

# 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 2020

<b>INDEX OF WHO WE ARE AND WHAT'S IN THIS ISSUE</b>	<b>1</b>
<b>SMOKY MOUNTAIN BASE OFFICERS</b>	<b>2</b>
<b>SMB MEETINGS, NEW MEMBERS, CALANDARS AND LOCAL INFO</b>	<b>3</b>
<b>LOCAL HAPPENINGS AND USSVI CONVENTION INFO.</b>	<b>4</b>
<b>BASE OFFICERS REPORTS</b>	<b>5</b>
<b>LATEST MEETING MINUTES AND PRE WWII LOST BOATS</b>	<b>6</b>
<b>LOST BOATS OF SEPTEMBER</b>	<b>7</b>
<b>LOST BOATS OF OCTOBER</b>	<b>8-11</b>
<b>A LITTLE SUBMARINE HISTORY/HUMOR</b>	<b>12</b>
<b>BROKEN HUMOR FROM AN UNNAMED SOURCE (HOW TO START A FIGHT)</b>	<b>13</b>
<b>WW-II ENDS THIS MONTH, AND USS TRITON (SSRN)-586 DETAILS</b>	<b>14</b>
<b>STORY OF THE LONE REMAINING SURVIVIOR OF USS TANG (SS-306)</b>	<b>15</b>
<b>APPLICATION FORM FOR MEMBERSHIP IN USSVI</b>	<b>16</b>

### Scheduled Meetings

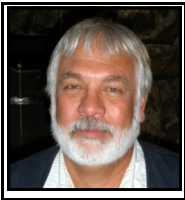
Monthly meetings are scheduled for the **3<sup>rd</sup> Thursday** of each month at:

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





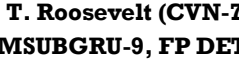
**WEBSITE MASTER**  
**Stuart McGlassen**  
 Qualified ET2 (SS) 1988  
**USS TENNESSEE (SSBN-734)**





**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 - 2020**

**Scheduled Meetings**

Monthly meetings are scheduled for the  
3<sup>rd</sup> 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 15 - SMB Meeting (1800 Hrs)
- October 24 - United Nations Day
- October 31 - Halloween

- November 1 - Daylight Savings Time Ends
- November 3 - Election Day
- November 11 - Veterans Day
- November 13 - Vietnam Veterans Memorial Day
- November 19 - SMB Meeting (1800 Hrs)
- November 26 - Thanksgiving
- December 1 - Next Newsletter Deadline

October 2020						
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 2020						
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	1				



## LOCAL HAPPENINGS



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

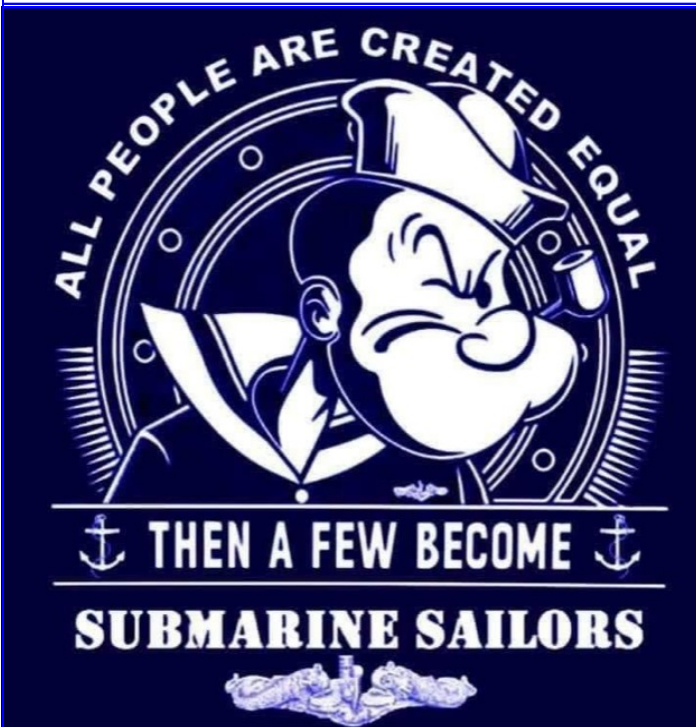
Ed has agreed to send several books to our monthly meetings. There are over 100 books in our library - check some out!



### Chaplain's Corner By: David Pope

We normally have this section in an attempt to make our newsletter more like the existing USSVI requirements. But due to COVID-19 it isn't available this month.

A BIG thank you to John Augustine and Thomas Peschke for sending in the below cartoon to help take up empty space.



VETERANS  
INFORMATION FOR  
SMOKY MOUNTAIN  
BASE MEMBERS



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

## 2021 USSVI NATIONAL CONVENTION (ORLANDO, FLORIDA)

Our 2021 USSVI National Convention will be held from August 31, 2021 to September 4, 2021 at the Rosen Shingle Creek Hotel in Orlando, FL. The room rate is \$105.00/night plus tax. This room rate is valid plus or minus three days of our convention based on if rooms are availability.

The hotel is providing the following concessions:

- Complimentary basic high speed internet access in guestrooms and public areas.
- The hotel does not charge resort fees. All ancillary items are charged upon usage.
- Complimentary self-parking for all attendees, within the hotel's inventory (free valet parking with a valid handicap parking permit).
- Twenty-five percent (25%) discount will be offered at the Shingle Creek Spa for all attendees (exclusive of tax and service charge, and not applicable to Spa Packages)
- Twenty-five percent (25%) off of green fees at the Shingle Creek Golf Club, exclusive of tax and service charge.
- Twenty-five percent (25%) discount on dining outlets excluding room service, Headwaters, 18 Monroe Street Retail Items, ParTake, and Smooth Java. This discount is not valid on alcoholic beverages or pre-packaged grocery items and is exclusive of any applicable taxes, service charges and/or gratuities.

Due to the Covid-19 Epidemic effects on central Florida, hotel registration, tours and other events information will be posted on the USSVI Convention website when the information becomes available.

Richard M. Osentoski  
USSVI National Convention Chairman



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



Shipmates we have no events coming up with the possible exception of the Army-Navy game at Just1More which at this time is still on. I have no information on the Knoxville Navy Birthday Ball on or off but am looking for that info through our CoB. The Knoxville Veterans day parade has been canceled. Smoky Mountain Submarine Veterans Holland Club inductions are still in limbo maybe even put off until next year when we can do it properly. I hate to delay them that long but the induction is supposed to be a formal ceremony honoring our shipmates who reach the fifty year mark of qualification in Submarines.

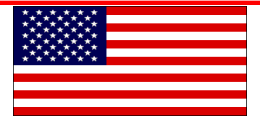
I think I have figured out how to do a hybrid in person and Zoom Meeting and will try it next month. I am not a techno-geek so bear with me as we implement it.



**Fraternally, Marlin Helms - Smoky Mountain Submarine Veterans Base Commander**



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



COVID-19 has us sequestering and wearing masks again this period, and for the second time this year the Snorkle Newsletter is slightly truncated. We have started to hold our SMB meetings at the Golden Corral again and the turnout has been low as expected. This issue includes a collage of photos on page 12 and a joke corner on page 13 both submitted by Thom Peschke. In addition there are details of the USS Triton (SSRN-586) and "The end of WW-II" on page 14 and "The Last Survivor" of the USS Tang (SS-306) on page 15.



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



There will not be a Fall picnic this year - due to the (expletive deleted) COVID-19 epidemic. We will plan on having a picnic in the Spring of 2021 - hopefully. Once again it should be at the Concord Yacht Club in Knoxville, TN.



**STOREKEEPERS REPORT - DICK MITCHELL, ET1 (SS)**

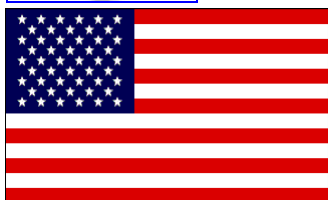


**We currently have the following items on hand for sale:**

2020 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.



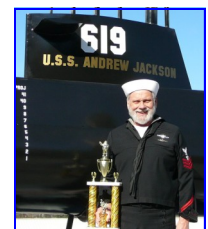
**SMB TREASURERS REPORT—JIM ROCK, MM1 (SS)**



**As of August 19th, we had a balance of \$1647.31.**

**As of Sept. 18th our bank balance was 1245.75.**

**(Jim also Predicted Rain on this date.)**





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



**Smoky Mountain Base of USSVI, Inc. Meeting Agenda**

**Date: September 17, 2020 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 Bells (September & October)".**

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 Escobar (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 – N/A.

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 – N/A

New Business/Good of the Order – Discussion on Tolling of the Bells .

Next Meeting: - 1900 hrs, Thursday, October 15, 2020 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**



*S-5 (SS-110)* was a "Government-type" S Class Submarine of the United States Navy. Her keel was laid down on 4 December 1917 by the Portsmouth Navy Yard – Kittery Maine. She was launched on 10 November 1919, sponsored by Mrs. Glenn S. Burrell, and was commissioned on 6 March 1920 by Lieutenant Commander Charles M. Cooke, Jr. She accidentally foundered and started to sink during full-power trials (10 months after launch) on 1 September 1920, but due to actions by her crew and the crews of other ships, the entire crew was rescued and no lives were lost. She was partially refloated on September 2, and then was lost when she sank again while under tow on 3 September 1920.

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



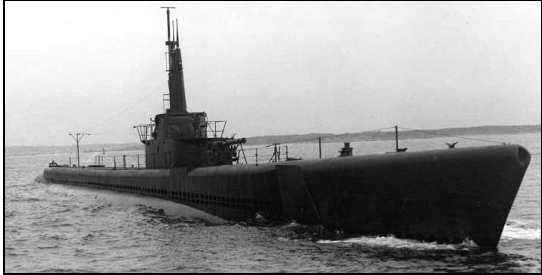
On the night of 25 September 1925, *S-51* was operating on the surface near Block Island, with her running lights on. Merchant steamer *City of Rome* spotted the submarine's red sidelight and realized that they were on collision courses. She turned and backed her engines, but it was too late. Twenty-two 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

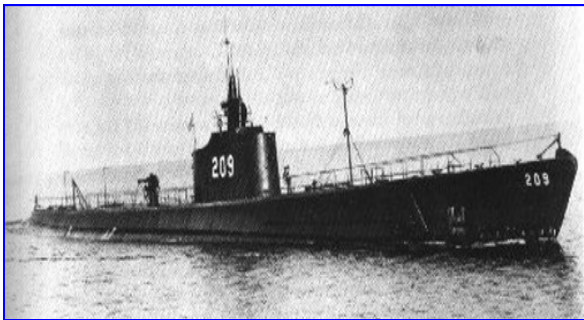


On September 18, 1943, the *Cisco*, captained by Commander James W. Coe, departed Port Darwin for her first and final war patrol. After a return to that base the same day for repairs to her hydraulic system, she got underway again on September 20, 1943, and headed for her assigned patrol area in the 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](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



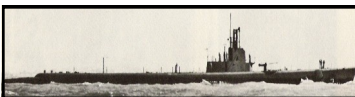
**(SEAWOLF—continued)** At that point it became obvious that the submarine the *Rowell* had sunk was the *Seawolf* and not the RO-41. Note that the **USS Rowell's** sonar operator reported that the submarine that they were attacking was using its sonar to send a Morse Code recognition signal. On **October 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. 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



*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

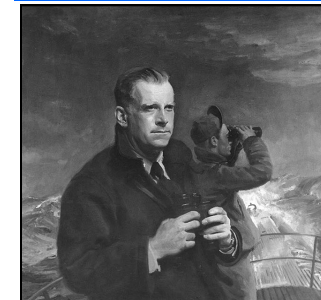
**Commander Richard H. O'Kane.**

**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.

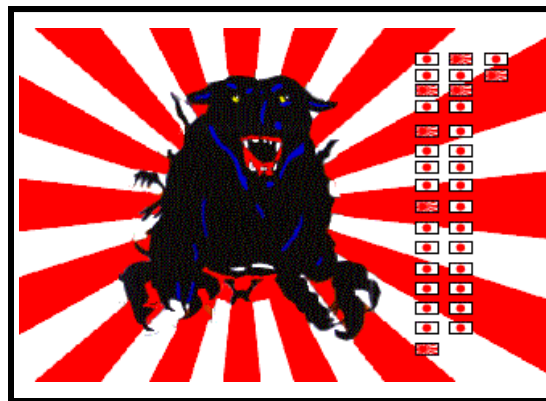
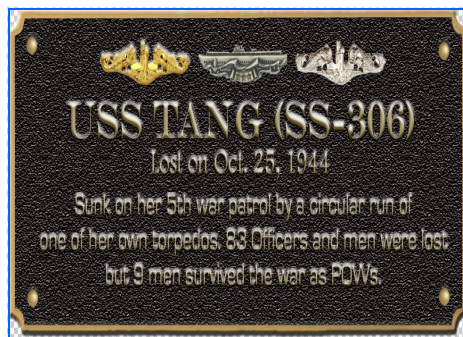
**TANG** was awarded two *Presidential Unit Citations* for her exploits, which officially recognized sinkings of 24 Japanese ships, totaling nearly 94,000 tons. Among U.S. Pacific War submarines, she thus had the **second highest score** in terms of numbers and the **fourth largest** based on tonnage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

(See the [current story](#) of the [only remaining survivor](#) of the sinking of the USS Tang (William Leibold) on page 15.)

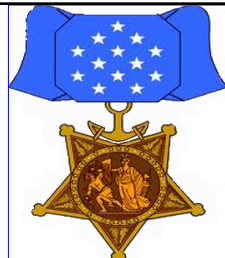


The striking and distinctive battle flag of the **USS Tang** shows a black panther ripping through the center of the Japanese rising sun naval ensign.

**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.

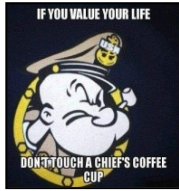
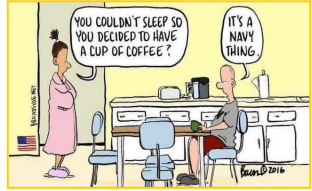
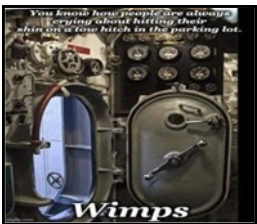
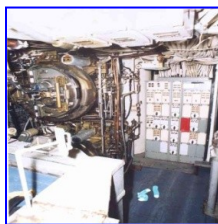
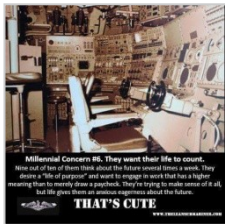
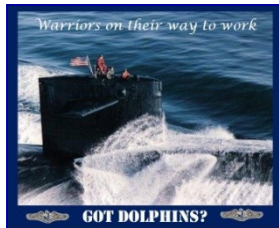
**Richard (Dick) O'Kane** and **TANG** live in legend in the annals of the **Silent Service**. His skill and daring made him and **TANG** the highest scoring United States submarine in World War II.





# A Little Submarine History

(Pictures Provided By Facebook)  
(and "Sub-mitted" by Thomas Peschke)





## A LITTLE BROKEN HUMOR FROM AN UNKNOWN SOURCE

### HOW TO START A FIGHT (Authors Unknown)

One year, I decided to buy my mother-in-law a cemetery plot as a Christmas gift...  
The next year, I didn't buy her a gift.  
When she asked me why, I replied: "Well, you still haven't used the gift I bought you last year!"  
And that's how the fight started....



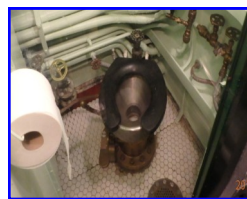
My wife and I were watching "Who Wants to Be a Millionaire" while we were in bed.  
I turned to her and said, 'Do you want to have Sex?'  
'No,' she answered. I then said, 'Is that your final answer?'  
She didn't even look at me this time, simply saying, 'Yes.'  
So I said, "Then I'd like to phone a friend."  
And that's when the fight started....



I took my wife to a restaurant.  
The waiter, for some reason, took my order first.  
"I'll have the rump steak, rare, please."  
He said, "Aren't you worried about the mad cow?"  
"Nah, she can order for herself."  
And that's when the fight started....

My wife and I were sitting at a table at her high school reunion, and she kept staring at a drunken man swigging his drink as he sat alone at a nearby table.  
I asked her, "Do you know him?"  
"Yes", she sighed, "He's my old boyfriend. I understand he took to drinking right after we split up those many years ago, and I hear he hasn't been sober since."  
"My God!" I said, "Who would think a person could go on celebrating that long?"  
And then the fight started....

When our lawn mower broke and wouldn't run, my wife kept hinting to me that I should get it fixed. But, somehow I always had something else to take care of first, the shed, the boat, making beer - always something more important to me.  
Finally she thought of a clever way to make her point.  
When I arrived home one day, I found her seated in the tall grass, busily snipping away with a tiny pair of sewing scissors. I watched silently for a short time and then went into the house. I was gone only a minute, and when I came out again I handed her a toothbrush. I said, "When you finish cutting the grass, you might as well sweep the driveway."  
The doctors say I will walk again, but I will always have a limp....



My wife sat down next to me as I was flipping channels.  
She asked, "What's on TV?"  
I said, "Dust."  
And then the fight started....

Saturday morning I got up early, quietly dressed, made my lunch, and slipped quietly into the garage. I hooked up the boat up to the van and proceeded to back out into a torrential downpour. The wind was blowing 50mph, so I pulled back into the garage, turned on the radio, and discovered that the weather would be bad all day.  
I went back into the house, quietly undressed, and slipped back into bed. I cuddled up to my wife's back; now with a different anticipation, and whispered, "The weather out there is terrible."  
My loving wife of 5 years replied, "And, can you believe my stupid husband is out fishing in that?"  
And that's how the fight started....





# Happening this Month in History WW-II Ends!



*Left:* Fleet Admiral Chester Nimitz signs the surrender document. *Right:* U.S. service members and photographers crowd USS *Missouri's* superstructure to witness the surrender ceremony.

World War II came to end 75 years ago this month, with the formal surrender of Japan on September 2, 1945. Early that Sunday morning, Allied leaders and Japanese representatives gathered on the deck of the battleship [USS Missouri \(BB 63\)](#) to sign the Instrument of Surrender. The surrender document was drafted by the U.S. War Department, based on the surrender terms the Japanese government had agreed to three weeks earlier, and approved by President Harry S. Truman. Japanese Foreign Minister Mamoru Shigemitsu and General Yoshijiro Umezu, Chief of the Army General Staff, acted as the signatories for Japan. General Douglas MacArthur, Supreme Commander of Allied Forces Army, signed for the United Nations, and Fleet Admiral Chester Nimitz, Commander-in-Chief of the Pacific Fleet/Pacific Ocean Areas, signed for the United States. The surrender was also signed by Allied representatives from China, the United Kingdom, the Soviet Union, Australia, Canada, France, the Netherlands, and New Zealand. After being presented to President Truman at the White House, the Japanese Instrument of Surrender was brought to the National Archives for display and [accepted into its collection](#).

(Above Story and Photos courtesy of Undersea Museum)

<b>Name:</b>	<i>Triton</i>
<b>Namesake:</b>	<a href="#">Triton</a>
<b>Ordered:</b>	<b>October 1955 (SCB 132)</b>
<b>Builder:</b>	<a href="#">General Dynamics Electric Boat</a>
<b>Cost:</b>	<b>\$109 million USD (1959)</b>
<b>Laid down:</b>	<b>29 May 1956</b>
<b>Launched:</b>	<b>19 August 1958</b>
<b>Sponsored by:</b>	<a href="#">Willis A. Lent</a>
<b>Commissioned:</b>	<b>10 November 1959</b>
<b>Decommissioned:</b>	<b>3 May 1969</b>
<b>Maiden voyage:</b>	<b>16 February 1960 to 11 May 1960</b>
<b>Reclassified:</b>	<b>1 March 1961 (SSN-586)</b>
<b>Refit:</b>	<b>September 1962 to January 1964</b>
<b>Stricken:</b>	<b>30 April 1986</b>
<b>Homeport:</b>	<b>1959: <a href="#">New London, Connecticut</a></b>
"	<b>1964: <a href="#">Norfolk, Virginia</a></b>
"	<b>1967: <a href="#">New London, Connecticut</a></b>

## USS TRITON (SSRN-586) RADAR PICKET NUCLEAR SUBMARINE

(Details courtesy of Wikipedia)



(Photo by Karen (Eitzroth) Harvey)

### Honors and awards:

(1960) [Presidential Unit Citation](#)



(1966) [Navy Unit Commendation](#)



(1967) [Navy Unit Commendation](#)



Triton was the first [Nuclear Submarine](#) to be taken out of service.

(The [Sail](#) was preserved and placed on display in a park in [Richland, Washington](#))

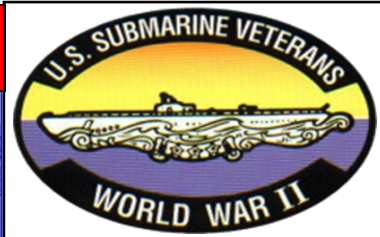
**Identification:** **November – Delta – Bravo – Romeo (Also Radio Call Sign)**

**Motto:** ***Nulli Secundus (Second to None)***

**Nickname(s):** **The Big T, Steel Raider, Building 586**



## Last Survivor: | William Leibold -BMC(SS)



(Source: The San Diego Tribune | Diane Bell | August 31, 2020)

Only nine crew members survived when the submarine Tang (above) sank in 1944 in the Formosa Strait. Former Navy chief boowain's mate Bill Leibold, 97, is now the last remaining survivor. Sept. 2 marked the 75th anniversary of the formal Japanese surrender ceremony that officially brought World War II to an end. Navy veteran William "Bill" Leibold remembers that time well. He had just been released from a secret Japanese military compound, known as the "torture farm," after 10 months in captivity. His weight, he recalls, had dropped from 172 to less than 100 pounds. "I try not to think of those days," says the Escondido resident, 97. "We weren't fed regularly." Leibold was one of nine survivors of a crew of 87 on the Navy submarine, USS Tang. The sailors were plucked out of the ocean by a Japanese patrol boat after the sub had aggressively attacked its convoy in the Formosa Strait en route to the Philippines. After sinking to its watery grave on Oct. 25, 1944, the Tang was later credited with taking out 33 enemy ships, carrying out daring attacks and rescuing numerous downed airmen. It earned the WW II reputation as the most lethal Allied sub in the Pacific. In a tragic quirk of fate, as the Tang fired its 24th and final torpedo before heading home that October night, the torpedo malfunctioned. Leibold was stationed on the bridge. "When we fired, the torpedo surfaced instead of running as it should have. It flew out of the water and then went back down," he recalls. The erratic torpedo continued to splash up and down like a porpoise in a semi-circle on the port side, as the sub built up speed to move out of harm's way. "All of us on the bridge were concerned, but I don't think any of us fully realized it was heading back to hit us in the stern," says Leibold, who served as chief boatswain's mate. "No one to this day knows what caused it to run erratic. Something just went wrong with the torpedo itself. Possibly it was damaged during loading into the tube. Any number of things could have happened. No one will ever know." The rest is naval history. And the details are clearly imbedded in Leibold's memory: "When it hit our stern, we went down fast. The aft torpedo room flooded. Half the compartments flooded rapidly.... I went down with the ship. I don't know how far. I was able to swim back to the surface. I could see the bow of the Tang still out of the water, but I couldn't swim against the current to get to it. None of the men on the bridge were able to swim back to the bow." The disaster unfolded in the 2:30 a.m. darkness. Leibold guesses that maybe the boat submerged about 50 feet before he felt a thud and started swimming upward. Trying to stay afloat, Leibold kicked off his shoes and took off his trousers. He tied the pant legs together, tried to inflate them and slip them over his head to use as a lifesaver-like flotation device as the crew had been instructed, but they didn't hold air. Eventually he heard a nearby voice call out. It was Floyd Caverly, a radio technician who, by luck, had been dispatched to the bridge to resolve a communication problem moments before the sinking. "He told me he couldn't swim," says Leibold. "I told him he could float." Leibold continued to coax him on when to inhale and exhale in the choppy water to keep from drowning. Leibold later received the Navy and Marine Corps Medal for heroic conduct for supporting a shipmate in the water for eight hours.

It was discovered later that half of the 87 members were killed upon the torpedo impact. Others were trapped in what had become a metal tomb on the ocean floor 180 feet deep. The incident made naval history because this was the only sub to have survivors ascend during an emergency without surface assistance by using the Momsen lung, a crude breathing device stored on the sub for use in such emergencies. Some who reached the surface could not swim and drowned, Leibold says. In the end, only nine of the original 87 crew, including Leibold and three others from the bridge, survived the night and were picked up by the Japanese. They were placed in solitary confinement in a navy compound in Ofuna, Japan but not classified as prisoners of war, Leibold says. "They referred to us as captured enemy." Nearly every day they were taken out to "swab the halls," he recalls, explaining it was really a ruse to give the guards "an opportunity to exercise what we called their baseball bats. We were beaten almost every time we were taken out of the cells." When asked what kept him going, Leibold said: "I don't know. It was just the determination to survive. Staying alive was the one thing we had to do." Just before their liberation on Aug. 22, 1945, they were moved to a separate section of a POW camp run by the Japanese army. Leibold has recorded an oral history of his ordeal and was extensively interviewed by Alex Kershaw, an author who specializes in military history. Kershaw wrote the dramatic story of the Tang legend and tragedy in his 2008 book, "Escape from the Deep: The Epic Story of a Legendary Submarine and Her Courageous Crew." "Bill is (the) last survivor of (the) greatest U.S. submarine in history," Kershaw tells me. "He helped found Navy Seals. He's a living legend in U.S. Navy, Brave, honorable, selfless, the best example of the greatest generation." Kershaw credits Leibold with helping win the war through his role in the "silent service" — the submarine force that strangled the Japanese Empire through its sinking's and blockades. "He's also a star of my book," Kershaw notes.

After being liberated, Leibold returned to the United States to find that his wife, his high school sweetheart, Grace, was still waiting for him. A less lucky fate greeted four of the seven married ex-prisoners. Having received a telegram notifying them of the ship's loss, their brides, understandably, had moved on with their lives and remarried. Despite his ordeal, Leibold completed a 40-year career in the Navy, returning several times to Japanese waters as commander of a submarine service/rescue ship. Having previously been home ported in San Diego, he and Grace stayed and raised their three children in Chula Vista. The couple later built a home on Palomar Mountain, aptly nicknamed the "Ship House" for its shape and windows. Several years later, they bought a house in Escondido. After Grace passed away, he moved into an independent living facility. Leibold stayed in touch with his former Tang crewmates and even held a reunion in the Ship House. Floyd Caverly died in 2011, just shy of his 94th birthday and is buried at Fort Rosecrans National Cemetery. **Bill Leibold is the last living survivor of the Tang Crew. Also see "Tang Lost Boat Info" on page 11.**



# 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 1<sup>st</sup> thru Dec 31<sup>st</sup>. 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.