see photos 1 & 4) the ladies of **HADDO BASE** also provided several salads, side dishes and desserts (see photos 2 & 3). **SMB** members brought several side dishes, desserts and other accompaniments to go along with the great grilling. The Horse Shoe Tournament was the highlight of the picnic again! The first round pitted John Augustine and Bruce Eltzroth of **SMB** (see photos 6 & 7) against **HADDO BASE**. **SMOKY MOUNTAIN BASE** won that round by a score of (11 to 9). **HADDO BASE** won the second round by a score of (11 to 2). Since that round took so long and all of the competitors were exhausted by the 90+ degree heat, it was mutually agreed that the competition would end. It was also agreed that the total score of both games combined would determine the champion for the year. The final total scores were: **HADDO BASE: 20** and **The SMOKY MOUNTAIN BASE: 13**. Therefore, **HADDO BASE** was declared the new "Hat Champion" and the trophy and hat were returned to **HADDO BASE** (photos 8 and 9). **SMOKY MOUNTAIN BASE** now only leads the overall competition by 4 wins to 2.



5

Also present were Nathan, Shayla and Eric Eltzroth MM2-(SS) (photo 5). Shown in (photos 8 and 9) are the prizes for the horseshoe champions, the "Feathered Hat Trophy" and the plaque commemorating the winner of the "USS Haddo Base Horseshoe Olympics" that was won this time by Haddo Base .



6



7



8



9



10



11

Part of the picnic also included a "**TOLLING OF THE BOATS CEREMONY**" for those boats lost during the month of August led by Lee Rogers ETMC-(SS) (Haddo Base) and Bruce Eltzroth ET1-(SU) (Smoky Mountain Base) (photos 10, 11 & 12).

There was also some great soulful guitar music by two of the Haddo Base members to delight the crowd (photos 13 & 14).

Once again, we wholeheartedly thank our brother submariners for their great camaraderie and hospitality!



12



13



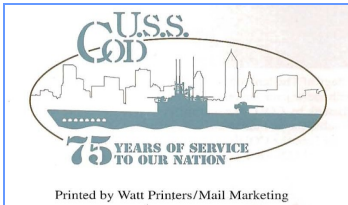
14



BOONDOGGLE OF THE MONTH

VISIT TO USS COD (SS-224)

(PHOTOS COURTESY OF JOHN AUGUSTINE)



USS Cod (SS-224)



John Augustine on deck of USS Cod



USS Cod at Cleveland, Ohio on Lake Erie



Location

The COD is docked in Cleveland's exciting North Coast Harbor! Our berth is on North Marginal Rd., between East 9th St. and Burke Lakefront Airport and is only a few steps east of the Rock and Roll Hall of Fame. The COD is accessible via the E. 9th St. exits of Interstates 71, 77, 90, and the Memorial Shoreway. Our lat/long is: N 41° 30'35.26"/W 81° 41'28.67"

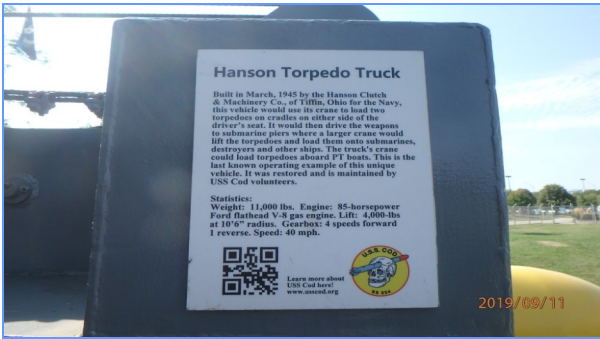
Descriptions and Map Courtesy of USS Cod (SS-224)

On The Shore

Our collection of shore exhibits includes:

- A five-bladed, 2,806-lb bronze submarine propeller similar in size to the two four-bladed propellers used by COD. This propeller serves as a backdrop for our memorial plaque that honors the memory of the more than 3,900 men who died defending our freedom as members of the U.S. Navy's Submarine Force since its founding in 1900.
- Our submarine search periscope provides a great view of North Coast Harbor!
- A 3,000-lb Mark 14 steam-driven torpedo. This was the primary anti-ship weapon used by U.S. subs from 1940 until it was retired in 1978. The 21-inch diameter torpedo can travel up to 4,000 yards at speeds of 53 mph and carries 643 lb of explosives. However, the Mark 14 was plagued with severe technical problems for the first two years of the war.
- The Mark 14 rests on the last known working example of a WW II Navy torpedo crane truck. The truck was built in Tiffin, Ohio by the Hansen Mfg. Co. and is powered by a Ford V-8 gasoline engine. Using its boom it can load two torpedoes in its cradles and carry them to the pier where a larger crane would place the "tin fish" aboard COD.

Dive deeper into the COD at www.usscod.org



Mark 14 Steam driven Torpedo



BOONDOGGLE OF THE MONTH VISIT TO USS COD (SS-224) (CONTINUED)

(PHOTOS COURTESY OF JOHN AUGUSTINE)

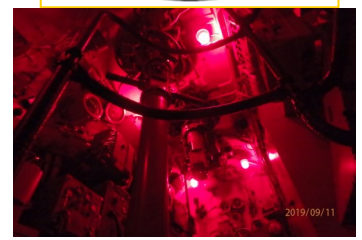


Admission and Hours

Admission is charged for adults and youth (grades K-12) to tour COD. This is our only source of funding to restore and maintain this National Historic Landmark submarine. The COD is open daily from May 1 through September 30, from 10 a.m. to 5 p.m. Last tour goes below at 4:30 p.m. Group tours can be booked throughout the year, weather permitting, through our website: www.usscod.org. The COD phone number is 216-566-8770. Please note: to enter the COD visitors must use the original crew hatches and vertical ladders.



Control Room (Con)



Periscope (Con)



After Torpedo Room Hatch



Escape Trunk Hatch



Officers Mess



Crews Mess - Galley



Galley



Gedunk Galley



Racks (After Battery Room)



Commode (Shitter)



Crews Head/Laundry



Forward Engine Room Diesel (GM278A)



After Torpedo Room



Motor Room - Propulsion Control Panel



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.