



“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 2021**

INDEX OF WHO WE ARE AND WHAT’S IN THIS ISSUE	1
SMOKY MOUNTAIN BASE OFFICERS	2
SMB MEETINGS, NEW MEMBERS, CALANDARS AND LOCAL INFO	3
LOCAL HAPPENINGS AND DEFINITIONS	4
BASE OFFICERS REPORTS	5
LATEST MEETING MINUTES AND PRE WWII LOST BOATS	6
LOST BOATS OF SEPTEMBER	7
LOST BOATS OF OCTOBER	8-11
UPDATE STORY OF THE USS TANG (SS-306)	12
BROKEN HUMOR FROM THE RAO BULLETIN	13
2021 HOLLAND CLUB CEREMONY AND SMB FALL PICNIC	14
SUBMARINE “SLIDES” AND NEW SUBMARINE TECHNOLOGY	15
APPLICATION FORM FOR MEMBERSHIP IN USSVI	16

Scheduled Meetings
 Monthly meetings are scheduled for the **3rd Thursday** of each month at:
FAMOUS DAVE’S BBQ
 208 Advantage Place,
 KNOXVILLE, TENNESSEE
 Dinner & Social Hour @ 1800
 Meeting @ 1900



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

SMOKY MOUNTAIN BASE OFFICERS



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



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



BASE VICE-COMMANDER
Robert (Bob) Childs



Qualified MMC (SS)
USS NAUTILUS (SSN 571)
 November 1967
USS THEODORE ROOSEVELT
 (SSBN 600 - Blue Crew) July 1970



BASE SECRETARY
Martin Wesley



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



BASE TREASURER
JIM ROCK



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



Smoky Mountain Base Committees



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



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



PROGRAM CHAIRMAN
Andy Armbrust



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



SMB STOREKEEPER
Dick Mitchell



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



WEBSITE MASTER
Stuart McGlassen



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



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



**NEWSLETTER EDITOR &
 BASE PHOTOGRAPHER**
 Bruce Eltzroth ET1(SU)
 Staff Instructor - S1W, IDAHO

Bruce is an Associate
 Member of Smoky Mountain
 Submarine Base





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

SEPTEMBER & OCTOBER - 2021

Meetings and Happenings

Scheduled Meetings:

Monthly meetings are scheduled for the 3rd Thursday of each month via Zoom and/or at the Famous Dave's BBQ located in (west) Knoxville, TN
Dinner @ 1800,



Smoky Mountain Submarine Base has a new location to hold our monthly meetings: **Famous Dave's BBQ** at 208 Advantage Place, off of Cedar Bluff in Knoxville. New or prospective Members and their families are welcome to join us!



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

New Members:
Robert J. Noble (EMC) - USS Alexandria (SSN-757)

- 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 21 - SMB Meeting (1800 Hrs)
- October 24 - United Nations Day
- October 31 - Halloween

- November 2 - Election Day
- November 7 - Daylight Savings Time Ends
- November 11 - Veterans Day
- November 13 - Vietnam Veterans Memorial Day
- November 18 - SMB Meeting (1800 Hrs)
- November 25 - Thanksgiving
- December 1 - Next Newsletter Deadline

October 2021

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 2021

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			

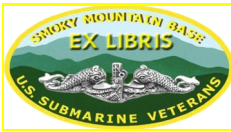


LOCAL HAPPENINGS



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 complications, it isn't available again this month.

If you haven't already gotten your "SUBMARINE VETERANS" license plate, they are available at your local County Clerks office. Be sure to take a copy of your DD-214 when you apply. Also they cost a few bucks extra.



What happens when you are at test depth and you realize that your boat was built by the **Lowest Bidder?**

POLARIS NUCLEAR SUB
Over 7 Feet Long
Big Enough For
2 Kids
Only \$6⁹⁸

FEATURES
• Over 7 feet long
• Seats 2 kids
• Controls that work
• Buckets that fire

How proud you will be as commander of your own POLARIS SUB - the most powerful weapon in the world! After hours of imaginative play and fun as you and your friends drive, surface, maneuver, watch the enemy through the periscope and fire your nuclear missiles and torpedoes! What thrills as you play at hunting sunken treasures in great waters and exploring the strange and mysterious bottom of the deep ocean floor!

HOURS AND HOURS OF ADVENTURE
Sturdily constructed of 200 lb. test fibreglass. Comes complete with easy assembly instructions. Costs only \$6.98 for this slant of fun, adventure and science. (B-

10 DAY FREE TRIAL
HONOR HOUSE PROD. CO. DEPT. 77PS54
LYNDHURK, NEW YORK
Rush me my POLARIS NUCLEAR SUB. I can use it for 10 days and if I am not delighted return it for full purchase price refund.
*SEND IT PREPAID. I enclose \$6.98 plus 75c to help cover shipping charges.
PS. THANK YOU FOR YOUR SERVICE TO OUR COUNTRY.



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.

Definitions:

- Tomachicken** – Tomahawk cruise missile.
- Top Gun** – Navy Fighter Weapons School, the Navy's post-graduate fighter tactics course. Originally based at Miramar NAS in California, now located at Fallon NAS in Nevada.
- Tot - (RN)** - A half-gill measure of Pussers Rum (approximately two fluid ounces). It used to be daily issue, served neat to Chiefs and Petty Officers; mixed with two parts water for other rates.
- Touch and Go** – While the term today refers to practice aircraft landings, the origin may have been when a ship touched ground (ran aground) briefly, then came clear by its inertia. In aviation, it is sometimes called a "Crash and Dash."
- Transient** - (ASW) A sudden sound emitted from a sonar contact. It May be anything from a dropped wrench to the sound of torpedo or missile tube outer doors opening. Tends to generate high PUCKER FACTOR in other subs or surface ships.
- Trap** - (1) Arrested landing aboard a carrier. "Night traps" are night landings. "Field traps" (arrested landings on a shore base) are an entirely different kettle of fish, being nowhere near as abrupt or unforgiving. (2) (RN) Toilet cubicle. (3) **Trim** – (1) The static (i.e. at-rest) tendency of a ship to lie with her decks not in a horizontal position, fore to aft. A ship that lies with her bow too low is said to "trim by the bow." (2) A mechanism or system of an aircraft or ship (especially submarines) which compensates for imbalances fore and aft or port and starboard, so as to maintain level attitude. Can be a noun (for the system or static tendency) or a verb, to use the system to change longitudinal (fore and aft) or lateral (side to side) balance. In aircraft, trim is usually accomplished by the adjustment of small surfaces ('tabs') on the flight control surfaces, although an entire control surface is moved on some types. In submarines, trim is usually accomplished by pumping fluids (water, usually) from one tank to another, or by moving weights such as stores from one compartment to another.
- Trim Party** – A prank often perpetrated on a newly-qualified Dive Officer or Chief of the Watch, where men and other weights are shifted fore and aft to affect the trim of the boat.
- Tunnel (The)** - Room either above or next to the reactor compartment (depending on the class of sub) that allows fore/aft travel past that space.
- Turd Herders** – Personnel assigned to the ship's sewage handling plant.



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



1) We have Added a second parade on Veterans Day Monday, November 11, 2021. The Knoxville American Legion post 2 parade lineup will take place from 9:00 am to 10:30 am. The float will have to arrive early to avoid congestion but arriving about ten for everyone else would be appropriate. Staging and start of the parade is at the corner of Hall of Fame Drive and Historic Preservation Dr. The parade steps of at 10:40 am and depending on our position we will start moving 10-20 minutes later. 2) The second parade is the Clinton parade sponsored by the Anderson County American Legion post 172 staging in a parking lot on Commerce Street behind the "Old Hammers". The parade steps off at six PM. I am hoping the new PA system will enhance the parade experiences. 3) Gatlinburg Fantasy of Lights Christmas Parade is on December 3rd. We have enough people responding to participate, I have submitted the application and am waiting on the Certificate of Insurance from RUST (USSVI insurance). So far, we have seven people, two vehicles and the float. We will need to decorate the float with lights keeping with the parade theme. Ideas and donations to buy the lights would be appreciated. Now is the time to reserve a room if you need one. 4) The Army/Navy game will be December 11th tentatively we plan to watch at Just1More as usual.



Fraternally, Marlin Helms - Smoky Mountain Submarine Veterans Base Commander



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



Page 12 of this issue discusses the latest update to the story of the USS Tang (SS-306). Page 13 has a few corny jokes, and this issue also has the stories of the Holland Club Inductions and SMB's fall picnic on page 14. Page 15 has two submarine related stories courtesy of the Undersea Museum & Thom Peschke. Again this issue is truncated due to external factors.



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



The SMB annual picnic was held on September 18th at Melton Hill Dam (large covered pavilion #3, along with Holland Club Inductions). It was located at the Dam picnic area and social hour began at 1200. After that we began to eat at 1300. The menu included smoked pulled pork and buns, BBQ sauce, coffee, iced tea, lemonade, plates, napkins, plastic utensils, and cups. Everyone also brought along a side dish to share. The rain didn't have any affect on the events and was a welcome event.



STOREKEEPERS REPORT - DICK MITCHELL, ET1(SS)

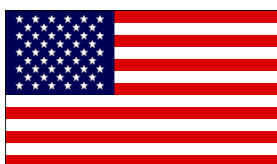


We currently have the following items on hand for sale:

2022 USSVI Calendars are now 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 September 1st, we had a balance of \$1,497.89.
As of September 30th, our bank balance was: \$983.25.





Secretary's Report/Meeting Agenda Martin Wesley (QM2-SS)



Smoky Mountain Base of USSVI, Inc. Meeting Agenda

Date: September 19, 2021 Time/Location: 1900 hrs, at Famous Dave's BBQ, Knoxville TN

Call to Order

Invocation

Pledge of Allegiance

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

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

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

"Tolling of the 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 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 – 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 - None Reported

Old Business – N/A

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

Next Meeting: - 1900 hrs, Thursday, October 21, 2021 at Famous Dave's BBQ, Knoxville, TN



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



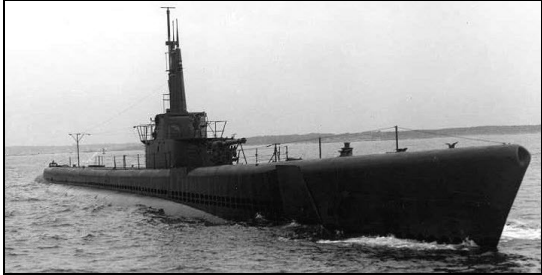
On the night of 25 September 1925, *S-51* was operating on the surface near Block Island, with her running lights on. Merchant steamer *City of Rome* spotted the submarine's red sidelight and realized that they were on collision courses. She turned and backed her engines, but it was too late. Twenty-two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

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

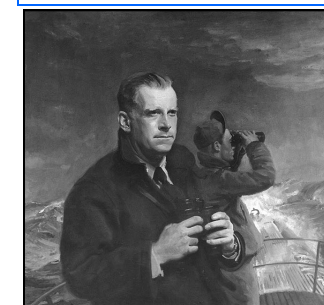
Commander Richard H. O'Kane.

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.

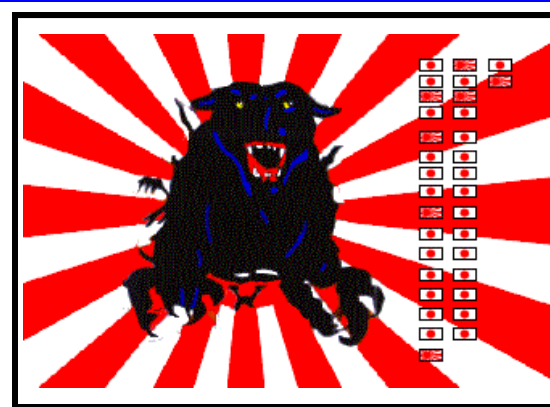
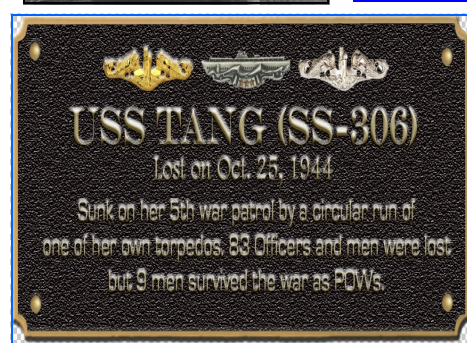
TANG was awarded two *Presidential Unit Citations* for her exploits, which officially recognized sinkings of 24 Japanese ships, totaling nearly 94,000 tons. Among U.S. Pacific War submarines, she thus had the **second highest score** in terms of numbers and the **fourth largest** based on tonnage calculations.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

(See the latest story of the USS Tang on page 12.)

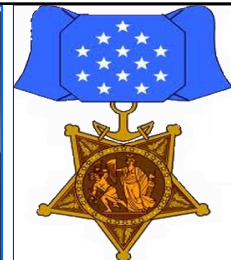


The striking and distinctive battle flag of the **USS Tang** shows a black panther ripping through the center of the Japanese rising sun naval ensign.

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](#).

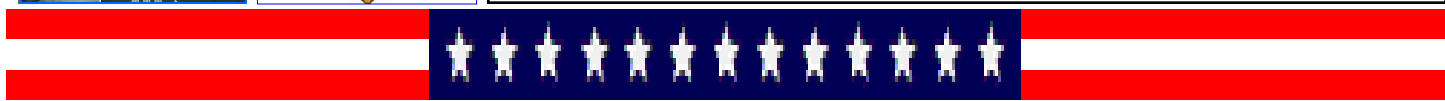


Richard Hetherington "Dick" O'Kane
Feb. 2, 1911 - Feb. 16, 1994



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.

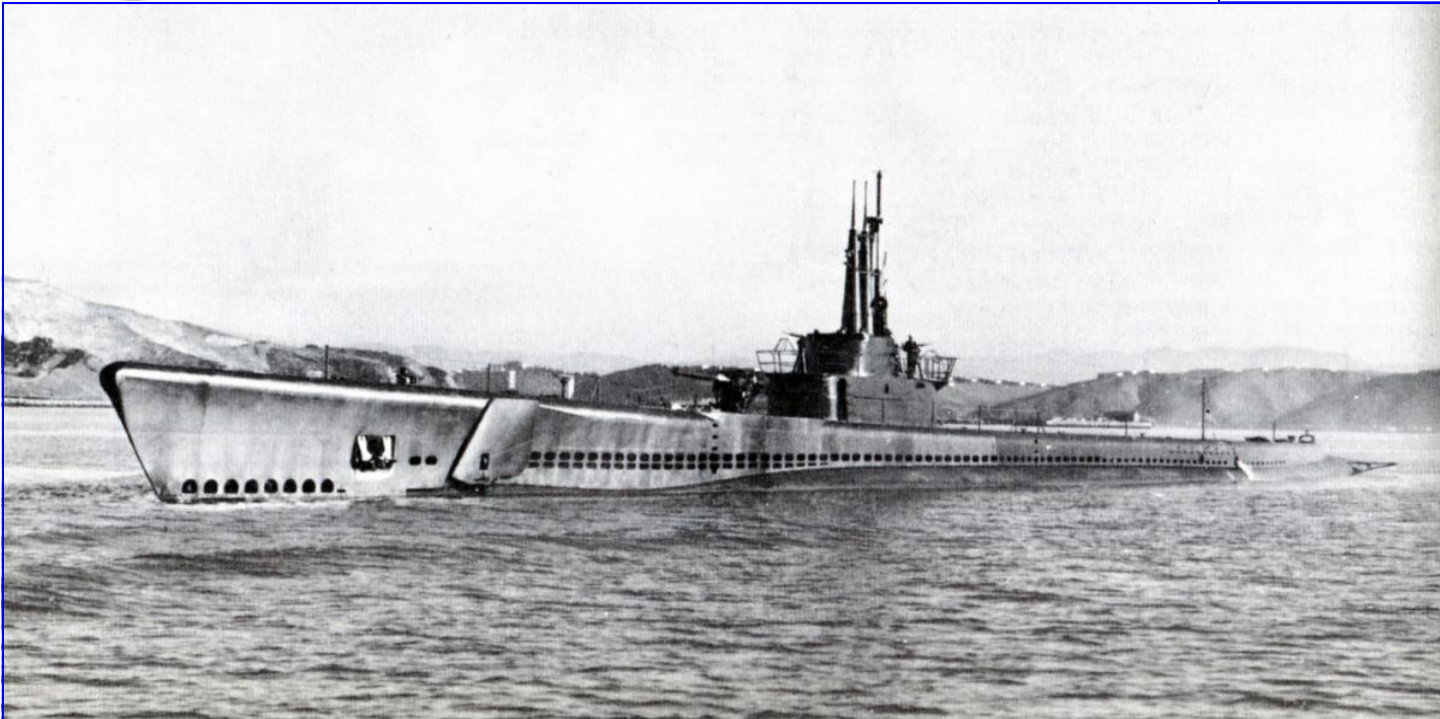




The most lethal submarine in U.S. History

USS TANG (SS-306)

(Story and photo courtesy of the Undersea Museum)



Undated photo of USS Tang underway, likely taken between October 1943 and October 1944

The most successful submarine of World War II, USS Tang (SS 306), was sunk by her own torpedo 77 years ago this month.

Commissioned only a year earlier in October 1943, Tang racked up an impressive record in her short service life, sinking the most ships (33) and greatest tonnage (116,454) of all U.S. submarines during the war.

On the morning of October 24, 1944, after sinking several tankers the night before, Tang's skipper Richard (Dick) O'Kane launched a bold attack on a large convey. The submarine's torpedoes hit their targets, sinking or disabling a tanker, destroyer, and transport. Moments after Tang's last torpedo was fired, it curved left in a circular run, striking the submarine's aft torpedo room when Tang could not clear its path. Tang's aft compartments flooded and she bottomed at 180 feet.

Seventy-eight crew members died inside the flooded submarine or while attempting to escape. The nine survivors, including O'Kane, were captured by the Japanese and spent the remainder of the war in a Prisoner of War camp. Tang received the Presidential Unit Citation, and Dick O'Kane the Medal of Honor for Tang's exemplary performance in her final two days.





A LITTLE BROKEN HUMOR

from the U.S. Navy RAO Bulletin

Submitted by Thom Peschke

A Polish immigrant went to the DMV to apply for a driver's license. First, of course, he had to take an eye-sight test involving a card with the letters 'C Z W I X N O S T A C Z.' 'Can you read this?' the officer asked. 'Read it?' the Polish guy replied, 'I know the guy.'

A wife was making a breakfast of fried eggs for her husband. Suddenly, her husband burst into the kitchen. 'Careful,' he said, 'CAREFUL! Put in some more butter! Oh my gosh! You're cooking too many at once. TOO MANY! Turn them! TURN THEM NOW! We need more butter. Oh my gosh! WHERE are we going to get MORE BUTTER? They're going to STICK! Careful, CAREFUL! I said be CAREFUL! You NEVER listen to me when you're cooking! Never! Turn them! Hurry up! Are you CRAZY? Have you LOST your mind? Don't forget to salt them. You know you always forget to salt them. Use the salt. USE THE SALT! THE SALT!' The wife stared at him. 'What in the world is wrong with you? You think I don't know how to fry a couple of eggs?' The husband calmly replied, 'I just wanted to show you what it feels like when I'm driving.'



Fifty-one years ago, Herman James, a North Carolina mountain man, was drafted by the Army. On his first day in basic training, the Army issued him a comb. That afternoon the Army barber sheared off all his hair. On his second day, the Army issued Herman a toothbrush. That afternoon the Army dentist yanked out seven of his teeth. On the third day, the Army issued him a jock strap. The Army has been looking for Herman for 51 years.



The February 2017 calendar structure will not occur again in your life time. February 2017 has: 4 Sundays, Mondays, Tuesdays, Wednesdays, Thursdays, Fridays & Saturdays. This happens once every 823 years. Who knew?



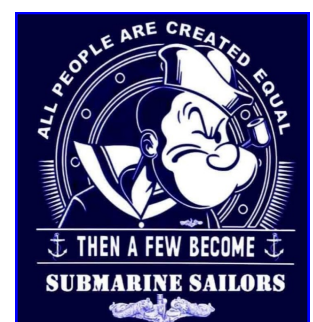
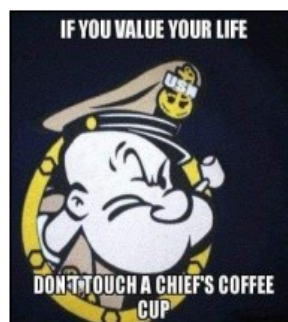
Little Johnny 3

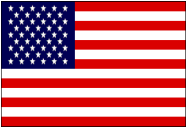


Little Johnny comes down to breakfast. Since they live on a farm his mother asks if he had done his chores. Not yet," says Little Johnny. His mother tells him no breakfast until he does his chores. Well, he's a little pissed off, so he goes to feed the chickens, and he kicks a chicken. He goes to feed the cows, and he kicks a cow. He goes to feed the pigs, and he kicks a pig. He goes back to breakfast and his mother gives him a bowl of dry cereal. "How come I don't get any eggs and bacon?" Why don't I have any milk in my cereal?" he asks. "Well," his mother says, "I saw you kick a chicken, so you don't get any eggs for a week. I saw you kick the pig, so you don't get any bacon for a week either. I also saw you kick the cow, so for a week you aren't getting any milk.

Just then, his father come down for breakfast and kicks the cat halfway across the kitchen.

Little Johnny looks up at his mother with a smile, and says: "Are you going to tell him, or should I?"





SMB Holland Club Ceremony - 2021 Melton Hill Dam, TN



This year's Smoky Mountain Base Holland Club Ceremony was held at the Melton Hill Dam Picnic area on September 18, 2021. Attendance was good with a total of about 24 members and their "significant others" present. Two members of the Smoky Mountain Base were inducted into the Holland Club this year. Both had been long term members of the base and were present with family members for the ceremony. This event coincided with the fall SMB base picnic and the Holland Club ceremony being held afterwards.

Story by Bruce Eltzroth (SMB Newsletter editor)

Mike Barham – TM3 (SS)

Mike entered the U.S. Navy 30 Jun. 1967. While in boot camp in San Diego, CA he volunteered for submarine duty. After graduating he was assigned to 'A' school in Key West, FL. Upon graduation he was sent to U.S Navy Submarine School, New London, Conn. Upon graduation, 5 Apr. 1968, Class 399 was assigned to report to USS Darter (SS 576), at Charleston, SC. Qualifying on 1 Apr. 1969 (April Fool's Day) he received his dolphins later that day. He had been promoted from E3 to E4 a few months prior, but earning his dolphins was the highlight of his career in the Navy. He went on to graduate from Under Water Swimmers School (UWSS) , Key West, FL. and was Darter's lead diver until he got out of active-duty military service 23 Apr. 1971.

Rick Turner– ETC (SS)

Rick joined the Navy in July 1962 and graduated from ET/A School in December 1963. His first assignment was to MCB-11 in Okinawa. The Sea Bees were not his cup of tea, so he volunteered for subs and started Nuclear Power School at Mare Island in July 1964. His NPTU was S3G in Ballston Spa, NY. He graduated Sub School in November 1965 and was assigned to USS Seawolf SSN 575 at Portsmouth Naval Shipyard. In April 1966 He was transferred to USS Nautilus, SSN-571. In July 1967 He received orders for shore duty and went to Instructor School and Leadership School at Great Lakes, IL. In September 1967 he started a 3-year tour as ET/A School instructor at Treasure Island. After shore duty he was transferred to USS George C Marshall SSBN 654 Gold Crew in Groton but did not stay there long. In January 1971 he was transferred to USS James K Polk SSBN 645 Blue Crew and served during Patrol 19. He qualified submarines on Polk in July 1971. He was removed from the nuclear power program in October 1971 and was transferred in January 1972 to USS John F Kennedy CVA 67. He was discharged from the Navy in September 1972 and joined the Navy Reserves making Chief in May 1973. During his Reserve career he served on USS L Y Spear AS 36, USS Robert H McCard DD 882, USS Edson DD 946, MOTU 2, MOTU 4, MOTU 10 and MOTU 12. His last 2 years in the Navy were at Naval Reserve Readiness Command Region 8 in Jacksonville, FL. He retired from the Navy in June 1988. During his civilian career he was a technical support analyst and software developer for Lockheed Electronics, Wang Laboratories and other small companies in Florida and Tennessee. He completely retired in July 2003.

(Write-ups courtesy of Marlin Helms, photos below by Bruce Eltzroth)



SMB Vice Commander - Bob Childs (right) Reading the Holland Club Proclamation.



SMB Base COB - Terry McBride Presenting the Holland Club Awards to Mike Barham.



SMB Base COB - Terry McBride Presenting the Holland Club Awards to Rick Turner.



Rick Turner, Mike Barham, and Bob Childs following the ceremony.



SMB 2021 Fall Picnic - at Melton Hill Dam, TN

(Story and Photos by Bruce Eltzroth)



Andy Armbrust did a masterful job of providing all of the necessary supplies, drinks and the main course (BBQ Pork). And everyone else brought side dishes and desserts to go along with the pulled pork (which is always good)! It all went off like clockwork under cover of the pavilion, while light rain came down outside. It was good to see the families together again after sequestering from COVID- 19 for so long.





USS Columbia (SSN-771) Slides

(Story courtesy of The Undersea Museum. Boat Photo and Logo courtesy of Wikipedia)



In September 1994, the submarine *USS Columbia (SSN 771)* became the "Last to Slide"! *Can you guess how she earned this title?*

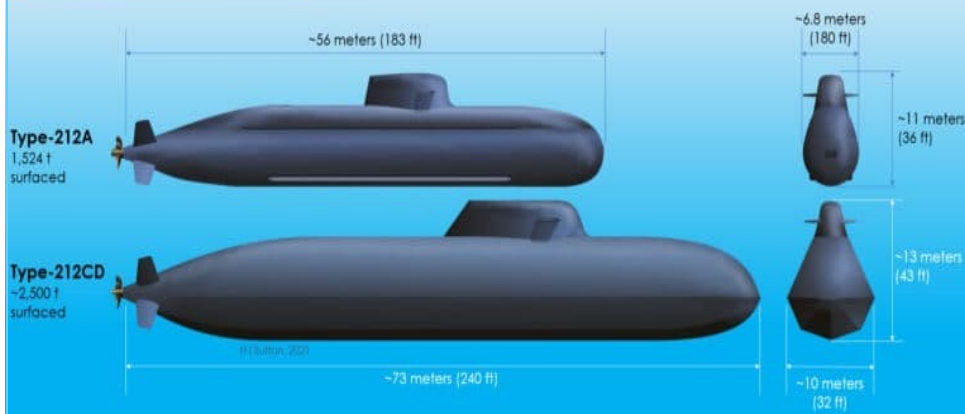
For more than seven decades, submarines were launched by "sliding down the ways," a naval tradition in which ships glide stern-first down a ramp (the "building ways") into the water for the first time. Just before a ship is launched in this manner, it is christened by the ship's sponsor. Columbia was the last Los Angeles-class submarine built at the General Dynamics Electric Boat shipyard - and the last submarine in the history of the program to be launched by sliding down the building ways. Her historic slide into the Thames River 27 years ago this month, on September 24, 1994, made her the "Last to Slide".

Submarine Technology is Evolving

(Story and drawing courtesy of Thom Peshke)



Type-212CD Submarine Compared To Original Type-212A



RADICAL NEW STEALTH SUBMARINE, TYPE-212CD, WILL BE MUCH LARGER Submarines rely on stealth to maintain the element of surprise and escape threats. For decades this has focused on reducing the noise emitted by the submarine. A resurgence of using active sonar to locate submarines now means that new stealth measures may be required. German submarine builder TKMS appears to be the first to apply radical stealth shaping.





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.