



"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.

Scheduled Meetings

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

MIMI's Café

**10945 Parkside Drive,
KNOXVILLE, TENNESSEE**

Dinner & Social Hour @ 1800

Meeting @ 1900

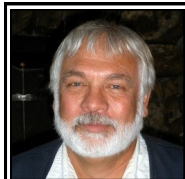
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Smoky-Mountain-Submarine-Veterans-
273222054302

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
Terry McBride, EMC(SS) (Ret.)



Qualified EM3(SS)

USS WOODROW WILSON (SSBN-624)

Qualified EM1(SS)



BASE SECRETARY
Robert (Bob) Childs



Qualified MMC (SS)

USS NAUTILUS (SSN 571)

November 1967

USS THEODORE ROOSEVELT
(SSBN 600 - Blue Crew) July 1970



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)



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
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 - 2024

Meetings and Happenings

Scheduled Meetings:

Monthly meetings are scheduled for the 3rd Thursday of each month at:
Mimi's Café in the Turkey Creek shopping area. 10945 Parkside Drive, Knoxville, TN 37934
Dinner @ 1800,
Meeting @ 1900

New and/or prospective Members and their families are welcome to join us!

New Members:
None this Period



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

November 3 - Daylight Savings Time Ends
November 5 - Election Day
November 11 - Veterans Day/WW2 Ends
November 13 - Vietnam Veterans Memorial Day
November 16 - SMB Meeting (1800 Hrs)
November 28 - Thanksgiving
December 1 - Next Newsletter Input Deadline

October 2 - 4 - Rosh Hashana
October 11 - 12 - Yom Kippur
October 12 - USS HOLLAND (SS-1) Commissioned - 1900
October 13 - US Navy Established - 1775
October 14 - Columbus Day
October 17 - SMB Meeting (1800 Hrs)
October 24 - United Nations Day
October 27 - Navy Day
October 31 - Halloween

October 2024

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November 2024

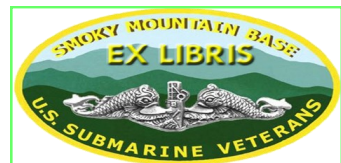
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**VETERANS
INFORMATION FOR
SMOKY MOUNTAIN
BASE MEMBERS**



SMB Library Books, DVD's and Magazines
Base Librarian: Lee Chappell EM1 (SS)
USS Guard fish (SSN 612)
 There are over 100 books in our library - check some out!



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.




SUBVEST
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 Who Already Have.
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 CUSTOM SEWN**
 Submarine Vests, Hats,
 Jackets, Shirts & MORE!
**A Base Storekeepers Dream...
 Discounts & No Stock to order
 Call to set up an account!**
www.SUBVEST.com
Jenny Dugan - Sewing Wench
757-318-0138 B4 8pm



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.



A Shutdown Would Not Affect VA Medical Care and Most Benefits, Secretary Says.
 As reported by Patricia Kime for Military.com, medical care and burials at its cemeteries would continue at the Department of Veterans Affairs in the event of any government shut-down, as would benefits such as disability compensation, pensions, education, and housing assistance. But the department would still feel the effects of federal closures, with workers furloughed and some offices shuttered, VA Secretary Denis McDonough said during a press conference. Still, because of advanced appropriations the VA receives each year from Congress, he said much of the department will continue operating normally.



NEWS FROM NATIONAL

MEMBERSHIP NEWS & UPDATES

NEW PO BOX FOR NEW MEMBER APPLICATIONS

The PO Box has officially changed. Any mail sent to the old PO Box will be returned to sender. Please use the new address below.

PO Box 49030, Baltimore, MD 21297-4930

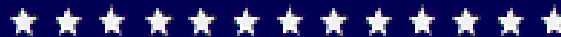
Download the new application here: <https://vva.org/wp-content/uploads/2022/09/APPLICATION-FOR-MEMBERSHIP.pdf>

TRANSFER REQUEST FORMS

On May 9, 2023, transfer requests were halted due to convention protocol. We are happy to report that all transfer requests received, have been processed. Transferred members will receive their membership cards in the coming weeks.

Contact Membership:

Phone: (800) 882-1316, Option 3
 E-mail: VVAMembership@vva.org
 Fax: (301) 585-3019



BASE COMMANDER'S REPORT MARLIN E. HELMS, JR. MM1-(SS)



I am pleased to announce Another guest speaker for November - Alan Lowe Executive Director American Museum of Science and Energy, and the K-25 Atomic History Center. He is looking for a periscope for the museum given that part of his mission is to tell the story of the genesis of the Nuclear Navy, and more broadly the continued work of Y-12 and ORNL in the national security arena. I helped him make contact. The Knoxville Veterans Day parade is coming up in November, I do not have our invitation to submit our request to participate yet. I will submit as soon as I get the invitation. The Army Navy game is coming up in December. One of the Army vets last year wanted to up the event at Just1More this year. Hopefully he has my contact info, I am looking for his. Some input on where to do a Christmas parade would be appreciated as we have done them in several locations over the years.

Fraternally, Marlin Helms - Smoky Mountain Submarine Veterans Base Commander



BASE VICE COMMANDER'S REPORT Terry McBride, EMC(SS) (Ret.)



During the final week of September, Smoky Mountain Base Vice Commander / Chief of the Boat, Terry McBride, participated in the annual Chief Petty Officer Initiation held at the Navy Reserve Center in Smyrna, Tennessee. One of the Chief Selects, as well as several of the other Chief Petty Officers present, were fellow submariners. Terry was sure to promote the USSVI to all submarine brothers present. In addition to training the newest Chief Petty Officers, Terry assisted one his fellow submariners, Matt Green - a former Machinery Division Leading Chief Petty Officer, with cooking duties. Terry also learned that the older brother of his new friend Matt was one of the plaintiffs in the lawsuit against the US Navy surrounding experimental covid-19 vaccine. Terry received a signed copy of Commander Green's book. The training site is approximately a 20-minute drive from the office of Jon Jacques, the USSVI National Commander. Jon is well known throughout the submarine community for housing what is perhaps the nation's largest personal collection of submarine memorabilia in his office. Time did not permit a visit during the training week this year, but Terry is already engaged in plans to bring next year's Chief selects to Jon's office for a Heritage field trip. week this year, but Terry is already engaged in plans to bring next year's Chief selects to Jon's office for a Heritage field trip.



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



Pages 7 through 11 of this issue contain detailed information on the Lost Boats of August and September. Page 12 of this issue contains information on two of the SMB monthly meetings (August and September 2024). The new USS Tennessee Memorial is to be located in Smyrna, TN and is shown on page 13 along with the Sunshine Lady form and a story about the 102 year old submariner at the USSVI convention on page 14. This issue of the SMB Newsletter also contains information on SMB's participation in the USSVI's annual convention in Cleveland Ohio on pages 14, 15 and 16. And Page 17 has an up to date USSVI Application Form.



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



Andy Armbrust reported that we may have a fall social picnic at the Concord Yacht Club. Food will be served at 12:00 PM. Alcohol is allowed at the club (BYOB). The cost is \$ 5.00 per person. Andy will provide the pulled pork, lemonade and tea. All members will bring a dish of their own choice.



STOREKEEPER'S REPORT - DICK MITCHELL, ET1(SS)



We currently have the following items on hand for sale:

The 2024 USSVI Calendars are still available, you can pick them up at the next meeting. Cost \$8.00 at the meeting, but if mailed \$9.00 to cover postage. They could make a nice Christmas or birthday present. Baseball caps w/SMB patch (White or Blue) - \$14.00. Straw Hat w/SMB patch - \$12.00. SMB Iron on Patches - \$7.00. SMB Logo Magnetic Car Plates - \$12.00. SMB Window Stickers - \$3.00. Smoky Mountain Base battery quartz wall Clocks - \$15.00. USS Tennessee Sub Vet Patches - \$12.00.



SMB TREASURER'S REPORT—JIM ROCK, MM1 (SS)



As of September 21st, our bank balance was: \$1896.53.
As of October 1st, we have a balance of \$1898.53





Secretary's Report/Meeting Agenda Bob Childs - Secretary



Smoky Mountain Base of USSVI, Inc. Meeting Agenda

Date: September 19, 2024. Location: Mimi's Café, 10945 Parkside Dr. Knoxville, TN

Call to Order: Meeting called to order @ 1905 hrs

Invocation: David Pope, Base Chaplain, presented the Invocation.



"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

Secretary Bob Childs led **Tolling of the Bell** for lost boats of September with the **COB - Terry McBride**.

Pledge of Allegiance: Marlin Helms, led the group in the Pledge of Allegiance and Bob Childs read the USSVI Creed.

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. We 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".

Member Introductions: Terry McBride (COB) hosted member introductions.

Secretary's Report and Meeting Minutes - Bob Childs read the minutes from July - Motion to approve accepted.

Treasurer's Report - Jim Rock (See Page 5) **Correspondence/Discussion** - None Reported

Committee Reports:

- **Newsletter** - Bruce Eltzroth Working on next edition, (The deadline for each issue is the 24th of each odd month.)
- **Library/Parliamentarian** - Lee Chappell - Books are available, check some out!
- **Storekeeper** - Dick Mitchell - not present (See Page 5 for info on items available.).
- **Membership** - Marlin Helms - Reported possible new members.
- **Scouting** - Marlin Helms - No new contacts this month.
- **Social Committees** - Andy Armbrust looking for a new place for our picnics. (Also see Page 5)
- * **Web Master** - Marlin Helms / Stuart McGlasson - No changes.

Old Business - N/A

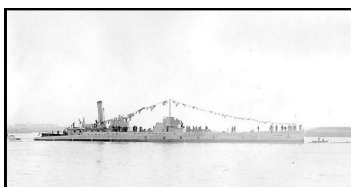
New Business/Good of the Order - Base Commander talked about getting the Caps for Kids program started again which he shared at the 2024 convention and he mentioned Blue and Pink teddy bears for the kids. The Board at the 2024 Convention proposed that we should allow Associate Members to be Life Members. Base Commander proposed we should have pre-approved programs funded for the year **Guest Speaker** (see page 14) - Knoxville Mayor Glen Jacobs (AKA Kane). Motion to adjourn made and seconded at 2010 hrs. Accepted unanimously. The 50/50 drawing - netted \$62.00. **Next Meeting:** 2020 hrs, Thursday, October 17, 2024 at Mimi's Café. **Parkside Dr., Knoxville, TN - 37934.** Boat surfaced. **Motion to adjourn:** - **Made & Seconded at 2020 hrs.** The boat was "surfaced" by Chief of the Boat, Terry McBride.



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.

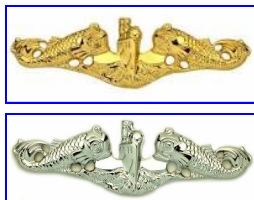
USS S-51 (SS-162)

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

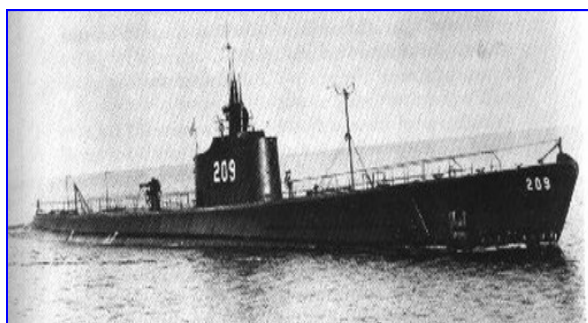


On September 18, 1943, the **Cisco**, captained by Commander James W. Coe, departed Port Darwin for her first and final war patrol. After a return to that base the same day for repairs to her hydraulic system, she got underway again on September 20, 1943, and headed for her assigned patrol area in the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



WW-II Lost Boats

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



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

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

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 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



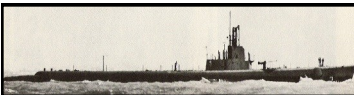
(**SEAWOLF—continued**) At that point it became obvious that the submarine the **Rowell** had sunk was the **Seawolf** and not the RO-41. Note that the **USS Rowell's** sonar operator reported that the submarine that they were attacking was using its sonar to send a Morse Code recognition signal. On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

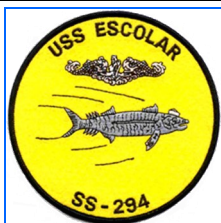


USS DORADO (SS-248) - 12 OCTOBER 1943 - 78 MEN LOST



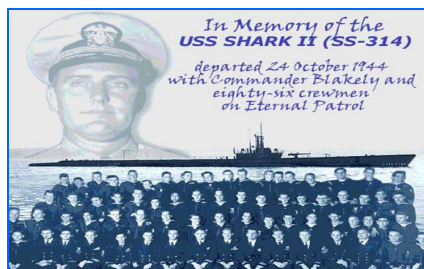
Lost on **October 12, 1943** with the **loss of 78 men** when she was sunk in the western Atlantic near Cuba. Newly commissioned, she had departed New London and was enroute to Panama. She did not arrive at Panama nor was she heard from at any time after sailing. She may have been sunk by a **U.S. patrol 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



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



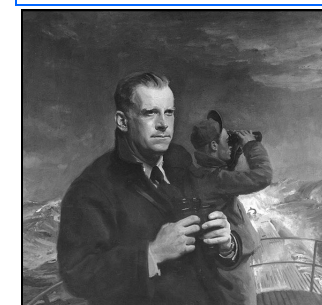
Lost on **Oct. 24, 1944**, without the loss of a single crewman. In the early morning of October 23, 1944, both **DARTER** and **DACE** contacted and tracked a large enemy force heading north through Palawan Passage en route to engage our forces in the battles for Leyte Gulf. They attacked while the 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.

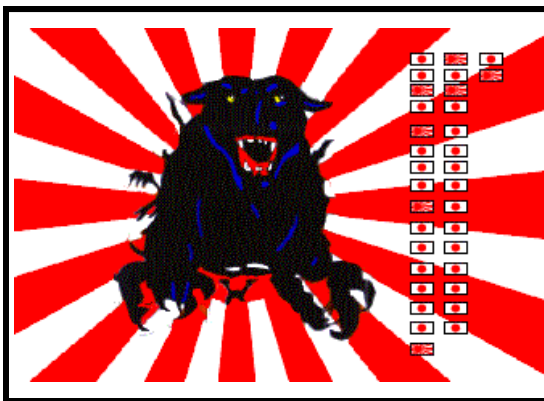
In June and July 1944, **TANG** made a very productive patrol into the East China Sea area, sinking ten ships in a series of daring attacks. The next war patrol, her fourth, was in Japanese home waters, where her torpedoes sank at least two more enemy ships during August. Late in September, **TANG** 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 sinking's. 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 sinking's of 24 Japanese ships, totaling nearly 94,000 tons. Among U.S. Pacific War submarines, she thus had the **second highest score** in terms of numbers and the **fourth largest** based on tonnage calculations. **Commander Richard (Dick) O'Kane** and **TANG** are forever linked in the annals of the Silent Service. His skill and daring made him and **TANG** the highest scoring United States submarine in World War II.

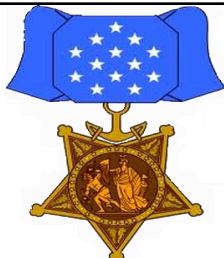


The striking and distinctive battle flag of the **USS Tang** shows a black panther ripping through the center of the Japanese rising sun naval ensign.

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



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



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

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



SMB's August 2024 Meeting

(Photos & story by Bruce Eltzroth)



The Smoky Mountain Base's August Meeting took place at Mimi's Café in Knoxville TN on August 15th, 2024. The turnout this month was better than that of last month and one new member was added to our roster. (Photos 1 & 2) capture the SMB members that attended at the meeting. Participants were treated to a detailed dissertation by the longest held enlisted POW in American History (seven and a half years), Captain William A. Robinson (USAF) retired (Photos 3, 4 & 5).



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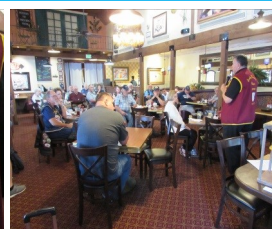
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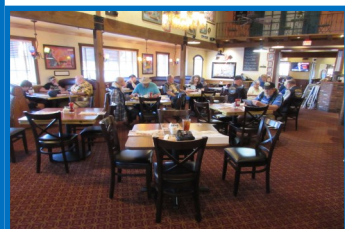


SMB's September 2024 Meeting

(Photos & story by Bruce Eltzroth)



The Smoky Mountain Base's September Meeting took place at Mimi's Café in Knoxville TN on September 19th, 2024. Knoxville Mayor Glen Jacobs was the guest speaker at the SMB meeting. He spoke about his early life as the wrestler known as Kane, before his becoming the mayor of Knoxville Tennessee. Photo 1 below shows the turnout for the meeting. Photos 2 through 4 show Mayor Jacobs discussing various topics about his early life and becoming mayor of Knoxville.



(1)



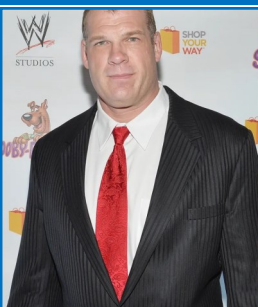
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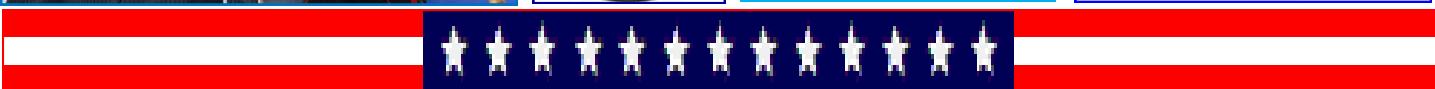
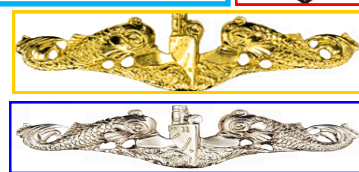
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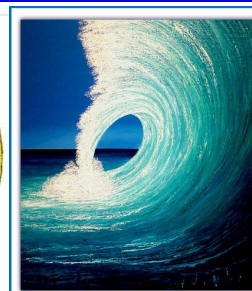
The two photos of Glen Jacobs/Kane on the left were provided by Robert Schumacher.





USS TENNESSEE SUBMARINE MEMORIAL -

www.TennSub.org (Input from J. Vinny McCrum and Story by Bruce Eltzroth)



The (Tennessee) Volunteer Base of the USSVI Inc. is in the process of developing the USS Tennessee Submarine Memorial in the Nashville Tennessee area. I asked Volunteer Base Commander J. "Vinny" McCrum: "When do you think that the memorial will be built?" His response was: "We are in the initial phase where we are hiring an architectural & engineering firm to flesh out our memorial design concept. The contract will provide us with an actual budget which will tell us how much money we are going to need to construct the memorial. I don't expect ground breaking for 3 to 5 years." I also asked: Where will it reside when done? The response was: It will be erected in the Smyrna TN area, next to or near the Captain Jeff Kuss USMC Memorial (<https://www.captjeffkussusmcmemorial.com/>). In the interest of raising the money, Vinny gave me a dozen of the USS Tennessee Submarine patches to help raise enough funds for building this project. They are to be sold for \$12 dollars per patch. (See patch photo - below center)



THE SUNSHINE LADY FORM



The following information is needed so we may celebrate the special days in your lives such as birthdays, anniversaries, and your qualification date. It would also be appreciated if you would let us know about health or major events in your life so we may offer support and encouragement in those times as well. Thank you to all who have already given their information.

Please provide the following information so we may celebrate YOU & YOURS (Please Print)

Name: _____ DOB: (Month Only)

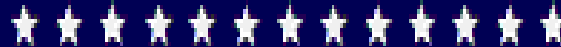
Spouse/Significant Other: _____ DOB: (Month Only)

Qualification Date: _____ Anniversary Date: _____
(Month/Year) (Month Only)



2024 USSVI NATIONAL CONVENTION

Cleveland, Ohio, August 18-25, 2024



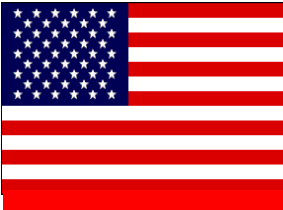
The 2024 USSVI (United States Submarines Veterans Incorporated) National Convention was held in Cleveland Ohio from August 18th thru August 25th, 2024. As this was my first “land based” convention, I found it very well planned and executed. The only other USSVI convention that I had attended was the Cruise out of Fort Lauderdale Florida in 2018 as a visitor, which traversed through many of the Caribbean Islands. My favorite extra event at the Cleveland convention was the train ride through the Cuyahoga Valley. On page 15, Photos 1,2 & 3 show pictures of the Cuyahoga Valley Scenic Railroad train on which we rode through the Cuyahoga Valley National Park. Photo 4 is the restaurant that the train stopped at for our lunch. Photos 5 & 6 show several members of the Smoky Mountain Base participating in one of the informal meetings during the convention. Photo 7 zooms in on John Augustine in his dress whites, signing autographs for Subvets coming aboard the Submarine Cod for a tour. Photo 8 depicts John Augustine preparing to fire the deck gun of the Cod. Photos 9, 10 & 11 depict various hatches, compartments, components and torpedoes aboard the USS Cod. Photo 12 shows Rear Admiral Boucher answering several questions from the Subvet participants during his speech at the USSVI Convention banquet. Over all it was a great convention with a large turnout. So large even, that my wife Pat & I and several others were re-located to a nearby hotel which required us to travel by car several blocks to the convention site for each day of the event.

(Photos on pages 14 & 15 and stories by Bruce Eltzroth – SMB Newsletter Editor.)



The first photo above shows 102 year old Tony Fiella and Tony's wife, Betty (left center) - Tony is seen here discussing past and future Subvet strategies with Thom and Stephanie Peschke. The second photo shows Tony in 2018 on the Florida USSVI cruise. Tony was the oldest member of the USSVI present at the 2024 Subvets convention in Cleveland Ohio.

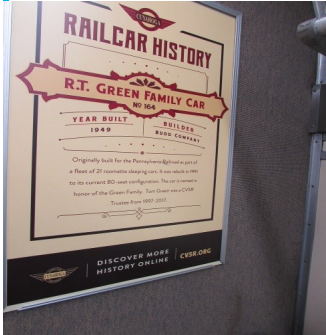




2024 USSVI NATIONAL CONVENTION

August 18-25, 2024

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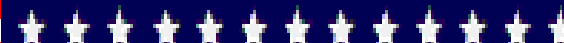
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2024 USSVI NATIONAL CONVENTION

(Continued from previous page.)

Photos & story below Submitted by Marlin Helms



The 2024 USSVI convention was held in Cleveland Ohio this year. It was an excellent location with the USS Cod memorial and other non-submarine attractions there. The Tolling of the boats was done at the USS Cod memorial. Many took in a ball game with the Cleveland Guardians. Each convention I have attended has been different with pros and cons. Cleveland was more on the Pro side. The USS Cod base did a good job of organizing it and the Embassy Suites Rockside had all the facilities we needed, and the staff was very helpful. One of the breakfast chefs would serenade us as he made our omelets. One of the things I like about conventions is the dealer room with submarine paraphernalia, authors to sign their books and general swag. This year's dealer room was the largest I have seen with the dealer room on the 2018 cruise the smallest. Meetings were well attended, and I attended many of them. Some of the things we learned is that USSVI will not renew the contract with Blackbaud for our national website. Much of the new site will originate from inside the USSVI but the host has not yet been identified. It was proposed that USSVI associate members be allowed to become life members, it was put on the agenda for the USSVI quarterly board meeting. Sharon Walsh the USSVI office manager was introduced, our only paid position in the USSVI. Not enough room in this article to mention all I learned but in the Kap(SS)4Kid(SS) meeting they introduced small pink and blue teddy bears for the kids. However, I have not seen them on the storekeepers page yet.

Tolling of the Boat Ceremony
at the USS Cod



Navy Band
at the Cod (tolling)



Honor guard for the tolling
with a mini-me guardsman



Awards Dinner Vice Adm.
Robert Gaucher speaking



Hotel lobby



Meeting with
John Riley



Holland Club
luncheon



KAP(ss)4KID(ss)
Teddy Bears



K4K(ss) Meeting
Room Sign





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: \$140.00; 3 Yr term: \$85.00; 1 yr term (Jan thru Sep) \$30.00; (Oct thru Dec adds the next yr): \$35.00;
Nat'l Life: 76+ yrs = \$120.00; 66 thru 75 yrs = \$240; 56 thru 65 yrs = \$360.00; 46 thru 55 = \$500.00; Thru 45 yrs = \$ 600.00;

Smoky Mountain Base dues are \$15 per year (\$10 after August 1st).

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 Marlin Helms, 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 Marlin Helms @ (865) 387-5625 .**