



BOAT NOTES



GROTON BASE "FIRST AND FINEST" QUARTERLY NEWSLETTER

2022 Issue 2



WELCOME TO BOAT NOTES

Your quarterly newsletter

Pioneers of the Cold War



USS Hardhead SS365



USS Shark SSN 591



USS Theodore Roosevelt SSBN 600



USS Lafayette SSBN-616



BOAT NOTES


GROTON BASE "FIRST AND FINEST" QUARTERLY NEWSLETTER
2022 Issue 2


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By J. "Deen" Brown, RMCM(SS), USN (Ret.)

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WHO WE ARE



United States Submarine Veterans Inc.

ABOUT US—Groton Base was established the first USSVI Base, in 1964, following the tragic loss of the USS Thresher SSN-593. Our creed serves to remember them and all US Submariners on Eternal Patrol.”

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 serve as a constant source of motivation towards greater accomplishments. Pledge loyalty and patriotism to the United States of America and its Constitution”

**Download the Groton Base Calendars (Pg 39)
here in Boat Notes for April, May and June.**

OR

**FOR UPCOMING EVENTS,
HERE’S WHERE YOU GET THE LATEST INFORMATION**

www.ussvigroton.org
<https://www.facebook.com/SubvetsGroton>



GROTON CLUB**Laura Byrne & Jill Henry, Club Managers**

GROTON BASE CLUBHOUSE OPERATIONS

HOURS OF OPERATION

MONDAY & TUESDAY 1100—1400**WEDNESDAY 1100—1700****THURSDAY & FRIDAY 1100 TO 1900.****LUNCHESES ARE SERVED MONDAY THRU FRIDAY FROM 1130 TO 1400**

**SCHEDULE YOUR EVENTS, BUSINESS MEETING, PROMOTION PINNING,
RE-ENLISTMENT OR LUNCHEON
BY CALLING 860-445-5262. ASK FOR JILL OR LAURA**

**Have a specialty trade?
We need you!**

Electrician, Plumber, Carpenter, Painter, data entry, bookkeeper
Contact Charlie Murray at treasurer@ussvigroton.org

KEEPING YOUR MEMBERSHIP RECORD UPDATED IS IMPORTANT!

We encourage you to send any corrections or updates directly to National.

We do however provide space on your donation pages where you can make and submit minor changes to Groton Base.

Some of the changes we receive include corrections or updates to Rank, new email and phone numbers. We will make these changes in our records and notify National

Address Changes

Phone Number

Email Address

SURFACE! So we know where you are!

Please keep your contact information up to date at all times. Having a correct address allows us to not only ensure Boat Notes gets to you, but all other important correspondence.

Contact: membership@ussvigroton.org

It helps us save on unnecessary postage



► Boat Notes Editor—Leon Hylton askleon@outlook.com

Groton Base Officers and Committee Chairs and Points of Contacts

Base Commander

Steve Ricard
commander@ussvigroton.org

Senior Vice Commander

Robert Perritt
vice@ussvigroton.org

Jr Vice commander

Paul Skalski
Jrvic@ussvigroton.org

Secretary

Alvin (Al) Kinsall
Secretary@ussvigroton.org

Treasurer

Charlie Murray,
Treasurer@ussvigroton.org

Eboard Advisor

Stan Mathis
house@ussvigroton.org

Immediate Past Base Commander

Jeff Walsh
sub3mcs@yahoo.com

Base Chaplain

John Moore
chaplain@ussvigroton.org

Liquor Permittee/ClubHouse Operations

Jeff Walsh
permittee@ussvigroton.org

Club Managers

Laura Byrne, Jill Henry (Bar)
and Jillian Tufts (Kitchen)
clubmanager@ussvigroton.org

Public Affairs Officer

Jim Lawton
PAO@ussvigroton.org

Archives (Vacant)

Build/Maintenance/Small Stores

T. Connors/Alex W Doucette
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Membership Chair

Jeff Flesher
membership@ussvigroton.org

Holland Club

Rich Cheatham
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Scholarship

Greg Kane
gkane@aol.com

Kap (SS) 4 Kid (SS)

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Memorial

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West Port Satellite

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Veterans Affairs

Al Kinsall

Eagle Scout

Paul William Orstad

BOAT NOTES

The official newsletter of the United States Submarine Veterans, Inc., Groton Base, published quarterly

Deadlines for submission

Articles of Interest

Sea Story's

1st Quarter ~ December 1

2nd Quarter ~ March 1

3rd Quarter ~ June 1

4th Quarter ~ September 1

Contacting USSVI Groton Base

US Mail: USSVI Groton Base
40 School St
Groton CT, 06340

Phone: (860) 445-5262

Email: All officers and committee chairs can be reached by email as noted on the left side of this page.

We provide a lot of information in regards to USSVI Groton Base via email and if you are not on the Base's email listing contact us and we will ensure you are on it.

Webpage: Our webpage is
<https://ussvigroton.org/>

RELATED NATIONAL OFFICERS

National Commander—

WAYNE STANDERFER

lwaynes@charter.net
(214) 707-8277

National Region Director—

LES ALTSCHULER

DirectorNERegion@outlook.com
(609)395-8197

Northeast District One—District Commander

JEFFREY R. WALSH

USSVI_NERD1@yahoo.com
(860)449-2103

COMMANDER'S CORNER**Steve Ricard**

Shipmates, Families, and Friends,



Welcome to spring 2022. Groton Base is beginning a very busy time of the year, which is a good thing for our organization. We continued to make changes within the clubhouse through the winter months and are ready to start prioritizing our next capital improvement project. The EBoard is working

diligently to get qualified bids for each of the selected projects.

Groton Base has begun the 2022 Annual Appeal. This appeal helps keep "Your" Base open for business.

The money is used for upkeep, maintenance, and improvements to our 127-year-old building where we, Groton Base, are the caretaker of the building and the land it sits on. I want to thank you all, for your generosity and support to this organization and our ongoing efforts in keeping this place the "First and the Finest".

Last month we held the annual Tom and Carol Connors corned beef and cabbage dinner at the clubhouse. Unfortunately, it was without Tom's culinary skills and guidance. Hopefully Tom will be out of rehab and be here next year to help pacify a few worried diners and put them at ease. We managed to make it through the day. Over 120 members and guests enjoyed the dinner.

I want to welcome to the EBoard Sr. Vice Commander, Robert Perritt who has taken over for Scott Howard who departed on Eternal Patrol. Also, as Jr. Vice, Paul Skalski, took over for MMACS(SS) Pat Sullivan who is living his dream at sea.

In the upcoming quarter USSVI Groton Base will continue to support Basic Enlisted Submarine School graduations. Volunteers from our organization present the Submarine Heritage Award to the class leader for each graduating class. If you are interested in

being a part of these graduations and witness the next generation of submariners readying to join the fleet, reach out to our School Coordinator, Jeff Walsh.

April marks the 59th Anniversary of the loss of the USS Thresher SSN 593. On April 10, 1963, the USS Thresher, sank in the Atlantic Ocean, with the loss of one hundred and twenty-nine sailors and civilians roughly 300 miles off the coast of New England. USSVI Groton will mark the occasion with a solemn ceremony on Saturday, 9 April at 1100. The ceremony will be held at the Submarine Force Museum. A Broadcast will be sent out as a reminder.

On June 4th we are once again scheduled to hold our Holland Club Induction ceremony. Attempts to hold this time-honored tradition has been hampered by the COVID pandemic for the past two years. Our Holland Club Chairman, Rich Cheatham, and his committee are working diligently with Subase New London to bring this event to fruition.

I'm hoping with warmer weather and easing of COVID restriction we can get a few more events on the calendar at the clubhouse. I keep hearing from members about having more than one brunch a month. To do that we need a crew to step forward. So, if interested and want to get a crew together, let anyone on the EBoard know.

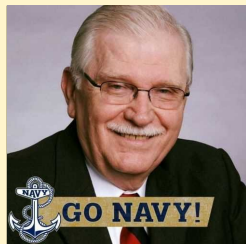
I will finish this up by again wishing you all a wonderful spring. Remember this is your club and we are only as successful as you, our members, family, and friends make us.

A handwritten signature in black ink that reads "Steve A. Ricard".

Steve Ricard

REMEMBER EVERYONE DEPLOYED

Wear RED on Friday

Base Secretary**Alvin (Al) G. Kinsall****Message from USSVI Groton Base Secretary—**

I have enjoyed serving Groton Base and you the membership in the capacity as your Base Secretary. In addition, I have been serving as your Veterans Representative and Archivist for plaques and memorabilia in inventory. That said, I would like to continue in the role of Base Secretary I trust my past performance in this role has your approval. Therefore, with the help of your support in the May election of officers I can continue supporting you and the club.

SR. VICE COMMANDER AND SECRETARY ELECTIONS

In accordance with our bylaws, in even numbered year, Sr. Vice Commander and Secretary leadership positions are up for election. Please note that the nominations opened in March and will close on April 15th. Any member in good standing is eligible to seek either of these positions. Position descriptions and election requirements are noted on pages 8 and 9 of this issue. Anyone interested should contact Commander@ussvigroton.org or Treasurer@ussvigroton.org.

SUBMARINE—SUBVET Memorabilia

Extra boat plaques, Base plaques, and framed pictures, etc.
Presently we continue to prepare our inventory listing with prices.
Items are available ..

If you are looking for a plaque of your boat, or base, squadron, etc.
contact Groton Base Secretary at secretary@ussvigroton.org.

Boat Notes

(Your quarterly New Letter)

We welcome your comments, feedback, anything that will make this newsletter will caught the readers eye.

Later in this newsletter, we hope you'll enjoy reading some of our members sea stories or most memorable days while on their boat. I want to thank those who have submitted stories to share.

Send me your stories (In MSWORD format) along with your photo's (in JPEG format) of your events. Our members enjoy reading your articles. Send your articles to secretary@ussvigroton.org.

We hope to see you at our monthly meetings. Please stay healthy and take care of yourself, and those around you.

HOOYA, thank you for being a member of the First and Finest Groton Base.

Base Secretary Continued**Alvin G. Kinsall****ELECTION 2022**

This year two positions are up for election

Sr. Vice Commander & Base Secretary

These two positions are vital to the overall operation of Groton Base

Nominations open at the 07 February Membership Meeting

Nomination will be closed 15 April 2022

Balloting will take place following the closing of Nomination

Base Sr. Vice-Commander Position description

- Shall be responsible for membership rolls in the manner prescribed by the Executive Board to show always, the names of the members of this organization, alphabetically arranged, their respective places of residence, their post office address and the year when each person became a member.
- Shall be responsible for the promulgation of all pertinent information to the officers of the base.
- Shall be the Chairman of the Base Finance Committee.
- During the absences and/or inability of Base Commander to render and perform his duties, or exercise powers, as set forth in these bylaws, or in the laws under which the corporation is organized, the same shall be performed and exercised by the Sr. Vice Commander. And when so acting, they shall have all the powers given to, or imposed upon, the Base Commander.
- Shall provide oversight, guidance and counsel for those individuals and entities assigned to this Office in the USSVI Groton Base Organization Chart.

Base Secretary Position description

- Shall keep a record of the meetings of the general membership and of the Executive Board.
- Shall be the custodian of the records and of the seal and affix the latter when required.
- Shall be responsible for the contents, publication and distribution of the newsletter.
- Shall maintain, change and or modify events in the Base Calendar as needed or requested
- Shall present to the Executive Board at its stated meetings, all communications addressed to Secretary officially by the Base Commander or any other officer or member of the base.
- Shall attend to all correspondence and perform all duties incident to their office.
- Secretary shall draft calls of meetings, conduct the election of the base officers and be responsible for the giving of notice thereof as required by these bylaws.
- Shall provide oversight, guidance and council for those individuals and entities assigned to this Office in the USSVI Groton Base Organization Chart

**ANY MEMBER INTERESTED IN SEEKING EITHER OF THESE OFFICER POSITION,
PLEASE REVIEW THE INFORMATION ON THE PAGE THAT FOLLOWS**

Base Secretary Continued**Alvin G. Kinsall****NOMINATION OF BASE OFFICERS**

- The Election Master or chairman of the Base Nominating Committee, as assigned, shall conduct the nominations for the (5) elected officers.
- The Election Master or Chairman of the Groton Base Nominating Committee shall issue a call for nominations of eligible candidates for Groton Base Officers to all Members in good standing no later than the date of the February membership business meeting.
- Nominations will remain open until April 15th.
- Nominations, when called for, may be made from the floor at the meeting(s) and shall be accepted upon the oral or written consent of the nominee that they accept the nominations and will serve if elected.
- Nominations may be submitted by any Member of Groton Base in good standing.
- Nominations submitted to the Election Master or chairman of the Nominating Committee, if not submitted by the nominee, must be accompanied by a written consent of the nominee that they will accept the nominations and will serve if elected. The qualifications of the nominee, not to exceed 100 words, may accompany nominations.
- Upon close of nominations the Election Master or Nominating Committee shall make wide distribution of the names and qualifications, in alphabetical order, of all candidates properly nominated using both print and electronic means as viable.

ELECTION OF BASE OFFICERS

- The Base Secretary shall conduct the election for the (5) elected officers except in the even year when the election of Secretary is held.
- In the even years an Officer not up for election or the Election Master will conduct the election providing all required documents to the Secretary upon conclusion of the election.
- Every bona fide candidate for Groton Base office, or their authorized delegate, may address the membership at a regular meeting for not more than five (5) minutes.
- After the close of nominations, should the Slate of Officers in nomination include only one name for each Office a voice vote, in lieu of a secret ballot vote may be entertained and conducted at the May membership business meeting.
- Electronic voting via internet is the standard method used for Elections, with mail-in paper ballots sent to the Base Secretary for inclusion in the electronic tally for those without internet access.
- If electronic voting via internet is not available, the voting shall be by paper ballot.
- Electronic and paper ballot voting, if utilized, Cut-off shall be no later than at 2359 hours on the last Monday of May.
- Ballots, ballot forms and envelopes as hereafter prescribed shall be mailed by the Base Secretary not later than May 1st to each Groton Base Member in good standing and who the Secretary does not have a validate email address then to their last known US Mail address. The names, in alphabetical order, of all qualified candidates shall be printed or typed on the ballot with one (1) additional space for write-in vote, opposite of which shall be a box to be filled in by the member voting to signify the candidates of their choice. Such ballot shall also set forth in electronic media, printed or typed form such instructions as the Base Secretary considers necessary to insure the secrecy of the ballot and its execution and mailing, or personal delivery at the meeting within the prescribed period. The instructions shall also include directions that there may be no voting by proxy.
- Election results, if not voice voted, will be announced by the Secretary at the June monthly business meeting.

Base Treasurer**Charlie Murray**

March 1, 2022

I am asking your support in our Annual Appeal. Since 1966 USSVI National is the sole owner of the Dominic "Joe" Negri Memorial Clubhouse at 40 School Street in Groton Connecticut. Groton Base, "First and Finest," was the number one base in the organization. This is where USSVI originated. Groton was also the USSVI Corporate Headquarters for the first 30 years, until 2005 when the National Office moved to the state of Washington. Groton Base has been the caretaker of the building and the land it sits on ever since.

So, what is the Annual Appeal all about? The purpose of the Annual Appeal is to help support the Dominic "Joe" Negri Memorial Clubhouse with ongoing upkeep, capital improvements, and as required, overall club operations.

The Joe Negri Clubhouse built in 1895, and at nearly 125-year-old the building requires tender loving care. Groton Base annual dues and donations simply are not enough to meet the Clubhouse expenses. While, naturally, our goal is to continue to provide the services to our members, it has become harder for keeping the doors open. For example, the cost for utilities (electricity, heating oil and propane) is \$25,000 per year, maintenance, and exterior improvements \$33,000 last year.

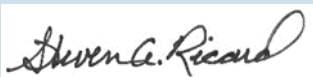
In 2020 & 2021, we made significant repairs and renovations to the interior & exterior of our building. Beginning in 2022, we will work on necessary capital improvements.

The clubhouse is the only tangible asset USSVI owns, and because we are ALL members of USSVI; the building belongs to all of us! We must depend on our membership to help in meeting our financial obligations and keeping our doors open to you, the owners of the building.

I am personally asking each of you, as members and friends of USSVI, for your help this year and to send a donation. There is no minimum donation. Every little bit will help. You can make a one-time donation or if you like you may pledge monthly or quarterly donation installments.

Please complete the Annual Appeal response form enclosed and either donate online or mail all your donations to the **USSVI Clubhouse, Attention: USSVI Groton Base Annual Appeal, 40 School Street, Groton, CT. 06340**. Make out checks to **SUBVETS USSVI Groton Base**.

We are truly depending on your help making a difference. Thanking you in advance,



Steven Ricard, Commander USSVI Groton Base

Follow us on:

<https://www.facebook.com/SubvetsGroton/>

<https://www.ussvigroton.org/>



BUILDING ACCOMPLISHMENTS 2020 – 2021

1. Meeting Hall - all walls & ceiling tiles, cleaned & repainted; walls sanded, repaired & repainted
2. Dining Room - carpet & light fixtures installed, walls repainted; relocated Wall of Honor; Joe Negri Shrine Box & Wall of Honor relocated; boat plaques reinstalled; new molding installed
3. Kitchen – new chill box, oven/range, deep fryer & flooring installed; new lighting in kitchen & pantry
4. Bar - foundation repaired, new wall framing & plywood walls, new ceiling tiles, new electrical & outlets; installed foam insulation; removed asbestos and installed new tile flooring
6. Memorabilia - plaques, pictures, models were catalog as electronic inventory.

CAPITAL IMPROVEMENTS 5 YEAR PERIOD

SHORT TERM WITHIN 2 YEARS – replace furnace, install hall bathroom, improve building access

LONG TERM NECESSARY IN 3 TO 5 YEARS – upgrade stairway & ladies' bathrooms, improve access and accommodate families; new dishwasher

DESIRED IMPROVEMENTS WITH A SPECIFIC TIMEFRAME – install generator, repair hall windows, reinstall electricity to third floor; repaint foyer, install ceiling tiles

To supporting the Dominic “Joe” Negri Memorial Clubhouse Operating and Long-Term Capital Improvements. One-time donation (Cash or Check)

All donations: via PAYPAL at the Groton Base Website or US Mail

Website: <https://ussvigroton.org/donations>

US Mail: USSVI Groton Base, 40 School St, Groton, CT 06340

Total amount of your donation: \$ _____

PLEASE MAKE ANY CHANGES TO THE FOLLOWING INFORMATION:

Your Name: _____

Your Mailing Address: _____

City, State and Zip code: _____

Phone: _____

Email: _____

Thank You!

Your donations are not deductible for federal income tax purposes as charitable contributions.

PHOTOS OF THE CLUB HALL BEING PAINTED. We took down the paneling, found wood that could be repainted. Ceiling had damaged areas repaired before we repainted. Every day a member worked to prepare for painting. Cost of items covered by members who worked in this area. Photos of Hall being repainted. Rented scaffolding to reach 15.5-foot ceiling.

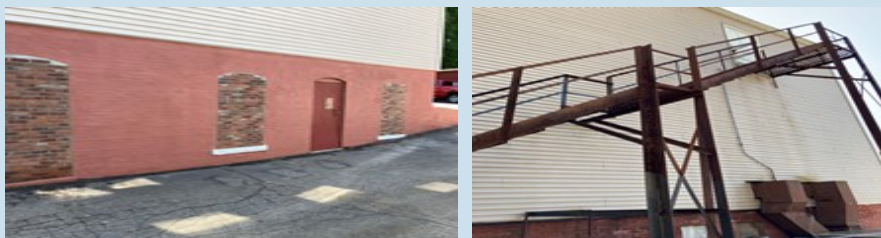
BADLY DAMAGED BAR EXTERIOR WALLS, MORTAR & INSULATION REMOVAL



EXTERIOR WALL REBUILD – THREE LAYERS OF OLD TILES & ASBESTOS REMOVED – NEW TILES INSTALLED



EXTERIOR OF BUILDING – OLD WINDOWS NOW BRICKED IN, STOCO REPAINTED. Bricked in old windows, previously covered by plywood, painted the stucco, overall improvement with outside of Clubhouse, fire escape from third floor, not often used but required - bolts for steps and frame replaced



Submarine Qualified

Never knew when night was through
or daytime had begun.
It was a life of silence
amidst the darkness of the run.

He was a submariner, tried and true,
ploughed the seas from pole to pole
spied on subs and other ships of war
to protect our nation's security role.

His sailing days are over now,
this he accepts with degree of regret.
A Submariner's soul still lives strong
somewhere deep inside never forgets.

He remembers with a smile,
his first voyage pulling topside duty
through a stormy sea, looking up at dark waves
beautiful yet menacing and spooky.

Can still hear the klaxon's call, prepare for initial
dive. The bow planes turned towards the deep
to check if all's tied down. Grab something
to hold on to - survive the rock and roll.

Longs to go to sea again,
knows he never will,
depths are for the young not the old
with pains and pills.

There is not much he has done in life
that would cause men to take note.
But he is proud to have sailed with some fine
men who helped keep this Country afloat.

Salt still flows through his veins,
mind and body will remain unfree
telling tales of tricky pursuits to young
while his heart still remains captive of the sea.

Michael F. Lepore, LCDR, US Navy, Poet Laureate Glastonbury
March 1, 2022 "To Members & Friends of Subvet Groton Base"

SENIOR VICE COMMANDER**Robert Perritt**

Hello shipmates;

I have accepted the Executive Committees request to step in and fill the remainder of Scott Howard term. As you know, Scott passed away last month. I only hope I can do the job as well as Scott did. "May he Rest in Peace."

V/r

Bob Perritt

JR VICE COMMANDER**Paul Skalski**

Greeting shipmates. I would like to thank the E Board for placing their trust in me to fill the remaining year as Jr. Vice. I would like to thank the membership for the vote of confidence. I have some big shoes to fill from past Jr. Vice's. I am up for the challenge. Stop by the club house pull up a chair and have a cup or bowl of Tom's famous chili along with a drink and swap some sea stories.

v/r,
Paul

CHAPLAIN & RED HAT (Homecoming)**Jack Gallimore Chaplain, Red Hat Chair**

Call, send a note, or a visit - A phone call or a visit from a shipmate means a lot, even if you don't know the person. If anyone knows of a shipmate that should be added, Please let me know.

A reminder, there are many who have recently had or are having scheduled surgery or may have been in the hospital recently. In most cases they have asked that I don't put their names on this list. Your thoughts and prayers however, are requested for each of them.

I do try to send an Eternal Patrol certificate and a letter of condolence to the spouse or next of kin of a Groton Base member whenever I hear of their passing and I have an address. National does a fine job of letting me know, however, some fall through the cracks. Let me know if you hear of one's passing. Please say a prayer for all who may also be under the weather including spouses and relatives.

Special note:

This should include those who are suffering from some debilitating illness, and may be in a nursing home, etc. Let me know if you know of someone.

God bless Jack



SHIPMATES ON ETERNAL PATROL 2021

"THERE IS A PORT OF NO RETURN, WHERE SHIPS MAY RIDE AT ANCHOR FOR A LITTLE SPACE. AND THEN SOME STARLESS NIGHT THE CABLE SLIPS, LEAVING ONLY AN EDDY AT THE MOORING PLACE. GULLS VEAR NO LONGER, SAILOR REST YOUR OAR. NO TANGLED WRECKAGE WILL BE WASHED ASHORE."

PLEASE PAUSE TO REMEMBER THOSE OF OUR SHIPMATES WHO SAILED IN HARM'S WAY AND DID NOT RETURN.

*LORD, THESE DEPARTED SHIPMATES WITH DOLPHINS ON THEIR CHEST
ARE PART OF AN OUTFIT KNOWN AS THE BEST.
MAKE THEM WELCOME AND TAKE THEM BY THE HAND.
YOU'LL FIND WITHOUT A DOUBT THEY WERE THE BEST IN ALL THE LAND.
SO, HEAVENLY FATHER THEIR NAMES ARE ON THE ROLLS
OF OUR DEPARTED SHIPMATES STILL ON PATROL.
LET THEM KNOW THAT WE WHO SURVIVE
WILL ALWAYS KEEP THEIR MEMORIES ALIVE*

ETERNAL PATROL FOR FIRST QUARTER 2022

Name	Rate/Rank	Date
Kenneth L. Small	ETCM(SS)	1/3/2022
John Casey Jr.	DK3	1/4/2022
John Michael Farro	EM1(SS)	1/7/22022
Ralph Donald Ppelletier	FTCM(SS)	1/8/2022
Robert Marvin Folk	QM1(SS)	1/19/2022
Edward Dallas Greenwold	SK2(SS)	1/25/2022
Basil Angelo Asteriades	CS3(SS)	2/27/2022
John Craggs	LCDR (SS)	2/27/2022
Scott Wayland Howard	RMCM(SS)	2/28/2022
Stephen A. Jackson	HMCM(SS)	3/31/2022

I have one consolation that lives with me today.
That God is near to them, in his own special way.
So God in all Your mercy, keep near Thyself the soul,
Of every Submariner, still on his final patrol.

HOLLAND CLUB**Rich Cheatham, Chair****Holland Club Update**

While the January Luncheon was cancelled due to the January Covid-19 shutdown, I am happy to report that our monthly Holland Club luncheons are back on track and well attended.

Our first Holland Club Luncheon of the new year was on Tuesday, February 15, 2022. We had 39 Holland Club members and guests (plus therapy dog, Rosie) attend.

LCDR Derek Sutton, Officer In Charge of HS NAUTILUS/Director of Submarine Force Museum was our Luncheon speaker. LCDR Sutton briefly discussed his naval career path - from enlisted to becoming a Maverick via the US Naval Academy. He provided an update on several of the improvements to the Submarine Museum building and various displays, including the new submarine Model Wall and the new Augmented Reality displays. Some of these Augmented Reality displays feature the HS NAUTILUS and Admiral Rickover. This new, high tech, displays help keep the public engaged while HS NAUTILUS is in dry dock.

Sutton also provide an update of the HS NAUTILUS maintenance progress. "She looks good" he said. She will have her hull repainted, will undergo some interior work and have her wooden deck replaced. LCDR Sutton noted the target date to get NAUTILUS re-opened to the public is Labor Day 2022. LCDR Sutton entertained a number of interesting questions about NAUTILUS and the Museum. He invited all to stop by and get reacquainted with the Submarine Museum.

We had 53 Holland Club members and guests attend the March 2022 Luncheon. Our luncheon speakers were both from the Naval Submarine Medical Research Laboratory; Dr. Brian Maguire, Senior Epidemiologist, and Ms. Linda Hughes, Program Manager of the Undersea Health Epidemiology Research Program (UHERP). Ms. Hughes, has been with the NSMRL for about 20 years. Dr Maguire and Ms. Hughes, are co-authors of a number of publications. They provide a comprehensive overview and future directions of the Naval Submarine Medical Research Laboratory (NSMRL) and the (UHERP) program.

NSMRL has been providing medical research solutions to the US Navy submariners and divers communities since 1946. They are the DOD's first choice in Undersea Biomedical Research and have a stated vision to be the DOD's Center of Excellence for Undersea Biomedical Research. UHERP provides data analyses to identify emerging and on-going health threats among submariners and Navy Divers. Their team "creates outputs aimed at improving readiness and improved health outcomes in the submarine and diver community". They have created databases that contain over five hundred thousand person-years of linked data for future studies. Dr Maguire and Ms. Hughes, entertained a number of interesting questions about their work.

Our April 19 Luncheon Guest Speaker will be our US Congressman Joe Courtney. Please let me know if you would like to join us.

A quick update on the 2022 Holland Club Induction Ceremony Planning. The first 2022 Holland Club Induction Planning Committee was held on February 22, 2022. Our next planning meeting will be March 22, 2022 at the clubhouse.

The 2022 Holland Club Induction Ceremony is *tentatively* schedule for 0900 June 4 2022 at Dealey Center on the Submarine Base in Groton. Mark your Calendar. This year we will be *formally* inducting our Holland Club members from 2020, 2021 and 2022. Most know that our 2020 and 2021 Holland Club Induction Ceremonies were postponed due to the pandemic. We have invited the 45 members from 2020 and the 40 members from 2021 to participate in this year's Ceremony. Currently we have 17 members from 2022 who are eligible for Holland Club this year.

Finally, it will take a team of hard-working members to pull off this Holland Club Induction Ceremony. We have a good team in place, but we are always looking for help from members willing to assist with this event. Please reach out to me if you would like to help at holland@ussvigroton.org or (860) 271-6608.

HOLLAND CLUB CONTINUED—

The monthly luncheons continue to be popular and very well attended, averaging 45 Holland Club members and guests. Our September **luncheon** guest speakers were Kathy Morrow Lotring, US Submarine Force Library & Museum, Executive Director, and Rear Admiral Arnold Lotring, USN Ret., Submarine Force Library & Museum *Association*, Director. We had 2 speakers, as well, for our October **Holland Club Luncheon**. **LT Ashley Paek and LT Bradli Howard, both from the Undersea Warfighting Development Center**. They spoke about their experiences as some of the first females Qualified in Submarines. Our November speaker was Rear Admiral Richard Seif, Commander of Undersea Warfighting Development Center. Admiral Seif married into a Submariner family - his wife's grandfather served on the USS Flasher (SS 249) in WWII.

We have some interesting speakers scheduled for the new year, beginning with Ms. April Tischler, Navy Gold Star Program Coordinator in January, followed by LCDR Derek Sutton, OIC Historic Ship NAUTILUS / Director US Submarine Force Library & Museum in February and then Dr. Brian Maguire from the Naval Submarine Medical Research Laboratory in March. If you have not been to a monthly luncheon recently, I urge you to attend.

Sincerely,
Rich Cheatham,

HOLLAND CLUB Chairman, USSVI Groton Base



Memorial Committee

Marion Galbraith, The Memorial

The Memorial Committee is pursuing a possible funding source for work in the Flasher. Since the sail belongs to the Naval History and Heritage Command, it is possible that we will be able to receive funds for necessary work to address corrosion of sail. In order to pursue the funds, we have one month remaining to perform an assessment and assemble quotes. The committee is working on meeting this schedule. Meetings have taken place with a representative of the History and Heritage Command, the OIC and XO of the Museum, and potential contractors.

Marian Galbraith

Mktgalbraith@gmail.com



MEMBERSHIP COMMITTEE**Jeff Flesher, Chair**

New Members for Q1 2022

Regular Members

MM1(SS) Jerome Maxfield, Qualified 1984 USS Billfish

MM1(SS) William Giese, Qualified 1983 USS Will Rogers

MM1(SS) George Bottum, Qualified 1983 USS Glenard P. Lipscomb

ETV1(SS) Kevin Licht Qualified 2012 USS Springfield

MM1(SS) Nathan Smith Qualified 1997 USS Oklahoma City

MM1(SS) Marvin Burkhalter, Qualified 1981 USS Tullibee

FTC(SS) Peter Keller, Qualified 1985 USS Henry M. Jackson

STS3(SS) Sean Godfrey, Qualified 2018 USS Vermont

MM1(SS) Alexander Teskey, Qualified 2012 USS Dallas

Active Duty Members

ITS1(SS) Claude-Robert Brown, Qualified 2010 USS Providence

CTMC(SS) Andrew Garcia, Qualified 2013 USS Missouri

ITCS(SS) Jonathan Willis, Qualified 1999 USS Nebraska

MMAC(SS) Ethan Landers, Qualified 2008 USS Scranton

LCDR Mark Matkovich, Qualified 2002 USS Georgia

Associate Members

ET2 Cecil Wayles

Captain Daniel Nolan, US Army

KAP(SS)4KID(SS)**John Riley Chair**

"No one stands so tall as when they stoop to help a child"

Abraham Lincoln



GROTON BASE'S KAP(SS) 4 KID(SS) CHRISTMAS VISIT

On December 16, 2021, we conducted an in-person K4K Christmas Visit to 4 to 13 year old Kids, in Yale New Haven Hospital's Child Psychiatric In-Patient Unit.

Our USSVI Groton Base Kap(SS) 4 Kid(SS) Team consisted of Bob Dulin, Bob Sharpe and John Riley.

The staff was very happy for us to be there and shared that it is a very tough time for lots of Kids and that the waiting list to get into their unit is much longer than usual.

Following Yale New Haven Hospital's masking and social distancing requirements, we made 16 Kids Honorary Submariners!

We had lots of fun with the Kids and staff as we shared information about life on-board a Submarine, showed Submarine related pictures and videos, and answered their many many questions!

We gave the Kids items we give all our new Kap(SS) 4 Kid(SS) Submariner Family Members: An Honorary Submariner Certificate, Ball Kap, Tattoo, Challenge Coin and Wrist Band. They also received a Nautilus Submarine Photo signed by our K4K Team, a map showing the location of all US Submarine Museums, and information brochures from the USS Nautilus Submarine Museum and the WWII Submarine Memorial in Groton, CT.

We then surprised them with Christmas Stockings filled with Candy Canes, Coloring Books & Crayons, Skittles and Therapeutic Relaxing Heart Shaped Squeeze Balls!

Their joy was a great Christmas Present for our K4K Team!

We let them know that they would get a Special Tour, and Challenge Coin, from Active Duty Submariners if they visit the free USS Nautilus Submarine Museum in Groton, CT.

"We began by imagining that we are giving to them; we end by realizing that they have enriched us" - Pope John Paul II

K4K FACEBOOK: <https://www.facebook.com/kaps4kidsconnecticut>

EMAIL: subvetss4kidss@gmail.com

KAP(SS)4KID(SS)**John Riley Chair**

Attached is one of many photos of the event. There will be more after my friend Susan Turney cleans up the red eye, she is the ships photographer. The certificates were signed by shipmate Sterling Redding and I.





Your Originals—"Sea Stories at their best"

"TO HELL WITH THE RADIATION!!"

While on a routine patrol out of Rota, Spain aboard the USS GEORGE C. MARSHALL SSBN 654 (GOLD), a fairly uncommon drill was called over the IMC by the Captain: "Radiation spill in the Torpedo Room". My station as junior Yeoman was to man the sound powered phone in the passageway leading to the torpedo room. Just outside the Wardroom, it looked like every khaki wearing man on the boat crowded that space to "see what was happening?" This naturally included the Chief Torpedoeman. Aside from radiation leaking from a MARK 45, there was a report of an injured-man down in the torpedo room. This was 1975, and the TMCS (SS) in charge was a died-in-the-wool, old-fashioned, Floridian who was extremely competent in his job, but had a 'flair for the dramatic' in his speech and actions.

Shortly after he reached the dogged hatch to the torpedo room, he peered through the glass portal to view a "bloody and battered" TMSN on his back, writhing in agony from his "injuries".. The Chief was informed by the XO in charge of the scene that the room was sealed, dogged down, and the ventilation was secured to prevent radiation from getting into the rest of the boat's compartments. Now the Chief was a BIG man, and looked like the Sesame Street Character, Big Bird in his radiation-suit & EAB. Once informed of the scenario, he leaned against the bulkhead for a moment, deep in thought as to his next move? He then sprang forward to un-dog (sp?) the torpedo room hatch, while yelling at the top of his lungs: *"To Hell With The Radiation; I'm going to save the injured man"*. At this point the CO stopped the drill immediately. He very calmly & patiently asked the TM Chief why saving his injured man would be a bad move? The Chief let out a barrage of expletives, and eventually came to his senses that doing so would expose the entire boat and crew to radiation. As I witnessed this, it occurred to me that the Chief was so wrapped up in his own man's peril that his entire being wanted to "save the injured man". To this day I both laugh at the situation, and admire the Chief for his obvious dedication to his men.

POSTSCRIPT: The Chief was not chastised, or dinged by the CO/XO for spoiling a perfectly good drill!

Philip J CLERKIN, YN2 (SS)
USS GEORGE C MARSHALL (qual. boat 1973)

(BN01APR22)

Send your sea stories to Groton Base Secretary. You can also write your comments about this and other sea story published in Boat Notes—"your quarterly magazine." Just follow the below link.
secretary@ussvigroton.org

This is a short story in the “*Long lost*” category.

Neighbor lady, Army Colonel's widow, I may have mentioned her before. She's the one who used to drag old dogs along behind her as she walked around the block. Anyway, she emails a request for information regarding a friend of a friend. She knows I'm a retired submariner. So, the email describes a lady from somewhere in the upper midwest who is searching for information about her biological mom and dad. Apparently she never knew either of them. The dad question is to me. She has one solid piece of information. She knows her dad was a crew member aboard USS Escolar, SS-294 in 1944 but would like more detail if available.

Best place to start searching is the USSVI.ORG (United States Submarine Veterans Inc.) website where one can find information on all - U.S. submarines and Submariners. I'll say up front, the site is quite comprehensive but is not without error. I find a page for Escolar that gives the short history of the boat. It was built in Philadelphia by the Cramp shipbuilding Company. A Balao class boat, she was launched in 1943, commissioned in June of 44, outfitted and headed west. And, subsequently went on her first war patrol sometime that fall. That was the first and last patrol for Escolar. Her last communication was with Perth, Australia on 17 October 1944. It is assumed that she struck a mine and sank in the Yellow Sea, southwest of Japan with 82 submariners aboard. Other web data suggests, without explanation, that Escolar is likely to be found. I should add that the lady who is looking for information about her dad was not yet born when her dad went to sea on Escolar.

I hit a few more tabs to see what else I can find. There's a page entitled Escolar crews medals. A line item for each crew member, some with pictures. CO, Lcdr Blaha received a Silver Star and a Purple Heart, XO, Lt Farrar a Bronze Star, and a Purple Heart. The remainder of the crew received Purple Hearts. I zip through the alphabetical listing of the crew and there he is: Ralph Marino MOMM2(SS)! (Motor Machinist Mate Second Class, submarine qualified) with a smiley face.

I copy the photo and info and package them into an email and fire it off down the street to my neighbor. Feeling pretty pleased with myself that I could help the lady with some family history. Wrong, old ancient deep diver!

A few days later I got back on the web still curious about Escolar and our Motor Mack. There is another page of info that I hadn't seen before. “On Eternal Patrol” lists Submariners who have passed away. Doesn't matter where or when, qualified submariners get listed. Steve Jackson, retired Master Chief Corpsman just passed away down in Florida, he'll be there. We served together on Billfish. I digress. Is Ralph Marino on the page? Yep, sure is. Problem though, there's a picture of a different person. Well, damn! I sent this poor woman, who never knew her dad a picture of somebody who wasn't her dad. Hard to believe, but it turns out there were two Ralph Marinos born in the Akron Ohio area, six years apart. The one on the USSVI site is named Ralph Anthony Marino. The one on the Eternal Patrol site is Ralph (n) Marino. The (n) in parenthesis meaning no middle name. Ralph Anthony was in the Army, lived to be 86, and died in 2003. Ralph on the Eternal Patrol page is the guy we're looking for. He was born March 24, 1922.

This mixup between the Marinos was unraveled in 2016 by the researcher/librarian at “On Eternal Patrol”. Using Ancestry and newspapers.com She first found Ralph Anthony's picture. It was in the newspaper with his girlfriend, she was seeing him off to the Army. Further down the list of articles was our Motor Mack. However, it was taken a few years before he became a sailor. The article was entitled “Among the Missing”. Apparently he left home when he was 17 without the blessing of his parents. His parents put his picture in the paper with a plea, “Come Home”. Continuing her research, she found an article in the Akron Beacon Journal dated 1943 that reports Ralph's and other Akron area sailors graduation from basic submarine training in New London, Ct. That photo is a match to the “Come home” photo of Ralph. It's not clear how USSVI, while updating their database found Ralph Anthony and thought he was the correct individual, and posted the picture.

Neighbor lady has the updated information but hasn't conveyed it to the Marino daughter as yet. So, we'll be looking for her reaction. You hear of stories like this and wonder how people react. Some, I imagine get very emotional, while others having lived a long life without knowing, it's just Ho-Hum. Since she is looking for dad, I hope it's happy news for her. Maybe not happy, but at least satisfying to get a better picture of where she came from.

That was the first and last patrol for Escolar.

We'll see.

Mike
(03/26/2022)



for

Facelift for a fabled submarine that has sailed into history

(BN01APR22)



GROTON, Conn. — The great ship has already sailed powerfully — and stealthily — onto the pages of the world's history books. The USS Nautilus was the first vehicle ever to be propelled by atomic power.

A seafaring legend, the 320-foot submarine made a pioneering voyage under the polar ice cap in 1957, and then shattered all submarine records of the 1950s for speed, distance traveled submerged, and length of time underwater. Decommissioned in 1980, the legendary vessel now sits so tightly wrapped in tarps that it was hardly recognizable as a submarine the other day under leaden skies that threatened a late-winter snowstorm here along the Thames River.

But it is the same ship envisioned by then-Captain Hyman Rickover who, in 1950, asked the Electric Boat shipyard a question for the ages: Could it build a hull for a nuclear-powered submarine? Four years later, Rickover had his answer when the Nautilus was christened, the beginning of a breathtaking deep-dive performance that spanned 25 years and more than a half-million miles.

Now, the fabled Nautilus — designated as a National Historic Landmark in 1982 — is getting a \$36 million facelift. If you climb aboard, you can almost hear the heartbeat of history beating within it. Its hull will be blasted and painted. The sub will get new topside decks. Interior lighting will be replaced and electrical systems will be upgraded. All of it is expected to take six to eight months. When the work is done, the Navy expects the old sub to have a 30-year clean bill of health, a place where kids and families — and old sailors — can hear and tell stories about oceangoing derring-do.

"I don't think that her historical significance can be overstated," Lieutenant Commander Derek A. Sutton, the officer in charge of the Nautilus and director of the Submarine Force Museum, told me when I visited the historic submarine this past week. "Here we have the first complete example of nuclear power. The first example of nuclear propulsion. First nuclear vessel. First nuclear-powered submarine. "As soon as she hit the water, she was immediately setting submerged depth records. Submerged speed records. Submerged transit time records. She was the first vessel to reach the North Pole. Just an incredible asset."

In other words, the Nautilus is preparing for posterity, securing its rightful place alongside the Mayflower and Lindbergh's Spirit of St. Louis, worthy of membership in the elite world vessel club with Henry Ford's Model T and NASA's moonshot Eagle. And that applause you're hearing is coming from those who sailed aboard the submarine when it represented the cutting edge of maritime military might — the ship for which President Harry Truman laid the keel in 1952 and which launched two years later, with Mamie Eisenhower presiding.

"Rickover understood that safety was paramount," said Dave Oliver, a retired two-star admiral who served as the engineer officer aboard the Nautilus from 1969 to 1972. "We've never had a nuclear accident in the Navy and he installed a system with zero accidents. "People don't appreciate yet how much the Nautilus changed the world." But here, where the Electric Boat Division of General Dynamics has been designing and building subs since 1899, beginning with the USS Holland, the Navy's first commissioned undersea warship, they have some idea.

During World War I, the Navy Yard on the Thames River was officially commissioned as a submarine base. Groton became known as the Submarine Capital of the World when Electric Boat delivered 74 diesel submarines to the Navy in World War II. It still claims that title today. And if you stand alongside the Nautilus on the shores of the Thames River as I did the other day, that oceangoing history is as real and as current as the great ship that now serves as a museum to American might and ingenuity.

"She is the foundation on which the entire nuclear Navy is built," Sutton said. "The first and the finest. She is amazing." "What surprises me," Sutton added, "is how similar the stories told by old veterans are to the stories that we have now. To its core, submarining is submarining. It's a very independent operation. We have the same types of missions, the same types of shenanigans that they talk about from her early history. They're the same type of things that we get into now. It's just a little more advanced today — and a lot more capable obviously." Its nuclear reactor allowed the Nautilus to remain submerged for as long as provisions for its 110 officers and crew members lasted.

In 1957, when the Nautilus required its first refueling of uranium, there was a party of sorts on board. By then the sub had traveled 20,000 leagues — or some 60,000 miles, under the sea. A landmark that Jules Verne, the science fiction novelist who wrote about the mysterious Captain Nemo aboard the submarine Nautilus, would have surely applauded.

Soon, there will be more applause aboard the old boat. And then it'll be ready for another tour of maritime history.

Thomas Farragher is a Globe columnist. He can be reached at thomas.farragher@globe.com.

(BN01APR22)

The Tip of the Spear:

USS Trout (SS-202) in the South Pacific in 1942

by J. "Deen" Brown, RMCM(SS), USN(Ret.)



Setting the Scene

The *Treaty of Versailles* that ended the war between Germany and the Allied Powers was signed on June 28, 1919. The treaty assigned to the Empire of Japan a number of island groups in the South Pacific formerly held by Imperial Germany. Among these were the Marshalls, the Marianas (less Guam), and the Caroline Territories. "The Mandates" was a common way of referring to this collection of islands. Instead of aiding the indigenous people of these islands to improve their living conditions, as was mandated, the Japanese wasted no time moving in and aggressively fortifying these lands. This military build-up fit in perfectly with the Japanese imperialist concept known as *The Greater East Asia Co-Prosperity Sphere*. This concept purported to extend the Japanese area of influence beyond East Asia and promote the cultural and economic unity of Northeast Asians, Southeast Asians, and Oceanians. In reality it was a plan to create a self-sufficient "bloc of Asian nations led by the Japanese and free of Western powers." Though not overtly stated in this concept, the conquest of Australia and New Zealand, with their rich and plentiful land masses, was clearly the intent of Japanese strategists. Absorbing those countries into the growing Japanese hegemony would deny the United States important allies and crucial advance bases in any future conflict. This strategic defensive weakening of the U. S. and its allies would be an important prerequisite to their ultimate plan: destroy the United States' naval forces based in the Hawaiian Islands, acquire that island group, and remove the Americans as contenders in the dominance of the Pacific.

The Caroline Islands consisted of a widely scattered group of about five hundred islands; one of the largest of these was the Truk Atoll. In the case of Truk, the land mass did not provide the principal Japanese interest in this real estate, the real value lay in the atoll's lagoon. Truk Lagoon

was of significant size, had deep water, and water protected from the natural destructive forces of the Pacific by a reef and higher surrounding lands. Two passages allowed large, deep draft vessels to negotiate the reef from both the north and south end of the lagoon. During the years before World War II, Japan poured vast levels of military equipment into a well-planned base at Truk that could support their fleets and smaller bases on any of the neighboring island possessions. Truk would also become the Japanese headquarters for the Southern Pacific, in some way their own "Pearl Harbor." During this buildup, U. S. and Allied military analysts viewed the Japanese treaty violations with growing concern. Based on their aggressive actions, the Japanese intentions were clear.

Once the war in the Pacific began, the strategic importance of the Japanese base at Truk could not be denied. In 1942 leading Navy officials including Admirals Earnest King, Chief of Naval Operations, Chester Nimitz, Commander of the Pacific Fleet, and Robert English, Commander Submarine Forces – Pacific, planned a military attack against this heavily defended base. If successful, the attack would at least diminish the base's effectiveness and ultimately destroy it completely. At the time this was in planning, the strength of the Japanese Navy in the Pacific was measurably greater than the Allied navies. To undertake such a major campaign against a superior foe would require a large collection of aircraft, submarines, and many supporting surface ships all of which would take time to acquire, equip, train, and assemble. If the campaign were compared to a spear, the tip of the spear would be the submarines. These stealthy warships could enter enemy territory where a conspicuous surface naval force could not. Until the massing and building of invasion fleet could be accomplished, the subs had to take the lead. The subs would perform two functions; they would report on the actual presence of enemy warships and then attack and sink the same.

USS *Trout* (SS-202) in the South Pacific

In June of 1942 the USS *Trout* (SS-202), on which I was a crewmember, entered the Pearl Harbor Navy Shipyard to undergo needed repairs and alterations and, most importantly, to get our first new surface search radar. That new electronic system was exciting to us because it would allow us to "see targets in the dark!" In late August, 1942, *Trout* was repaired and altered and fully loaded with food, fuel, and torpedoes; she was ready for her fifth war patrol which was to be an extended one. She also had a new Commanding Officer, one LCDR L. P. "Red" Ramage. After the patrol, instead of heading back to Pearl, *Trout* would go to her new squadron headquarters now based onboard the USS *Pelias* (AS-14) at Fremantle, Perth, Western Australia.



USS *Pelias* in Fremantle - time unknown.

Public Domain image

After topping off fuel tanks at Midway Island we headed south. The long cruise to the Carolines was uneventful except for a welcome visit by a lone albatross. That bird landed onboard, rode us for a day, and at least left us a seaman's good omen. In early September, as we approached the equator, the crew began to notice the sea had become crystal clear with a beautiful blue hue. It looked so inviting more than one of us expressed the urge to take a dip! Little did we know then what stress and peril that clear water would cause us to endure. Captain Ramage informed us that he had been warned about intense antisubmarine activity in the area around Truk. As we approached the vicinity around the islands it was clear that his intel was spot-on. During daylight it was common to see up to three patrol boats (SC's) in the south "Otta" Pass area where we were patrolling; constant alertness was the order of the day.

The vigilant daylight hours were spent submerged which meant that we ended the day with the propulsion plant batteries near depletion. To keep the ship operating we would surface at dark and begin charging batteries which took four to six hours of continuous charge time. During the charge we were often interrupted by the ever-present patrol boats and forced to dive. This hit-and-miss battery charging was frustrating not to mention it created concern for the boat's safety but we would "low-ball" any talk of that. The captain was also frustrated with this situation and he decided we would not keep playing "tag" with the patrol boats

but instead try a “follow the leader” game. During the night he’d take position about three-quarters of a mile behind a patrol boat and follow its course. If the PC changed direction, we would follow, matching his every turn and visually obscured by his wake, and we continued this until our batteries were fully charged. The captain’s sensible but outlandish idea worked quite well. Apparently, our presence was partly hidden by the disturbed sea of the PC, the noise of his own engines. The Japanese sailors seemed to exclusively focus their search attentions directly ahead, paying little attention to the area of their wake.

Our confidence was buoyed by knowing that we could have a “full” battery; that buoy would soon sink a little as a more severely threatening situation occurred and the crystal clear water was the troublemaker. We were submerged in bright daylight at periscope depth: about fifty-eight feet and the sea state was quite calm. *Trout* was suddenly jolted by two nearby explosions a few seconds apart. The periscopes were not up and showing above the surface which added to the mystery of our apparent discovery as it was clear those bombs came from an aircraft. What wasn’t apparent at the time was that in that clear water a plane flying overhead could see our submarine silhouette when we were at periscope depth. The danger of detection by these aerial bombers impaired our advantage of stealth. Since we clearly could not remain at periscope depth for very long, our periscope scans of the surface were quick and dangerous, and followed by our prompt return to the safety of deep water.

We remained in an area fifty to seventy miles southwest of the Otta Lagoon pass. On September 28th a periscope scan detected a distant ship. Soon after another ship appeared nearby and a few minutes later, two more; the first ships were destroyers and the second pair were cruisers. Patience was in order! Naval reasoning indicated they were escorting a large warship, a battleship or aircraft carrier, so these escort ships were allowed to pass unmolested. A large ship finally appeared; it was an aircraft carrier and that would be our target. The carrier was in a reasonable attack position and the *Trout* was ready and waiting. At 1405 we fired five torpedoes. A large explosion occurred, followed by a second. All eyes went to the Firecontrolman with his stopwatch; the run time was correct: the target was struck! The remaining three mysteriously gave no sign of abnormal behavior or of a mishap; they simply disappeared. The captain on the periscope said the carrier was on fire; smoke and flames were rolling over the flight deck. One of the cruisers was making much black smoke indicating it

had put on flank speed to clear out without concern for tell-tale smoke. The captain ordered “take her down!” as a destroyer was headed straight for *Trout* “with a bone in its mouth.” As we descended depth charges were exploding but, since none of them were close, our descent continued unabated. At three-hundred feet we leveled off; effects and sounds of depth charges were felt and heard for about an hour before they abruptly stopped. An inspection of the *Trout* revealed no damage. After evening darkness we surfaced and determined the area was “all-clear” so we headed to a new patrol area.

Trout returned to her regular routine of keeping clear of patrol boats and sighting an occasional aircraft. While making a morning navigational fix in preparation for a close reconnoiter of Otta Pass the boat lurched and rolled to starboard from a tremendous explosion. Aerial bombs had scored! A man in the Chief’s Room was thrown from his bunk and another knocked to the deck in the Torpedo Room. We were all stunned by the violence and suddenness of the attack. The Control Room Chief instinctively flooded tanks sending the boat downward. As the boat passed eighty feet another bomb went off but it had little effect. When the boat leveled off a thorough inspection was made for leaks and damage. The periscope hull seals were both leaking into the Conning Tower rendering their use in question. Also, the full-size hatch located at the rear end of the Conning Tower was leaking and spraying sea water onto people and equipment. The water was draining down to the Pump Room bilge where the pump was able to send it overboard. Other more minor leaks were quickly stopped and broken light bulbs replaced; the hull was deemed seaworthy.

After dark we surfaced to perform a topside inspection. Both periscopes were clearly out of commission and part of the radar antennae was blown away. Below decks, our technicians continued to work on the gyrocompass, which had been running poorly, but this attack finished it off. The gyro was our principal instrument for navigation. The gyro and the periscopes worked together to provide data to the Torpedo Data Computer (TDC); without these important sensors our ability to perform a torpedo attack was unlikely.

The captain sent a radio message to our sub force commander informing him of our plight. In a few hours he received orders; discontinue patrol and proceed to Brisbane, East Australia, for repairs.

Navigating using a simple magnetic compass on a steel ship is fraught with bearing error. En route, frequent celestial fixes were taken to verify our assumed geographic position. Writing this more than seventy-four years later I admit that my memory of our navigation challenges during this period has become blurred. However, in my mind I still believe that the USS *Sailfish* (SS-192), formerly the *Squalus*, was ordered to rendezvous with *Trout* and escort us to Brisbane. The war patrol reports from neither submarine mention that this occurred nor is there any other substantiating documentation currently available but I remember that *Trout* and *Sailfish* were together in Brisbane.

Photo # 19-N-43269 USS *Sailfish* (SS-192) off the Mare Island Navy Yard, 13 April 1943



Public Domain image.

At Home in Brisbane

Cruising up the Brisbane River to the dock area was a pleasant experience. Spring-like weather had arrived and the land was an inviting, lush green. Crowds of people on the river bank were yelling, waving, and cheering us on. These greetings were our first introduction to Australian hospitality that remained with us throughout our brief stay there. In the early evening I joined two shipmates heading to the uptown to see a little of Brisbane City. As we passed through a sentry gate guarding New Farm Wharf we encountered a crowd of local people standing nearby. They variously invited us to come to dinner in their home, or to join them at a party or accompany them to some sporting event; a very hospitable greeting.

We had to decline since we had promised some of our own shipmates that we would join them at the Lennon Hotel for a beer and to talk over our latest experiences. Much of our discussion that evening revolved around our suspicion that our torpedoes

were not fully reliable. We had raised this same subject on the boat at times but the officers would not discuss the matter, believing it was bad for morale, so it was low-balled. In the mind of some, their silence tended to exacerbate the matter.

The next afternoon I went to the city again to shop for some personal items and souvenirs. Since I was in uniform I was easily identifiable as an American. A similar crowd again invited me to all sorts of events but I wanted to do my shopping so I politely declined. When we left Pearl I knew we were changing homeport to our new forward base in Fremantle, Australia and that we would be there for an extended time, perhaps one or two years. Even with that forewarning, I neglected to familiarize myself with the British currency system and understand the exchange rates. When shopping, I was embarrassed that I didn't know what anything cost since the prices were in British Pounds. So I would choose an item, hold out my hand with money, and ask the clerk to take what it cost. That worked out fine and, in addition, often resulted in a cheerful conversation. Also, girls who worked in the shop would gather around me and teach me to count their money. I was a slow learner.... Our delightful visit to Brisbane eventually came to an end. The submarine tender USS *Griffin* had finished the major repairs of all our bomb damage. *Trout* was now whole again with new periscopes, gyro compass and radar antennae. That sprung leaky rear Conning Tower hatch had been fully welded shut [newer subs being built would not have this hatch there so no great hardship.] We departed on October 17th for Fremantle, Perth, our assigned base in Western Australia. Three days out we received a radio message to return immediately to Brisbane, which we did, and arrived there on October 23rd. In wartime plans change frequently and, back in Brisbane, they had prepared for our arrival. All remaining repairs were completed, mostly by us but with assistance from the tender, as materials for a war patrol came pouring aboard; torpedoes, fuel, oil, and food in all the quantities we

War patrol reports show *Trout* arriving in Brisbane on 13 October 1942 while *Sailfish* did not arrive until 1 November. This does not rule out the possibility of *Sailfish* escorting *Trout* to the Brisbane approaches and then proceeding on for another two weeks but there is no evidence of this currently available; L. P. Ramage, commanding, "USS *Trout* (SS 202), Report of War Patrol Number Five" (Commander Submarine Force Pacific Fleet, 13 October 1942), 8.

could carry. Much of the food was simply stacked topside where it was when we cast off on the afternoon of October 26th. Men were passing stores below as the boat navigated out of Brisbane harbor. All finally shipshape, we went below and were back to war.

Once underway our captain explained our orders. We were going to the Solomon Islands. A battle for Guadalcanal was in process and ongoing and we were to join that battle. Our trip to station was uneventful but after about a week there things became very active and at times perplexing.

On November 13th, shortly after arriving at our patrol station, *Trout* was patrolling on line with *Flying Fish* and *Grampus* about eighty miles north of Indispensable Straits. We had received a message reporting the position of an enemy battleship headed towards us so we were on the lookout. About 0700 escorting destroyers were sighted and passed and about half an hour later a battleship came into view. We closed to about 6000 yards when the BB turned away. The rest of the morning and most of the afternoon was spent avoiding destroyers (DDs) and aircraft while we searched for the battleship. We sighted her again around 1500 emerging from a rain squall and closed to 1,800 yards. *Trout* launched five torpedoes at the battleship which we identified as *Kirishima*, one of Japan's older battleships. Waiting to hear an explosive hit seemed like minutes even though it was less than sixty seconds. Though the hoped for sound of our own torpedoes was not heard we got our explosions soon enough. A pattern of depth charges was rained down on us by an angry destroyer. The destroyer's attack was intense, but brief, and when all seemed clear we surfaced and transmitted a position report on the enemy force's position.

The captain received a radio response about Guadalcanal being shelled by naval gunfire. His feeling of guilt about the unsuccessful attack was evident when he wrote that our soldiers had been shelled "all because we failed." She escaped us but the *Kirishima* would not survive this battle. After inflicting damage on the American battleship USS *South Dakota* the *Kirishima* was attacked by another of our new battleships, the USS *Washington*, which had evaded the Japanese fleet to get into point-blank position. The *Washington's* sixteen-inch guns blasted *Kirishima* into a mangled pile of steel. The Japanese cruiser *Nagara* initially tried to tow *Kirishima* out of Ironbottom Sound but, after realizing the extent of the damage, *Kirishima* was left to sink. When we heard about this later we were glad that a major enemy ship had been destroyed but our morale took a blow when we realized that we had a shot at sinking the same ship but blew it perhaps because of faulty dud torpedoes! How long would we have to fight with ineffective weapons!?

Many ship contacts were made but the situation was often mixed-up and confusing. This early in the war our subs lack an electronic identification system (IFF: Identification Friend or Foe) to help with target identity, i.e. who was friend and who was foe. Thus identity determination was strictly visual and often imperfect. When Japanese and United States ships mixed, friendly targets were sometimes attacked and valid attacks on targets withheld. During the dark early morning hours of November 15th we were on the surface charging batteries when a large searchlight suddenly illuminated us. Seconds later two salvos whizzed a few feet over our deck and landed twenty yards past us. The captain secured all engines and went to ahead-emergency and dived to two hundred feet but that destroyer (DD) was right on us. The captain remarked that it might be one of our own DD "considering the speed and precision with which they handled the situation." As the depth charges came down he was proved right. The nature of the exploding sound told us that they were definitely American; they exploded with a single "Boom." One could hear the Japanese depth charges arm ("Click") just before exploding ("Boom"). We had heard plenty of that distinct two-part sound, Click-Boom! But now we were being attacked by a "friendly" ship? In the midst of this the captain ordered a red signal flare released. The depth

L. P. Ramage, commanding, "USS *Trout* (SS 202), Report of War Patrol 1942), 1.

L. P. Ramage, commanding, "USS *Trout* (SS 202), Report of War Patrol 1942), 5.

L. P. Ramage, commanding, "USS *Trout* (SS 202), Report of War Patrol 1942), 6.

<http://www.maritime.org/doc/radar/part2.htm>, Radar Operator's Handbook

L. P. Ramage, commanding, "USS *Trout* (SS 202), Report of War Patrol 1942), 6.

charge attack stopped and the DD's sonar began tapping out a request for us to surface in Morse code. Once we were on the surface they came close and asked if we were okay and did we need help. Or reply was no, only our feelings were hurt and ruffled. We parted and went our own ways.

Trout departed Guadalcanal late on November 18th. Many crewmen thought we were finally destined for Fremantle, Perth where we were supposed to be. Next, however, another wartime plan change. We were headed back to Brisbane for a brief stop for supplies and repairs. The depth charges, both enemy and friendly, had left one periscope again useless. We ended our sixth war patrol on November 23rd as we arrived at the New Farm Wharf Base in Brisbane. The scene at the base had totally changed. The previous sub-tender, Griffin, was gone and two newly built tenders had taken over: the USS *Fulton* (AS-11) and the USS *Sperry* (AS-12). These ships were awe inspiring; their graceful lines and form resembled those of a commercial passenger liner. *Sperry* quickly finished our few needed repairs. On November 28th we were underway again and headed to Fremantle. It seemed we had surely taken a "long-way" around getting to West Australia. We left Pearl Harbor in August of 1942, completed two successful war patrols, damaged a major enemy capital ship, been depth charged by our own destroyer, and fended off the effects of severe damage and major leaks before we could cast our mooring lines at our home base. We arrived at Fremantle harbor on December 8th and moored alongside the USS *Pelias* (AS-14), our tender and Squadron Headquarters.

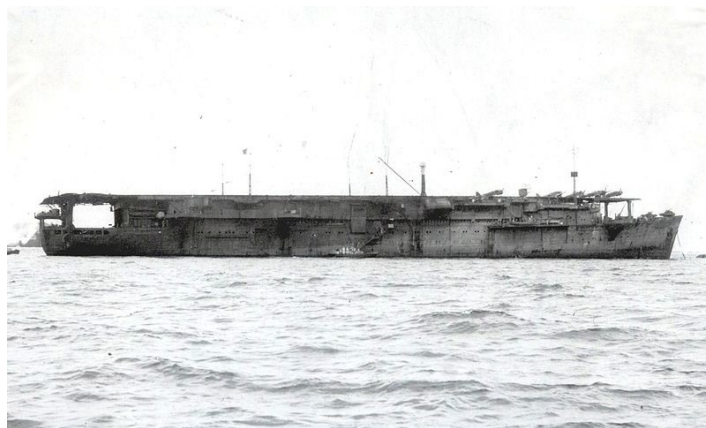
While we were there it became common knowledge that "Red" Ramage had a "heated" discussion with senior naval officials about suspected torpedo failures, erratic runs, premature detonations, and failure to run. This was some talk that his "discussion" became so "heated" that the Admiral had him removed from the *Pelias*. No harm done. Eventually, enough sub captains had enough heated discussions that the high command finally took the matter seriously and found a way to fix our faulty torpedoes. How many men remain on eternal patrol because of those duds I don't like to think about.

We received some interesting information about the aircraft carrier we attacked south of Truk; she was the *Taiyō*. *Taiyō* was laid down in 1940 as the ocean liner *Kasuga Maru* but before she was completed she was requisitioned by the Japanese military as a supply and personnel transport. *Kasuga Maru* worked at this until mid-1941 when she was converted into an escort carrier; this Japanese class of escort carriers were larger than American escort carriers. The new warship

would have a straight flight deck with elevators but no island or catapults. The *Taiyō* was used as a training ship, aircraft transporter and as convoy escort. The ship survived our torpedo attack, made it back to Truk, and thence to Japan for major damage repair. Our Navy officials informed us that *Trout* was the first U. S. submarine to torpedo and damage an enemy aircraft carrier in the war.

In late November, 1943, *Trout* proceeded to the U. S. A. for a much needed major overhaul. Our Speed of Advance (SOA) was impaired due to the infirmities of our machinery. Additionally, most men aboard had been deployed abroad for near three years. As we approached California, the captain allowed three or four men at a time to the bridge to view the shores of our homeland. I shall always remember the inspiring view. The Golden Gate Bridge loomed majestically across the San Francisco Bay above a fog bank. Thoughts of home, family, and friends were firm in my mind. At last we were home! Home to God and country and, for a while, separated from strife, death, and destruction.

Epilogue – *Taiyō's* whole story



Imperial Japanese Navy's aircraft carrier, *Taiyō* in harbor at Yokosuka, Japan, c. September, 1943.

Public Domain image

Taiyō was restored and returned to service after her encounter with *Trout*. She seemingly became a favorite target for the American submarines. USS *Tunny* (SS-282) torpedoed her on April 9, 1943 and USS *Cabrilla* (SS-288) had a go at her on September 24, 1943. After each time *Taiyō* was repaired and put back into service. Not until the USS *Rasher's* (SS-269) big night on August 18,

1944 did the *Taiyō* meet her end. Though the Japanese sailors believed their ship was blessed by divine wind spirits or *kamikaze*, on that night the luck of their spirit expired. Instead, the evil destructive forces of the devil, or *akuma*, were thrust upon them, in the form of a near typhoon strength storm, ominous in all respects.

By mid-1944 enemy ships were increasingly difficult to find. However, Intel reported moderate to busy ship traffic using the Luzon Strait between the Philippine and South China Sea. In July three boats, *Picuda*, *Spadefish*, and *Redfish* were sent as a Wolf-Pack to this area to investigate reports of enemy convoys in that general area. The weather was extreme; a storm raged and typhoon winds whipped the sea mad with spray and huge waves. Visibility was reduced to just a few yards. Search as they would the Wolf-Pack could not find the convoy. *Rasher*, commanded by Henry G. Munson, was patrolling in an adjacent area and word of the convoy reached them via radio.

At about 2000 hours on the 18th *Rasher* caught a brief glimpse of the convoy. The night was very dark but was illuminated by an occasional lightning flash. In one flash the captain saw the form of a large ship. The multiple targets and bad weather seemed to make obtaining a firing solution impossible but at just after 2100 hours he commenced firing a spread of four torpedoes from the stern tubes. After two torpedoes were away the captain doubted the gyro settings so aborted the remaining two shots. However, those two torpedoes found their target with explosions that were both heard and seen by the *Rasher*. The captain believed he had struck a tanker because, as he wrote in his war patrol report, he believed the ship was:

...gasoline laden judging from the appalling explosion with a column of flame 1000 feet high. The entire sky was a bright red momentarily and the target and the whole convoy was seen for an instant. Part of the ship blew off and landed about 500 yards from the remainder of the tanker and both parts burned fiercely for about twenty minutes and then disappeared from sight in one final grand explosion.

In the post-war years I worked with Commander Munson. We were teaching Electronics School at the Submarine School at New London. I knew him as a rather quiet type man, one of few words, and he definitely could not be called verbose. I am not surprised that his log entry, appearing later, describing his successful attack on what he thought was a gas-laden tanker was

so brief. The Captain would not have been one to run on about it.

Rasher ended her war patrol with empty torpedo rooms and returned to Pearl Harbor and, eventually, to Hunter's Point Naval Shipyard in California for refit. They were informed on arrival that the tanker they thought they had sunk was actually the aircraft carrier *Taiyō*, that had sunk with over seven-hundred men and at least twenty-five aircraft. At least one of *Rasher's* torpedoes had ruptured *Taiyō* avgas and oil tanks, causing them to explode giving the impression of a tanker carrying fuel. This was one of the most productive patrols of the war. According to reports compiled after *Rasher's* fifth war patrol she accounted for five ships sunk totaling over 57,700 tons, and four ships damaged totaling over 22,000 tons.

When the submarine crewmen around the fleet heard the news of this aggressive and effective patrol the crew of the *Trout* could not help thinking that if we had had properly operating torpedoes during the early days of the war, might we have achieved similar results or, at least, not let "big ones" like the *Taiyō* get away? For this question only time will make it fade away without giving a clear answer. Our past disappointment aside, positive news about our torpedoes was greeted with enthusiasm. Two major defects were found and corrected in 1943: the contact exploder and the depth setting. Reliable torpedo performance would now be the norm. ■

H. G. Munson, commanding, "USS *Rasher* (SS 269), Report of War Patrol Number Five" (Commander Submarine Force

H. G. Munson, commanding, "USS *Rasher* (SS 269), Report of War Patrol Number Five" (Commander Submarine

<http://www.combinedfleet.com/taiyo.htm> [accessed

H. G. Munson, commanding, "USS *Rasher* (SS 269), Report of War Patrol Number Five" (Commander Submarine

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VA Announces Plan to Reorganize

The Department of Veterans Affairs (VA) has released a reorganization plan called AIR-Assets and Infrastructure Report, which would close three medical centers located in Northampton, Mass., Brooklyn, N.Y. and Chillicothe, Ohio, as well as several other VA facilities. The VA claims the reorganization is needed to reflect the changing needs of modern health care and to close aging offices and centers that are no longer near where large numbers of veterans live. The plan also provides for construction of dozens of new health care and community living facilities. The VA claims the reorganization will put nearly 200,000 more veterans within a 30-minute drive of mental health care.

The plan also calls for 35 VA Medical Centers in 21 states to be closed or completely rebuilt, while 14 new VA hospitals and 140 new multi-specialty outpatient clinics would be added to the system. Seven of the 17 sites listed for closure are in the Northeast. VA officials claim this reflects the fact that more of the veteran's population has moved out of that region to resettle in the Midwest and Southwest. Many lawmakers in areas with facilities slated to be closed are resisting the move. The FRA will closely monitor the impact of closures and support retention of VA facilities that have sizeable veteran populations. ¢

- Department of Defense Identification Card**

[APPLY FOR A VETERAN ID CARD](#)

[APPLY FOR A VETERAN HEALTH IDENTIFICATION CARD \(VHIC\)](#)

VA Proposes No Mental Health Care Co-pay

The Department of Veterans Affairs (VA) has proposed a new regulation to help veterans who are seeking mental health care. The draft regulation eliminates co-pay fees for veterans seeking mental health care. This includes outpatient mental health care and medications. The VA claims that this regulation would reduce the financial burden on veterans who sometime must pay multiple co-pays. The VA will also reduce co-payments for prescriptions for veterans who are considered to be at a high risk of suicide. ¢

US Admiral Says China Fully Militarized Isles

Admiral John C. Aquilino, left, Commander of the U.S. Indo-Pacific Command (INDOPACOM), looks at videos of Chinese structures and buildings onboard a U.S. P-8A Poseidon reconnaissance plane flying at the Spratlys group of islands in the South China Sea on March 20, 2022. A U.S. Navy plane carrying a top American military commander was threatened repeatedly by radio on Sunday to leave the airspace over Chinese-occupied island garrisons in the disputed South China Sea, but the aircraft pressed on defiantly with its reconnaissance in brief but tense standoffs witnessed by two Associated Press journalists invited onboard. (AP Photo/Aaron Favila)

OVER THE SOUTH CHINA SEA (AP) — China has fully militarized at least three of several islands it built in the disputed South China Sea, arming them with anti-ship and anti-aircraft missile systems, laser and jamming equipment and fighter jets in an increasingly aggressive move that threatens all nations operating nearby, a top U.S. military commander said Sunday. U.S. Indo-Pacific commander Adm. John C. Aquilino said the hostile actions were in stark contrast to [Chinese President Xi Jinping's past assurances](#) that Beijing would not transform the artificial islands in contested waters into military bases. The efforts were part of China's flexing its military muscle, he said.

"I think over the past 20 years we've witnessed the largest military buildup since World War II by the PRC," Aquilino told The Associated Press in an interview, using the initials of China's formal name. "They have advanced all their capabilities and that buildup of weaponization is destabilizing to the region."

in the world. During the patrol, the P-8A Poseidon plane was repeatedly warned by Chinese callers that it illegally entered what they said was China's territory and ordered the plane to move away.

"China has sovereignty over the Spratly islands, as well as surrounding maritime areas. Stay away immediately to avoid misjudgment," one of the stern radio messages said in a veiled threat.

But the U.S. Navy plane dismissed the multiple warnings and pressed on defiantly with its reconnaissance in brief but tense moments witnessed by two AP journalists invited onboard. "I am a sovereign immune United States naval aircraft conducting lawful military activities beyond the national airspace of any coastal state," a U.S. pilot radioed back to the Chinese.

"Exercising these rights is guaranteed by international law and I am operating with due regard to the rights and duties of all states," he said.

Navy commanding officer Joel Martinez, who led the P-8A Poseidon's crew, said there has been an incident when a Chinese jet flew close to a U.S. aircraft in a dangerous maneuver in the disputed region. The U.S. flight crew calmly reminded the Chinese to comply with aviation safety regulations, he said.

As the P-8A Poseidon flew as low as 15,000 feet near the Chinese-occupied reefs, some appeared to be like small cities on screen monitors, with multi-story buildings, warehouses, hangars, seaports, runways and white round structures Aquilino said were radars. Near Fiery Cross, more than 40 unspecified vessels could be seen apparently anchored.

Aquilino said the construction of missile arsenals, aircraft hangars, radar systems and other military facilities on Mischief Reef, Subi Reef and Fiery Cross appeared to have been completed but it remains to be seen if China will pursue the construction of military infrastructure in other areas.

"The function of those islands is to expand the offensive capability of the PRC beyond their continental shores," he said.

"They can fly fighters, bombers plus all those offensive capabilities of missile systems."

He said any military and civilian plane flying over the disputed waterway could easily get within range of the Chinese islands' missile system.

"So that's the threat that exists, that's why it's so concerning for the militarization of these islands," he said. "They threaten all nations who operate in the vicinity and all the international sea and airspace."

China sought to shore up its vast territorial claims over virtually the entire South China Sea by building island bases on coral atolls nearly a decade ago. The U.S. responded by sending its warships through the region in what it calls freedom of operation missions. The United States has no claims itself but has

deployed Navy ships and aircraft for decades to patrol and promote free navigation in international waterway and airspace. China routinely objects to any action by the U.S. military in the region. The other parties — the Philippines, Vietnam, Malaysia, Taiwan and Brunei — claim all or part of the sea, through which approximately \$5 trillion in goods are shipped every year. Despite China's aggression, the long-simmering territorial conflicts should only be resolved peacefully, Aquilino said, and cited the Philippine government's successful move to bring its disputes with China to international arbitration in 2013 as a good template.

A U.N.-backed arbitration tribunal that handled the case invalidated China's sweeping historical claims in the South China Sea under the U.N. Convention on the Law of the Sea. Beijing dismissed the ruling as sham and continues to defy it.

Washington's main objective in the disputed region is "to prevent war" through deterrence and promote peace and stability, including by engaging American allies and partners in projects with that objective, Aquilino said.

"Should deterrence fail, my second mission is to be prepared to fight and win," said Aquilino, who leads the largest U.S. combatant command with 380,000 military and civilian personnel covering 36 nations and territories. ■

Associated Press writer David Rising in Bangkok contributed to this report.

**VETERANS AFFAIRS
New London, CT 06320**



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MAY 30, 2022—2:00PM
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U.S. SUBMARINES FORCES LOSSES

April



USS Pickerel (SS-177) Lost on April 3, 1943 with the loss of 74 officers and men, while on her 7th war patrol. She was lost off Honshu. The exact cause of her loss has never been determined, but her OP area contained numerous minefields.



USS Snook (SS-279) Lost on April 8, 1945 with the loss of 84 officers and men. Snook ranks 10th in total Japanese tonnage sunk and is tied for 9th in the number of ships sunk. She was lost near Hainan Island, possibly sunk by a Japanese submarine.



USS Thresher (SSN-593) Lost on April 10, 1963 with the loss of 112 crew members and 17 civilian technicians during deep-diving exercises. 15 minutes after reaching test depth, she communicated with USS Skylark that she was having problems. Skylark heard noises "like air rushing into an air tank" - then, silence. Rescue ship Recovery (ASR-43) subsequently recovered bits of debris, including gloves and bits of internal insulation. Photographs taken by Trieste proved that the submarine had broken up, taking all hands on board to their deaths in 1,400 fathoms of water, some



USS SWORDFISH (SS-193) Lost on Jan 12, 1945 with the loss of 89 officers and men somewhere near Okinawa, on her 13th war patrol. Probably was lost to a mine.



USS S-26 (SS-131) Lost on Jan 24, 1942 with the loss of 46 officers and men in the Gulf of Panama, on her 2nd war patrol. She was rammed by the USS PC-460 and sunk within seconds. The CO, XO and one lookout on the bridge, were the only survivors.

USS Bonefish (SS-582)

Damaged on 24 April 1988 due to an explosion and fire in the Battery space during an exercise off the Atlantic Coast of Florida. Crew was ordered to abandon ship with 92 men onboard. 89 survived and were rescued, 3 men were lost. Bonefish was towed to Charleston, SC, declared unrepairable, decommissioned,

U.S. SUBMARINES FORCES LOSSES (Continued)

MAY

of



USS Lagarto (SS-371) Lost on May 3, 1945 with the loss of 86 men near the Gulf Siam. On her 2nd war patrol, she is believed to have been lost to a radar equipped minelayer. This minelayer was sunk by the USS Hawkbill (SS-366) 2 weeks later.



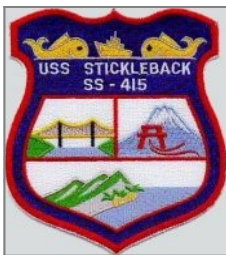
USS Scorpion (SSN-589) was returning to Norfolk, VA. from a Mediterranean deployment. On May 22, 1968 she reported her position to be about 50 miles south of the Azores. Scorpion was never heard from again. The exact cause of her loss has never been determined. 99 officers and men were lost.



USS Squalus (SS-192) Lost on: On May 23, 1939 USS Squalus suffered a catastrophic valve failure during a test dive off the Isle of Shoals. Partially flooded, the submarine sank to the bottom and came to rest keel down in 240 feet of water. Commander Charles Momsen and Navy divers on the USS Falcon (ASR-2) rescued 33 survivors use the diving bell he invented. 26 men drowned in the after compartments. Later Squalus was raised and recommissioned as the USS Sailfish. In an ironic turn of fate, Sailfish sank the Japanese aircraft carrier carrying surviving crew members from Sculpin, which had located Squalus in 1939.

Only one of survived after spending the rest of the war as slave laborers in Japan.

der



USS Stickleback (SS-415) Lost on May 28, 1958 when it sank off Hawaii while untow after collision with USS Silverstein (DE-534). The entire crew was taken off prior to sinking

U.S. SUBMARINES FORCES LOSSES (Continued)

JUNE



USS Herring (SS-233) Lost on June 1, 1944 with the loss of 83 men near Matsuwa Island. Herring was on her 8th war patrol and was conducting a surface attack when a shore battery spotted her and made 2 direct hits on her conning tower and causing her loss. Before being sunk, she had sank a freighter and a passenger-cargoman. Herring was the only US submarine sunk by a land battery.



USS R-12 (SS-89) Lost on June 12, 1943 with the loss of 42 men near Key West, FL during a practice torpedo approach. The cause was probably due to flooding through a torpedo tube. The CO and 2 other men on the bridge survived, as did 18 crew members on liberty at the time of the accident.



USS Golet (SS-361) Lost on June 14, 1944 with the loss of 82 men. On her 2nd war patrol, Golet was apparently lost in battle with antisubmarine forces north of Honshu.



USS Bonefish (SS-223) Lost on June 18, 1945 with the loss of 85 men when sunk near Suzu Misaki. Winner of 3 Navy Unit Citations, Bonefish was on her 8th war patrol. After sinking a passenger-cargoman, Bonefish was subjected to a savage depth charge attack.



USS S-27 (SS-132) Lost on June 19, 1942 when it grounded off Amchitka Island. She was on the surface in poor visibility, charging batteries and drifted into the shoals. When she could not be freed and started listing, the captain got the entire crew to shore (400 yards away) in relays using a 3-man rubber raft. The entire crew was subsequently rescued.



USS O-9 (SS-70) Lost on Jun 20, 1941 with the loss of 33 men when it foundered off Isle of Shoals, 15 miles from Portsmouth, NH.



USS Runner (SS-275) Lost between June 26 & July 4th 1943 with the loss of 78 men. Runner was on her 3rd war patrol probably due to a mine. Prior to her loss, she reported sinking a freighter and a passenger-cargoman off the Kuriles. This boat's last known ship sunk happened on June 26th, so she probably hit that mine on or after that date but before July 4th, when she was scheduled back at Midway.

APRIL 2022 -- Sexual Assault Prevention and Response (SAPR) Month; Month of the Military Child; Members Update Biography in National Database; See website for updates at www.ussvigroton.org

SUNDAY Club Hours 1000-1800	MONDAY Club Hours 1100-1400**	TUESDAY Club Hours 1100-1400**	WEDNESDAY Club Hours 1100-1700	THURSDAY Club Hours 1100-1700	FRIDAY Club Hours 1100-1900	SATURDAY Club Hours – Closed**
** Clubhouse Hours Expanded/Open on Mondays and Saturdays Evenings for Scheduled Events; Contact Club Manager.					9AM-11AM, RSVP Veterans' Coffeehouse, New London 9AM-12PM, Colchester Veterans' Coffeehouse	Submarine Birthday Memorial Service and 56TH ANNIVERSARY of lost of USS THRESHER at SFML/HSN, 1100 9AM-12PM, Colchester Veterans' Coffeehouse
03 10 - 12 Steak 'n Eggs Brunch	04 1830 Monthly Business Meeting	05 0900-1100, Danielson Veterans Coffeehouse 0900-1100, RSVP Veterans' Coffeehouse, Norwich	06 0900-1100, RSVP Veterans' Coffeehouse, Willimantic	07 9AM-11AM, RSVP Veterans' Coffeehouse, Mystic SV GB Broadcast update due	08 9AM-11AM, RSVP Veterans' Coffeehouse, Groton SV GB Broadcast Publish due	09 1800-2030, SVGB Dinner Mongolian Barbeque THRESHER Memorial Service at Portsmouth, NH, 1300 (TBS)-1800 Submariners' Birthday Ball at Foxwoods Resort MGM Grand Ballroom
10 10-12 Brunch PALM SUNDAY	11 0900-1100, Danielson Veterans Coffeehouse 0900-1100, Waterford Veterans Coffeehouse	12 0900-1100, Danielson Veterans Coffeehouse 0900-1100, Montville RSVP Veterans' Coffeehouse 1830-2100, Danielson Veterans Coffeehouse	13 0900-1100, RSVP Veterans' Coffeehouse, Willimantic 0900-1100, Montville RSVP Veterans' Coffeehouse	14 9AM-11AM, RSVP Veterans' Coffeehouse, Pawcatuck	15 GOOD FRIDAY 9AM-11AM, RSVP Veterans' Coffeehouse, New London Last night USSVI National and SVGB Scholarship applications due PASSOVER begins at sunset	16 PASSOVER
17 10-12 Brunch EASTER SUNDAY	18 1900, GB Westport Satellite Group Meeting	19 1130 Holland Club luncheon; guest speaker 0900-1100, RSVP Veterans' Coffeehouse, Norwich 1600 Clubhouse Operations Plng Mtg	20 Administrative Professionals Day 0900-1100, RSVP Veterans' Coffeehouse, Willimantic	21 Chairman reports due to Base Secretary 9AM-11AM RSVP Veterans' Coffeehouse, Mystic SV GB Broadcast update due	22 9AM-11AM, RSVP Veterans' Coffeehouse, Groton SV GB Broadcast Publish due	23 Memorial Preparations Cleanup etc Spring Field Day at Clubhouse 09-1200 PASSOVER ends at sundown
24 10-12 Brunch	25 Teleconference 1730, E-Board Meeting	26 0900-1100, Danielson Veterans Coffeehouse All Award nominations (with exception of Newsletter Award) must be received by the National Awards Committee Chairman. 1700 Holland Club Plng Mtg	27 0900-1100, RSVP Veterans' Coffeehouse, Norwich 0900-1100, RSVP Veterans' Coffeehouse, Willimantic 27th of Nissan, Holocaust Remembrance Day - Yom Hashoah	28 9AM-11AM, RSVP Veterans' Coffeehouse, Pawcatuck Captain of Color Guard register for Groton's 4th of July Parade	29	30

MAY 2022 -- MAY is Asian American and Pacific Islander Heritage Month, Jewish American Heritage Month and Military Spouse Appreciation Month; See website for updates at www.ussvigroton.org						
SUNDAY Club Hours 1000-1800	MONDAY Club Hours 1100-1400**	TUESDAY Club Hours 1100-1400	WEDNESDAY Club Hours 1100-1700	THURSDAY Club Hours 1100-1700	FRIDAY Club Hours 1100-1900	SATURDAY Club Hours – Closed**
<p>Armed Forces Week 2nd Saturday in May; Armed Forces Day 3rd Saturday in May; Peace Officer Memorial Day 15 May; Police Week is week of 15 May National Day of Prayer First Thursday</p> <p>27th of Nissan, Holocaust Remembrance Day - Yom Hashoah</p> <p>** Clubhouse Hours Expanded/Open on Mondays and Saturdays Evenings for Scheduled Events; Contact Club Manager.</p>						
01 10 - 12 Steak 'n Eggs Brunch	02 Teleconference/VTC 1830, Monthly Business Meeting Uniform Change/ CNRMA Zone 2: CT, ME, MA, NH RI, VT, DE, MD,NJ, NY, PA, WV	03 0900-1100, RSVP Veterans' Coffeehouse, Norwich	04 0900-1100, RSVP Veterans' Coffeehouse, Willimantic	05 National Day of Prayer 9AM-11AM, RSVP Veterans' Coffeehouse, Mystic SV GB Broadcast update due	06 Military Spouse Day or Military Spouse Appreciation Day is celebrated on the Friday before Mother's Day 9AM-11AM, RSVP Veterans' Coffeehouse, New London SV GB Broadcast Publish due	07 9AM-11AM, Colchester Veterans' Coffeehouse
BATTLE OF CORAL SEA, 4-8 MAY, 1942						
08 VE-DAY, 8 May 1945 10-12 Brunch Mother's Day	09 Deadline for submission of Newsletters for Newsletter of the Year Award.	10 0900-1100, Waterford Veterans Coffeehouse	11 National Newsletter Awards must be received by the National Awards Committee Chairman. 0900-1100, RSVP Veterans' Coffeehouse, Willimantic	12 9AM-11AM, RSVP Veterans' Coffeehouse, Pawcatuck	13 American Submariner and Boat Note input due 1 June 9AM-11AM, RSVP Veterans' Coffeehouse, Groton Peace Officer Memorial Day, 15 May, Flag 1/2 staff	14 Armed Forces Week Starts
BATTLE OF CORAL SEA, 4-8 MAY, 1942						
15 Peace Officer Memorial Day 10-12 Brunch Peace Officer Memorial Day; Police Week starts	16 1900, GB Westport Satellite Group Meeting	17 0900-1100, RSVP Veterans' Coffeehouse, Norwich 1600 Clubhouse Operations Plng Mtg 1130, Holland Club luncheon; 1730, Holland Club Plng Mtg Dry Run	18 1830, 4th July Parade Plng 0900-1100, RSVP Veterans' Coffeehouse, Willimantic 1830-2100, Danielson Veterans Coffeehouse	19 Chairman reports due to Base Secretary 9AM-11AM, RSVP Veterans' Coffeehouse, Mystic SV GB Broadcast update due	20 American Submariner & Newsletter/Boat Note inputs due 1 June SV GB Broadcast Publish due 9AM-11AM, RSVP Veterans' Coffeehouse, New London	21 Armed Forces Day
22 National Maritime Day 10-12 Brunch	23	24 American Submariner and Boat Note inputs due 1 June	25 0900-1100, RSVP Veterans' Coffeehouse, Willimantic	26 9AM-11AM, RSVP Veterans' Coffeehouse, Pawcatuck 1900, GB Westport Satellite Group Meeting	27 9AM-11AM, RSVP Veterans' Coffeehouse, Groton	28
29 10-12 Brunch	30 Memorial Day 1100, Memorial Service and USS SCORPION remembrance at Natl Sub Memorial East; guest speaker: TBD	31 1730, E-Board Meeting				

SUNDAY Club Hours 1000-1800	MONDAY Club Hours 1100-1400**	TUESDAY Club Hours 1100-1400**	WEDNESDAY Club Hours 1100-1700	THURSDAY Club Hours 1100-1700	FRIDAY Club Hours 1100-1900	SATURDAY Club Hours – Closed**
** Clubhouse Hours Expanded/Open on Mondays and Saturdays Evenings for Scheduled Events; Contact Club Manager.			01 0900-1100, RSVP Veterans' Coffeehouse, Willimantic 1800, 4th July Parade Png American Submariner & Newsletter/Boat Note inputs due 1	02 9AM-11AM, RSVP Veterans' Coffeehouse, Mystic SV GB Broadcast update due	03 9AM-11AM, RSVP Veterans' Coffeehouse, New London 1730-2100, SVGB Dinner Summer Steak Night SV GB Broadcast Publish due	04 0900, Holland Club Ceremony at Dealey Center, Subase; Holland Club reception at Clubhouse 9AM-11AM, Colchester Veterans' Coffeehouse BATTLE OF MIDWAY, 4-7 JUNE 1942
05 10am Steak & Egg Brunch 1730, Holland Club Lesson Learned Mtg	06 D-Day, June 6, 1944 1830, Monthly Business Meeting	07 0900-1100, RSVP Veterans' Coffeehouse, Norwich 1830 Holland Club mtg/lesson learned	08 0900-1100, RSVP Veterans' Coffeehouse, Willimantic 0900-1100, Montville RSVP Veterans' Coffeehouse	09 9AM-11AM, RSVP Veterans' Coffeehouse, Pawcatuck	10 9AM-11AM, RSVP Veterans' Coffeehouse, Groton	11
BATTLE OF MIDWAY, 4-7 JUNE 1942						
12 10-12 Brunch	13	14 Flag Day U.S. Army Birthday, 1775 1130, Holland Club luncheon 1830-2100, Danielson Veterans Coffeehouse 1600 Clubhouse Operations Png Mtg	15 4:30pm Scholarship Golf Tournament Final Png 6:00pm, 4th July Parade Png 1830-2100, Danielson Veterans Coffeehouse 7:00pm Thanksgiving/Caring & Sharing Prog Png	16 9AM-11AM, RSVP Veterans' Coffeehouse, Mystic 8am 58th Anniv Scholarship Golf Tournament Fund Raiser SV GB Broadcast update due	17 9AM-11AM, RSVP Veterans' Coffeehouse, New London SV GB Broadcast Publish due	18 1200 - 1700, Annual Family Picnic Groton Elks Club (TBD)
19 Juneteenth (Federal Holiday) 10-12 Brunch Father's Day	20 Juneteenth (Observed) 1900, GB Westport Satellite Group Meeting	21 0900-1100, RSVP Veterans Coffeehouse, Norwich	22 1800, 4th July Parade Png 0900-1100, RSVP Veterans Coffeehouse, Willimantic	23 Chairman reports due to Base Secretary 9AM-11AM, RSVP Veterans' Coffeehouse, Pawcatuck 8am 58th Anniv Scholarship Golf Tournament Fund Raiser (backup date)	24 9AM-11AM, RSVP Veterans' Coffeehouse, Groton	25
26 10-12 Brunch	27 1730, E-Board Meeting	28	29 0900-1100, RSVP Veterans Coffeehouse, Willimantic 6:30pm Thanksgiving/Caring & Sharing Prog Png/Letter Writing	30 SV GB Broadcast update due		

This is a planning calendar, events and date may change

PUBLIC AFFAIRS**Jim Lawton, PAO**

MEMBER SERVICES - VISIT OUR WEB SITE—www.ussvigroton.org You can Chat with us any-time.

*** We now have direct Chat Options via the WIX App, where the PAO is monitoring for your questions. You can install the WIX applications yourself for quick access.
Go to <https://www.ussvigroton.org/> and click on box in lower corner.

*** Photographs are uploaded regularly to the “Gallery” tab!
<https://www.ussvigroton.org>

Members Update Biography in National Database in National Database at
<https://www.ussvi.org>

Donate \$\$\$ to the Groton Clubhouse, Memorial, Kap4Kids, Annual Appeal, Thanksgiving Caring & Sharing & Groton Scholarship

Have you checked out our Facebook Page?

(Click link here) <https://www.facebook.com/ussvigroton/>

Please “**like**” our Facebook Page and “**share**” posts and photos with friends and members.

Help us get the great work we do out there!

There are a number of Facebook sites dedicated to our experiences....

Some are listed below.....

Old War Submarine Veterans

Eternal Patrol by USSVI

Silent Service motorcycle club international

US Submarine Veterans

Run Silent, Run Deep

Of course, we want you to visit us in Groton.... <https://www.ussvigroton.org/>



Get Involved, Stay Involved!!!

Want to join a committee?

Want to help or run a Club event?

Want to get involved in the administrative side of the Base? Become an Officer?

Contact any Base Officer to get more information and to get involved!!!

thank you
to our members
who donate or volunteer. . .

**US SUBMARINE VETERANS, INC.,
40 SCHOOL STREET
GROTON, CT 06340-3940**

**Groton Base Boat Notes
Apr/May/Jun 2018**

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