

STEEL VALLEY DOLPHINS



USS Scranton SSN-756



The USSVI Requin Base supports the National Creed

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

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MEETING INFORMATION

Meetings are held on the second Saturday of the month, normally at the Baden PA American Legion. Quarterly meetings are held around our membership area.

Our next meeting will be

October 18, 2025 @ 1230 hours

At Golden Corral - Hermitage, PA

BASE LOCATION



American Legion Post 641
271 State St
Baden PA 15005

FROM THE EDITOR

Please send ideas for articles or copies of articles, with full credit information to me for consideration of submission in the SVD.

We are a SUBMARINE group. As such, the articles should be SUBMARINE or NAVY related.

Frank T. Vereb - fvereb2@gmail.com

MAKE A DIFFERENCE, ATTEND A MEETING!

OUR WEBSITE

For additional information about events and fundraisers at YOUR Base, please visit

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



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Junior Vice Commander	Thomas Williams	512-632-9439	texsubvet@yahoo.com
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Treasurer	John Sidlovsky	757-328-9796	treasurer.ussvi.hrb@gmail.com
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Region Director NE	Jeffrey Walsh	860-449-2103	Neregiondir@yahoo.com
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USS REQUIN BASE OFFICERS

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Asst. Holland Club	Dick Geyer	724-822-0401	dgdiving@gmail.com
Technology Chair	Lou Hamill	412-445-3998	itgeek8088@gmail.com
Eagle Scout Chair	John Held	724-331-2479	petecompost@aol.com
Awards Chair	Dick Geyer	724-822-0401	dgdiving@gmail.com
Public Affairs Chair	Ed Derr	724-854-0781	rredde@gmail.com
Kap(SS)4Kid(SS) Chair	Bob Meyers	724-282-1524	jmeyers01@zoominternet.net



Tolling of the Boats for September

USS S-5 (SS-110)

Lost on September 1, 1920 when a practice dive went wrong and she sank bow-first, with her stern showing above the water. In a dramatic adventure, her exhausted crew was rescued during the next few days. Salvage attempts were unsuccessful, S-5 settled to the bottom and was abandoned.

USS Grayling (SS-209)

Lost on Sept 9, 1943 with the loss of 76 men near the Tablas Strait. Grayling was on her 8th war patrol and sank two ships before being lost.

USS Pompano (SS-181)

Pompano was sunk (between Sept 17 and Oct 5) with the loss of 77 men while on her 7th war patrol. Possibly lost on Sept 17, 1943. Japanese records show that a submarine was sunk in her patrol area on 17 September by air & depth charge attack off the Aomori Prefecture near Shiriya Zaki. Before being lost, she sank two enemy cargo ships. The exact cause of her loss remains unknown, but she probably was sunk by the air/sea attack above or fell victim to a mine on or after 9/25/1943. This boat's last recorded ship (Taiko Maru) sunk happened on Sept 25th, so she probably hit a mine on or after that date but before Oct 5th, when she was scheduled back at Midway.

USS S-51 (SS-162)

Lost on Sept 25, 1925 with the loss of 33 men when it was sunk after collision with SS City of Rome off Block Island.

USS Cisco (SS-290)

Lost on Sept 28, 1943 on her first war patrol with the loss of 76 men in the Sulu Sea west of Mindinao.



“Man our ship and bring her to life!”



Submarines Commissioned During the Month of September

Boat	Commissioned	<u>Wikipedia</u>	<u>NavSource</u>	<u>Eternal Patrol</u>
Plunger SS-2	9/19/1903	Wikipedia	NavSource	
Porpoise SS-7	9/19/1903	Wikipedia	NavSource	
Shark SS-8	9/19/1903	Wikipedia	NavSource	
D-3 SS-19	9/8/1910	Wikipedia	NavSource	
K-6 SS-37	9/9/1914	Wikipedia	NavSource	
L-2 SS-41	9/29/1916	Wikipedia	NavSource	
N-1 SS-53	9/26/1917	Wikipedia	NavSource	
N-2 SS-54	9/26/1917	Wikipedia	NavSource	
N-3 SS-55	9/26/1917	Wikipedia	NavSource	
R-11 SS-88	9/5/1919	Wikipedia	NavSource	
R-12 SS-89	9/23/1919	Wikipedia	NavSource	Eternal Patrol
R-18 SS-95	9/11/1918	Wikipedia	NavSource	
R-27 SS-104	9/3/1919	Wikipedia	NavSource	
S-10 SS-115	9/21/1922	Wikipedia	NavSource	
S-39 SS-144	9/14/1923	Wikipedia	NavSource	Eternal Patrol
H-5 SS-148	9/30/1918	Wikipedia	NavSource	
H-6 SS-149	9/9/1918	Wikipedia	NavSource	
S-47 SS-158	9/16/1925	Wikipedia	NavSource	
Bass SS-164	9/26/1925	Wikipedia	NavSource	Eternal Patrol
Darter SS-227	9/7/1943	Wikipedia	NavSource	Eternal Patrol
Flasher SS-249	9/25/1943	Wikipedia	NavSource	
Gurnard SS-254	9/18/1942	Wikipedia	NavSource	
Robalo SS-273	9/28/1943	Wikipedia	NavSource	Eternal Patrol
Scamp SS-277	9/18/1942	Wikipedia	NavSource	Eternal Patrol
Tunny SS-282	9/1/1942	Wikipedia	NavSource	
Devilfish SS-292	9/1/1944	Wikipedia	NavSource	
Archerfish SS-311	9/4/1943	Wikipedia	NavSource	
Burrfish SS-312	9/13/1943	Wikipedia	NavSource	
Boarfish SS-327	9/23/1944	Wikipedia	NavSource	
Charr SS-328	9/23/1944	Wikipedia	NavSource	
Kraken SS-370	9/8/1944	Wikipedia	NavSource	
Tiru SS-416	9/1/1948	Wikipedia	NavSource	
Pomodone SS-486	9/11/1945	Wikipedia	NavSource	
Spinax SS-489	9/20/1946	Wikipedia	NavSource	
Nautilus SSN-571	9/30/1954	Wikipedia	NavSource	

Nautilus SSN-571	9/30/1954	Wikipedia	NavSource	
Swordfish SSN-579	9/15/1958	Wikipedia	NavSource	
Robert E. Lee SSBN-601	9/15/1960	Wikipedia	NavSource	
John C. Calhoun SSBN-630	9/15/1964	Wikipedia	NavSource	
Von Steuben SSBN-632	9/30/1964	Wikipedia	NavSource	
Sand Lance SSN-660	9/25/1971	Wikipedia	NavSource	
Guitarro SSN-665	9/9/1972	Wikipedia	NavSource	
Seahorse SSN-669	9/19/1969	Wikipedia	NavSource	
Pintado SSN-672	9/11/1971	Wikipedia	NavSource	
Batfish SSN-681	9/1/1972	Wikipedia	NavSource	
Houston SSN-713	9/25/1982	Wikipedia	NavSource	
Chicago SSN-721	9/27/1986	Wikipedia	NavSource	
Key West SSN-722	9/12/1987	Wikipedia	NavSource	
Michigan SSGN-727	9/11/1982	Wikipedia	NavSource	
Pennsylvania SSBN-735	9/9/1989	Wikipedia	NavSource	
Louisiana SSBN-743	9/6/1997	Wikipedia	NavSource	
Asheville SSN-758	9/28/1991	Wikipedia	NavSource	
Charlotte SSN-766	9/16/1994	Wikipedia	NavSource	
Cheyenne SSN-773	9/13/1996	Wikipedia	NavSource	
Texas SSN-775	9/9/2006	Wikipedia	NavSource	
Minnesota SSN-783	9/1/2013	Wikipedia	NavSource	
Indiana SSN-789	9/29/2018	Wikipedia	NavSource	
New Jersey SSN-796	9/14/2024	Wikipedia	NavSource	

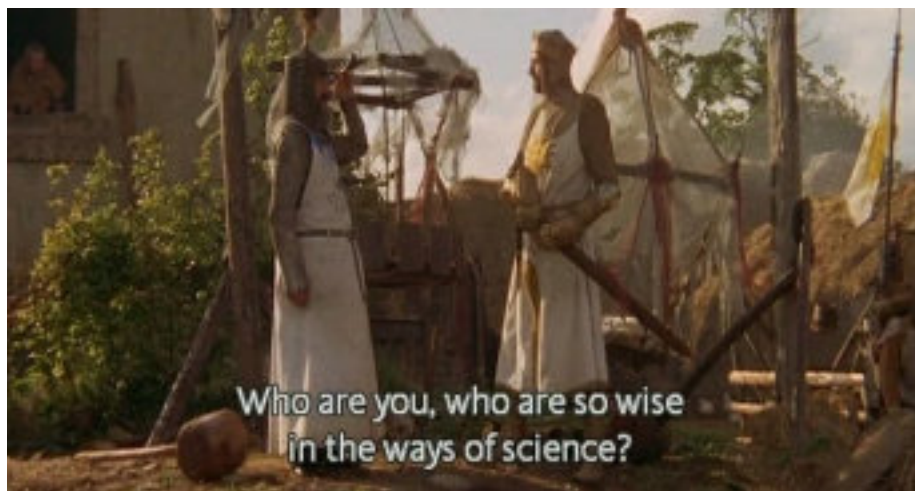
Brainbuster!

Okay, this is the type of problem you work on during the mid-watch after being deployed for 67 days straight. Describe the meaning of the following equation in your own words:

$$c^2 = \frac{\lambda}{2} \cdot \pi$$

Submitted by Jean Lemieux

(Answer in next month's SVD!)





BINNACLE LIST	ETERNAL PATROL	IN REMEMBRANCE		
Chad Underkoffler	NONE	Donald L. Miller	TM2(SS)	9/7/2011
Bob Gourley		Donald R. Lennox	MOMM3(SS)	9/11/2014
Dave Halliday		Marion Irons		9/18/2014
		Monty Silvers	SN(SS)	9/2/2015
		James T. Lasher	EM3 (SS)	9/8/2018
		Salvatore A. Molitierno	TME3 (SS)	9/18/2018
		Robert A. Klein	QM3(SS)	9/1/2019
		Carsten "Carl" Stigers	MMC (SS)	9/24/2021
		Ronnie Horton	LCDR (SS)	9/14/2022
		Richard Biemer	RMSN (SS)	9/12/2023
		David Bonnett	LCDR (SS)	9/16/2024

MEMBER BIRTHDAY		SPOUSE BIRTHDAY		WEDDING ANNIVERSARY	
Eric Bookmiller	10/2	Deborah Kerch	10/4	Lisa & Jeffrey Thompson	10/1
Carl Humes	10/2	Jennifer Halliday	10/9	Linda & Gerald Gaylor	10/8
Donald Wood	10/2	Kathleen Dolgos	10/15	Judy & Richard Elster	10/9
John Ewald	10/3	Kathy Schmidt	10/19	Kathy & Donald Wood	10/9
Jon Bruce	10/4	Lisa Thompson	10/19	Eloyse & Hubert Dietrich	10/15
Paul McKenzie	10/6	Kela Gary Gasparovic	10/25	Danielle & Eric Greenwald	10/17
Albert Cialone	10/17	Emma Wolbrueck	10/26	Jean & Robert Moore	10/19
Rick Flaugh	10/18	Debra Davis	10/29	Beth Klebache & Kyle Lacey	10/20
Robert Sauter	10/19	Ginny Lukasik	10/30	Karen & Allen McGee	10/21
William Freshwater	10/20			Barbara & Larry Boutelle	10/22
Steven Kerch	10/21			Sheila & Thomas Burdin	10/24
Jeffrey Biel	10/26			Mary Beth & Rick Flaugh	10/24
Daniel Busby	10/26			Janice & James Johnston	10/24
Charles Loskoch	10/29			Marianne & James Phelan	10/24
Shawn McGinty	10/30			Cathy & Thomas Clark Jr	10/26
Jason Deichler	10/31			Patricia & Lawrence Day	10/27
Edward Perlowitz	10/31			Peggy & Christopher Gibson	10/28





Shipmates,

Thank you to all that were able to attend this month's meeting. Please take a look at the upcoming events (Navy Ball, Columbus Day Parade) and consider participating. If you are unable to walk this or any other parade route, we have seating available in the float towing vehicle as well as space on our people mover. Just ensure you reply to the event notice so we can be prepared.

Congratulations to Huey Dietrich for receiving the Silver Anchor Award. (See the meeting minutes for the details of this award)

Congratulations to Tom Denton, Our NED 3 Commander, for receiving the Ben Bastura Historical Award. (See the meeting minutes for the details of this award)

My conversation with the Idaho committee was very encouraging and exciting. They are very committed to a successful and memorable commissioning. I look forward to working with the Hawkbill Base and any other organization that is interested in supporting USS Idaho. Commissioning is expected to occur sometime between April and June of next year.

I want to say thank you to John Held for being the Eagle Scout coordinator these past years. If you don't know, John travels between homes in California and Pennsylvania. For personal reasons, John can no longer continue as the Eagle Scout coordinator. Being the Eagle Scout coordinator does not mean that you attend every request but that you ensure that they are attended by a member of our base and that the appropriate awards are presented. This is an easy and enjoyable position. I can say that as a former Scoutmaster, the scouts enjoy having the guest speakers and the guest speakers enjoy seeing and participating in the Eagle Court of Honor. Please consider stepping up and taking on the position of Eagle Scout coordinator.





MEETING MINUTES

These are the minutes as recorded at the base meeting and are not edited or moderated by the newsletter editor. You can address any issues or concerns in the minutes with the [Base Secretary](#).

Requin Base Meeting Minutes

September 13, 2025

American Legion Post 641 Baden PA

Base Commander Lou Hamill called the meeting to order @ 1230.

Attendees: Eric Bookmiller, Lee & Patsy Bookwalter, Dan & Kathy Busby, Joe Campisi, Huey & Edie Dietrich, Dick Geyer, Lou Hamill, John Held, Ed Perlowitz, Mike Pellegrino, Chad Underkoffler, Frank Vereb, Mike Allen, Willard Ashmore, Ron Campbell, Ken Crosby, Jean Lemieux, Bill & Sandy Lindsey, Chuck Shrump, Jack & Karen Sutherin, Charlie Warren, George Brown.

Shipmate Dick Geyer led the Pledge Of Allegiance.

Secretary Jeff Simon: We dedicate this meeting to our Shipmates on Eternal Patrol, to perpetuate their memories in our lives and to honor our Shipmates on active duty in the service of the first line of defense of our Nation. Let us at this time, with a moment of silent prayer, remember our Shipmates who made the supreme sacrifice that we may gather here in Peace.

Boats Lost:

- USS S-5 (SS 110) September 1, 1920
- USS GRAYLING (SS 209) September 9, 1943
- USS S-51 (SS 162) September 25, 1925
- USS CISCO (SS 290) September 28, 1943

We also remember our departed shipmates of the Requin Base: Robert A. Klein, Monty Silvers, Donald L. Miller, James T. Lasher, Donald R. Lennox, Ronnie Horton, Salvatore A. Molitierno, Marion Irons and Carsten "Carl" Stigers. Let us also remember the brave submariners who died performing their duties aboard submarines, some individually and some in groups, but where the submarine itself was not lost.

Chaplain Frank Vereb gave the Invocation.

Quote Of The Day: "The best things in life aren't things"

Requin History: September 18, 1945, Requin arrived at Staten Island, New York, to begin what would be in the words of Commander Cutter, "a dull and boring assignment" essentially becoming a target for sonar school ships. September 30, 1963, Requin completed her 5000th dive. September 4, 1990, Requin arrived at the Carnegie Science Center, Pittsburgh, PA

Members' Introduction

Commander Lou Hamill reported that Minutes of the previous base meeting were published in the SVD. With no objections, the minutes were approved as published.

Treasurer Lee Bookwalter reported that an accounting of base assets, expenditures, and deposits are available upon request. With no objections, the report was approved.

Other Reports:

- Binnacle List: Dave Halliday, Bob Gourley, Chad Underkoffler
- Eternal Patrol: None

- Base membership stands at 207. George Brown is getting ready to begin membership drive.
- Storekeeper – Shipmate Bookmiller stood in for Frank Nicotra
- Eagle Scouts presentations – 2 boys from Troop 17, We need someone to take John Held's place as Eagle Scout Coordinator
- PA license plates – Shipmate Campisi reported on status and availability of USSVI license plates
- Floats – No Update
- Kap(SS)4Kid(SS) – First presentation will be on September 30, 2025 at Children's Hospital @ 10:00 AM

Mush Morton Award: August 15 in Groton CT, Lawton Gaines attending

Past Events:

None

Upcoming Events:

- October 3 - Navy Ball, Edgewood Country Club
- October 11 - Columbus Day Parade.
- Due to Columbus Day Parade, Base meeting will be moved to October 18 in Hermitage PA
- November 8 - Veterans Day Parade.
- November 15 – Base Meeting @ Baden AL

Old Business:

None

New Business:

- Congratulations to **Huey Dietrich**, for receiving the **Silver Anchor Award**:
 - o This award recognizes a member's volunteer support for meetings, projects, and events, including work to recruit new members and efforts to retain the current membership, and recognition of recent accomplishments helping to grow and retain membership.
 - o Tom Denton will present the award at our October meeting.
- Congratulations to **Tom Denton**, Our NED 3 Commander, for receiving the **Ben Bastura Historical Award**. The Ben Bastura Historical Achievement Award is presented to the person(s) who:
 - a) Demonstrate their understanding and commitment to our Creed in perpetuating the memory of submariners and submarines by gathering, creating, or in other ways preserving a significant volume of submarine history.
 - b) Within the submarine community, demonstrated a broad and encompassing discipline of gathering submarine history.
 - c) Demonstrated they are an expert in the many aspects of gathering and preserving submarine history, its artifacts, and documents.
- **USS Idaho** Update from Richard Colburn Commissioning Committee Chairman
 - o Guesstimate of Apr-Jun for commissioning.

Must wait for **USS Massachusetts (SSN-798)** to be commissioned.

Wednesday before commissioning Crew & Family Day

Thursday before commissioning Sub Vet Day

- o 3rd week of Oct will be sea trials
- o New XO & New COB
- o Photo Contest was held for photos for the mess deck and quarters
- o August 21st was the grand opening of the Fully Loaded Cafe! The galley's opening menu featured regional specialties including elk steak, Idaho potatoes, lentil soup, potato bread and huckleberry pie, Huckleberry jam and candy from the Idaho Candy Company were also served.
- o Chef Melisa Mauselle from Sun Valley Culinary assisted with the meal preparation and continues to support and train USS Idaho Culinary Specialists with Idaho specialties.
- o Additional Information available at:

USS Idaho Commissioning Committee

<https://ussidahocommittee.org/>

<https://www.facebook.com/profile.php?id=100069603810300>

PCU Idaho SSN-799

<https://www.facebook.com/profile.php?id=61551522974033>

- A new coordinator is needed for the Eagle Scouts presentations.
- Fund raising efforts are needed for next year's Scholarship program. We are hoping to have two \$500 awards next year. Ideas and participants should be submitted to Eric Bookmiller.

Good of The Order:

Mike Allen Reported that on 9/20 & 9/21 Soldiers & Sailors will have a vigil and are looking for Flag Bearers. More info can be found at https://www.soldiersandsailorshall.org/event/vietnam-veterans-inc-pow-mia-vigil/?instance_id=388

Also, Beaver County Stand will be on 9/27 from 10:00 -14:00 @ the Wildwood Chapel Hall 2850 Jack St, Aliquippa, PA 15001.

Contact Mike Allen if you are interested in either of these items.

Chaplain Frank Vereb gave Benediction.

Adjournment: The meeting was adjourned @ 1330

Next meeting: Golden Corral restaurant, Hermitage PA at 1230 hours on October 18, 2025

MONTH IN REVIEW



**SOUTHWEST VETERAN'S CENTER
GTO CAR SHOW
23 AUG 2025**





Inaugural Requin Base Picnic 16 AUG 2025





CHAPLAIN'S COLUMN

Greetings, All!

What an excellent summer this has turned out to be! Finally the heat and humidity has broken, and we have been blessed with more seasonal weather as we head into Autumn (my favorite season). Nothing makes you more grateful for milder weather than when you are sharing periods of fellowship with friends outdoors. In fact, over the past 4 weeks we had a couple of opportunities to enjoy the company of friends and to make some new ones.

Last month we celebrated our inaugural Base Picnic at the homestead of Bob and Jude Meyers. Jolina and I were a little late to the show but we did enjoy the camaraderie and food that was shared (especially the baked beans - FTV). Thanks very much to Bob and Jude for being so gracious as to host this event, even going so far as to allow Huey on premises. Clearly their homeowner's insurance is paid up (just kidding, Huey!).

The second outing was a personal invite I received from Mike Allen to help out at the SW Veteran's Center during their annual GTO car show. I joined about eight other volunteers from the Red Cross and we helped to serve lunch to these amazing folks and escorted them around the parking lot to enjoy the weather and beautiful examples of American muscle cars.

It was a great day, and I made two new friends. Both were Vietnam veterans and both were very engaging in their own unique way. One gentleman in particular chatted me up and eventually talked a bit about his time in the service. He went on to say how he still struggles to comprehend how he made it home while friends of his were killed mere inches from where he was in the jungle. I grabbed his shoulder and told him I was happy he made it home, and sometimes there is no easy explanation or answer to the "why" part. His eyes told me he was several thousand miles away already, even though we were both standing in a bustling "multi-purpose" room. He came back around and the conversation switched to something we had in common: old-time comedy television. I tried my best to keep up with his one-liners but was truly tested! This was a man that knew his Marx Brothers! We then started naming our favorite 3 Stooges bits, and he lamented to me that somebody had lost the DVD containing the Best of the Stooges there at the center. Well, this was just too much; I refuse to have a gallant soul such as this go on any longer than needed without witnessing a fat bald man getting poked in both eyes by a loudmouth in a black bowl-cut. I told him I'd make it right for him and kept my promise by having Amazon ship a 23-DVD set of every episode or every season of the 3 Stooges, which he had in his hands 4 days later. I called him to make sure he received it and he replied with "This is enough Stooges to last me a lifetime!" Mission accomplished (nyuk-nyuk-nyuk).

The picnic and the car show were beautiful moments for me, and I encourage my brothers-in-arms to participate in the future if their schedule allows. You never know when you will make a connection with a total stranger, maybe even brighten their day, or at the very least have some of the best baked beans this side of the Mississippi.

In His Service,

Frank T. Vereb

412-328-3390

fvereb2@gmail.com



STOREKEEPER'S REPORT

Please visit our online store at
<https://requinbase.org/shop/>

You can have your items shipped to you at home via USPS [for a small fee], or pick them up at the next USSVI meeting.



SAY AGAIN?

TLD: “Thermo-luminescent Dosimeter.” A small, phallic-shaped device worn on the belt by all who serve on nuclear submarines. Supposedly measures the amount of radiation exposure a person endures.

Swipe: A patch used to measure surface contamination levels. “Swipe” also refers to the activity of wiping the patch across the surface in the trace of the letter “S.”

SWIMS: An acronym for the procedure in case of a spill of radioactive coolant. Ironically, I cannot remember what the original acronym stood for but still remember the unauthorized version: **S**ee the spill, **W**alk away from the spill, **I**mplicate others, **M**ake up a story, **S**tick with the story.



UPCOMING EVENTS

Base Meeting

Golden Corral
1025 N Hermitage Rd.
Hermitage, PA 16148

Base Activities

- October 3 - Navy Ball, Edgewood Country Club
- October 11 - Columbus Day Parade.
- Due to Columbus Day Parade, Base meeting will be moved to October 18 in Hermitage PA
- November 8 - Veterans Day Parade.
- November 15 – Base Meeting @ Baden AL



MEMBERSHIP

Primary Members	174	Holland Club	104	USSVI Life Members	84
Secondary Members	13	WWII	1	Base Life Members	71
Associate Members	20	Eternal Patrol	84	Joined Last Year	5
Total Members	207			Joined This Year	5



NEW MEMBERS:

None this month.

FEATURED BOAT: [USS Scranton \(SSN-756\)](#)



The second Scranton (SSN-756) was laid down on 29 August 1986 at Newport News, Va., by Newport News Shipbuilding & Dry Dock Co.; launched on 3 July 1989; sponsored by Mrs. Sarah S. McDade, wife of Representative Joseph M. McDade of Pa.; and was commissioned on 26 January 1991 at Naval Station Norfolk, Va., Cmdr. John G. Meyer in command.

In 2011 fighting raged across Libya between Moammar Qadhafi and rebels opposed to his regime. The war drove tens of thousands of refugees across the neighboring border, and overburdened UN relief workers revealed that the plight of the fugitives reached a "crisis point." The UN Security Council thus passed Resolution 1973 authorizing the use of force, including the implementation of a no-fly zone, to end Qadhafi's attacks against his own people. The U.S. froze at least \$30 billion worth of Libyan assets, and on the night of 19 March 2011, American, British, Canadian, Danish, French, Italian, and Spanish forces commenced Operation Odyssey Dawn to destroy Qadhafi's ability to attack civilians and to impose a no-fly zone.

Air and missile strikes pounded more than 20 integrated Libyan air defense and radar systems and airfields. Four USMC McDonnell Douglas AV-8B Harrier IIs and 15 USAF aircraft including Northrop Grumman B-2 Spirits flew 19 air sorties, and guided missile destroyers Barry (DDG-52) and Stout (DDG-55), guided missile submarine Florida (SSGN-728), attack submarines Providence (SSN-719) and Scranton, and British attack submarine Triumph (S.93) fired more than 110 Tomahawk Land Attack Missiles (TLAMs). Grumman EA-6G Growlers and Harrier IIs subsequently jammed enemy transmissions. Adm. Samuel J. Locklear III, Commander Joint Task Force (JTF) Odyssey Dawn, broke his flag in command ship Mount Whitney (LCC-20). Those attacks hit primarily SA-2, SA-3, and SA-5 surface-to-air missile batteries around Libyan airfields, as well as aircraft on the ground and munitions sites, enabling the allies to enforce the no-fly zone from east to west across Libya. British Air Vice Marshal Gregory J. Bagwell, RAF, told reporters on 23 March that the Libyan Air Force "no longer exists as a fighting force." JTF Odyssey Dawn was disestablished on 30 March, and the allies shifted to NATO Operation Unified Protector. The ongoing NATO air support enabled the rebels to eventually defeat the dictator, and they ambushed and killed Qadhafi while he fled from Surt on 20 October 2011.

History



United States

Name	USS <i>Scranton</i>
Namesake	City of Scranton, Pennsylvania
Awarded	26 November 1984
Builder	Newport News Shipbuilding and Drydock Company
Laid down	29 August 1986
Launched	3 July 1989
Sponsored by	Mrs. Sarah McDade
Commissioned	26 January 1991
Homeport	Naval Base Point Loma
Identification	MMSI number: 369970221  Callsign: NSCN
Status	in active service

General characteristics

Class & type	Los Angeles-class submarine
Displacement	5,742 long tons (5,834 t) light 6,145 long tons (6,244 t) full 403 long tons (409 t) dead
Length	110.3 m (361 ft 11 in)
Beam	10 m (32 ft 10 in)
Draft	9.4 m (30 ft 10 in)
Propulsion	1 × S6G PWR nuclear reactor with D2W core (165 MW), HEU 93.5% ^{[1][2]} 2 × steam turbines (33,500) shp 1 × shaft 1 × secondary propulsion motor 325 hp (242 kW)
Complement	12 officers, 98 men
Armament	4 21 in (533 mm) bow tubes, 10 Mk48 ADCAP torpedo reloads, Tomahawk land attack missile block 3 SLCM range 1,700 nmi (3,148 km; 1,956 mi), Harpoon anti-surface ship missile range 70 nmi (130 km; 81 mi), mine laying Mk67 mobile mine & Mk60 captor mines



Ed. Note: I chose the Scranton because they shared the pier with my boat in Norfolk and because I had two really great friends from that boat. Both were FT's (fire control technicians). Despite their cerebral handicap when stacked against a nuke EM, they were excellent humans. Many of my best memories during my tour involved Wayne and Todd, and I still remember them to this day.

- FTV



THIS MONTH IN US SUBMARINE HISTORY

09/02/1944

USS Finback (SS 230) rescues Lt. J.G. George H.W. Bush, who is shot down while attacking Chi Chi Jima. During this time, Lt. J.G. Bush serves with Torpedo Squadron Fifty One (VT 51) based on board USS San Jacinto (CVL 30). Lt. J.G. Bush later becomes the 41st President of the United States.

09/06/1997

USS Louisiana (SSBN 743) is commissioned at its homeport of Submarine Base Kings Bay, Ga. The boat is the last of the Navy's 18 Ohio-class nuclear-powered fleet ballistic missile submarines.

09/07/2013

USS Minnesota (SSN 783) is commissioned at Naval Station Norfolk is the 10th of the Virginia-class submarines and the third Navy vessel to be named after the state of Minnesota.

09/08/1944

On a daring night attack, USS Spadefish (SS 411) attacks a Japanese convoy off Sakishima Gunto and sinks four Japanese vessels.

09/09/1944

USS Bang (SS 385) attacks a Japanese convoy 3905, en route from Tokyo Bay to Chichi Jima, and sinks transport Tokiwasan Maru, and freighter Shoryu Maru.

09/09/1989

USS Pennsylvania (SSBN 735) is commissioned at New London, Conn. The fourth Navy vessel to be named after the Keystone State, the Ohio-class nuclear-powered.

09/09/2006

USS Texas (SSN 775) is commissioned at Newport News, Va. The second Virginia-class attack submarine is the first named for the Lone Star State. Previous ships named Texas have included two battleships and a cruiser.

09/11/1942

Pharmacists Mate First Class Wheeler B. Lipes performs an emergency appendectomy on Seaman 1st Class Darrell D. Rector on board USS Seadragon (SS 194) on patrol in the South China Sea.

09/11/1944

USS Albacore (SS 218) torpedoes and sinks the Japanese auxiliary submarine chaser (Cha 165) off Kyushu, Japan, while USS Finback (SS 230) sinks Japanese army cargo ship, Hassho Maru, and merchant cargo ship, No. 2, Hakuun Maru, north of Chichi Jima. Also on this date, USS Pargo (SS 264) sinks Japanese auxiliary net layer, Hinoki Maru, in Java Sea.

09/11/1982

USS Michigan (SSGN 727) is commissioned at Groton, Conn. The second Ohio-class nuclear-powered guided missile submarine, it is the third Navy vessel to honor the State of Michigan.

09/12/1944

USS Growler (SS 215) torpedoes and sinks the Japanese destroyer Shikinami 240 miles south of Hong Kong, and escort vessel Hirado 250 miles east of Hainan Island.

09/12/1987

USS Key West (SSN 722) is commissioned at her homeport of Naval Station Norfolk, Va. Following the ceremony, the 35th Los Angeles-class attack submarine made a trip down to its name-sake city at Key West, Fla. The boat is the third US Navy vessel to be named after the nation's southernmost city.

09/13/1996

USS Cheyenne (SSN 773) is commissioned at Naval Station Norfolk. The 62nd and last of the Los Angeles-class attack submarines, USS Cheyenne is the third to be named after Wyoming's capital city.

09/15/1944

USS Pampanito (SS 383) and USS Sealion (SS 315) rescue 73 British and 54 Australian POWs who survive the loss of Japanese freighter, Rakuyo Maru, after she is sunk by Sealion on Sept. 12, about 300 miles west of Cape Bojeador, Luzon. There had been 1,300 men on board Rakuyo Maru when she is torpedoed.

09/16/1944

USS Barb (SS 220) sinks the Japanese 11,700-ton tanker, Azusa, and the 20,000-ton escort carrier, Unyo, 200 miles southeast of Hong Kong. Additionally, while off Yokosuka, Japan, USS Sea Devil (SS 400) sinks the Japanese submarine I-364.

19/16/1958

USS Grayback (SSG 574) fires the first operational launch of a Regulus II surface-to-surface guided missile, while off the coast of California.

09/16/1994

USS Charlotte (SSN 766) is commissioned at Naval Station Norfolk. The 16th of the Los Angeles-class(improved) attack submarines, the boat is the fourth Navy ship to be named for the North Carolina city.

09/19/1944

USS Shad (SS 235) torpedoes and sinks Japanese coast defense ship, Ioshima. (ex-Chinese cruiser, Ning Hai) 85 miles off Hachij, Jima.

09/19/1957

Bathyscaphe Trieste, in a dive sponsored by the Office of Naval Research in the Mediterranean, reaches a record depth of two miles. Three years later, Trieste would set a new record of seven miles on Jan. 23, 1960.

09/20/1943

USS S-28 (SS 133) sinks Japanese gunboat No. 2 Katsura Maru, 165 miles southwest of Paramushir, Kuril Islands.

09/21/1944

USS Haddo (SS 255) torpedoes and sinks the Japanese survey ship, Katsuriki, off Manila, Philippines.

09/21/2017

The Navy awards a \$5.1 billion contract to General Dynamics Electric Boat for Integrated Product and Process Development (IPPD) of the Columbia-class Fleet Ballistic Missile Submarine (SSBN). The IPPD contract award includes design, completion, component and technology development and prototyping work.

09/22/1959

USS Patrick Henry (SSBN 599) is launched. In 1982, her ballistic missile tubes are disabled, and she is reclassified as an attack submarine.

09/24/1943

USS Cabrilla (SS 288) attacks three Japanese ships, a carrier, escort carrier and destroyer, northwest of Chichi Jima.

09/25/1925

USS S-51 sinks after being rammed by SS City of Rome off Block Island, R.I., killing 33 of her crew.

09/25/1944

USS Searaven (SS 196) is attacked by a Japanese small craft off southwest tip of Etorofu, Kurils. USS Barbel (SS 316) sinks Japanese merchant cargo ship, Bushu Maru, off Togara Gunto. Additionally, USS Guardfish (SS 217) sinks Japanese merchant cargo ship, No.2, Miyakawa Maru, in the Yellow Sea off Chinnampo. Also, on this day, USS Thresher (SS 200) sinks Japanese merchant cargo ship, Nissei Maru, in the Yellow Sea.

09/25/1982

USS Houston (SSN 713) is commissioned at Naval Station Norfolk. For two months in 1989, the boat participated in the filming of The Hunt for Red October off the coasts of Washington and California.

09/26/1944

USS Pargo (SS 264) sinks the Japanese minelayer, Aotaka, off Borneo. Also on this date, USS McCoy Reynolds (DE 440) sinks Japanese submarine I-175 northeast of Palau.

09/27/1944

USS Apogon (SS-308) sinks the Japanese cargo ship Hachirogata Maru in the Sea of Okhotsk off Shimushir Island. Also on this date, USS Plaice (SS-390) sinks Japanese Coast Defense Vessel No.10, 100 miles north-northwest of Amami-O-Shima.

09/27/1986

USS Chicago (SSN 721) is commissioned at Norfolk, VA. The Los Angeles-class nuclear attack submarine is the fourth U.S. Navy ship to be named after the Windy City of Illinois, and is ideally suited for covert surveillance, intelligence gathering and special forces missions.

09/28/1964

The first deployment of a Polaris A-3 missile takes place on board USS Daniel Webster (SSBN 626) from Charleston, S.C.

09/28/1991

USS Asheville (SSN 758) is commissioned during a ceremony at Newport News, Va. The Los Angeles-class nuclear-powered submarine is the fourth ship in the Navy to be named after the city in North Carolina, and is ideally suited for covert surveillance, intelligence gathering and special forces missions.

09/29/1944

USS Narwhal (SS 167) evacuates 81 allied prisoners of war from Lanboyan Point, Sindangan Bay, Mindanao, Philippines. They had survived the Sept. 7 sinking of Japanese POW transport Shinyo Maru.

09/30/1943

USS Bowfin (SS 287) delivers supplies and evacuates people from Siquijor Island, Philippines and sinks Japanese cargo ship, Mitake Maru. Also on this date, USS Harder (SS 257) sinks Japanese auxiliary submarine chaser No.3 Shosei Maru, while USS Pogy (SS 266) sinks Japanese army transport, Maebashi Maru, 300 miles east of Palau.

09/30/1944

USS Nautilus (SS 168) lands 95 tons of supplies, 70 drums of gasoline, and four drums of oil at designated spot on Panay, Philippine Islands and embarks 47 evacuees (seven servicemen, 10 women, five civilian males, and 25 children).

09/30/1954

The world's first nuclear-powered submarine, USS Nautilus (SSN 571), is commissioned at Groton, Conn. On Aug. 3, 1958, she is the first U.S. vessel to transit across the geographic North Pole. Nautilus now serves as the historic ship at the Submarine Force Museum at Groton.

09/30/1981

USS La Jolla (SSN 701) is commissioned at Naval Submarine Base New London, Groton, Conn., before transferring to its new homeport of Naval Submarine Base Point Loma in San Diego, Calif. The Los Angeles-class attack submarine is ideally suited for covert surveillance, intelligence gathering and Special Forces missions.



ARTICLES OF INTEREST

America's Big Seawolf-Class Submarine Mistake Still Stings

By Harry J. Kazianis

Published 31 AUGUST 2025



The U.S. Navy's newest attack submarine, USS Seawolf (SSN 21), conducts Bravo sea trials off the coast of Connecticut in preparation for its scheduled commissioning in July 1997. The aerial image shows the sail from a starboard angle, looking forward, 9/16/1996. Jim Brennan. This image is public domain/U.S. Government photo.

Key Points and Summary – The U.S. Navy's Seawolf-class is the most powerful hunter-killer submarine ever built, a technological marvel forged to hunt the quietest Soviet subs.

-It was faster, deeper-diving, and more heavily armed than any other boat on the planet.

-However, the end of the Cold War led to the program's cancellation after only three were built, a decision now viewed as a catastrophic strategic miscalculation.

-As the U.S. faces a rising China and a resurgent Russia, this "ghost fleet" of unparalleled predators is a stark reminder of a critical capability that was foolishly given away.

The Seawolf-Class Mistake Still Stings

In the silent, crushing depths of the world's oceans, there is an apex predator unlike any other. It is a creature of pure lethality, a ghost forged from high-tensile steel, capable of moving with a stealth that borders on the supernatural and striking with a ferocity that can alter the course of a war.

This is not some mythical leviathan; it is the U.S. Navy's Seawolf-class nuclear-powered attack submarine.

It is, without exaggeration, the most powerful and dominant hunter-killer submarine ever put to sea.

Yet, this unparalleled weapon, the undisputed king of the undersea realm, is also a ghost of what could have been.

With only three hulls ever built, the Seawolf class represents one of the most profound and consequential strategic miscalculations of the post-Cold War era.

The decision to cancel the fleet was seen at the time as a prudent move for a nation cashing in a "peace dividend."

However, it appears that a significant mistake has now come back to haunt the Pentagon. In an era where the threats posed by a rising China and a resurgent Russia are no longer theoretical, the ghost fleet of the Seawolf-Class serves as a chilling reminder of the price of strategic shortsightedness—and the critical capability we let slip through our fingers.

Seawolf-Class: Forged to Hunt Soviet Leviathans

To understand the Seawolf, you must first understand the existential fear that drove its creation. By the mid-1980s, the U.S. Navy was confronting a terrifying reality. For decades, America's technological edge had guaranteed its submarines were acoustically superior to their Soviet counterparts; we could always hear them before they could hear us.

But that advantage was eroding at an alarming rate. Soviet espionage, particularly the Walker spy ring, had given Moscow a treasure trove of secrets on American submarine quieting technology.

The result was a new generation of Soviet leviathans—the Akula and Sierra-class attack submarines. These boats were fast, deep-diving, and, most critically, shockingly quiet. For the first time, U.S. naval planners had to confront the real possibility that Soviet hunter-killers could stalk our carrier battle groups or trail our own ballistic missile submarines undetected. Our venerable Los Angeles-class submarines, the workhorses of the fleet, were suddenly facing a peer.

In this high-stakes undersea environment, parity was unacceptable. The Navy needed a revolutionary leap forward, a new submarine so far beyond the capabilities of the Akula that it would re-establish absolute American dominance for decades to come.



Seawolf-Class Submarine
Seawolf-Class Submarine. Image Credit: Creative Commons.

The answer was a program designated SSN-21, the first submarine of the 21st century. Its mandate was simple and absolute: to be faster, deeper-diving, more heavily armed, and, above all, quieter than anything else on the planet. This new boat, later named the Seawolf, was purpose-built to operate under the Arctic ice—a key operating bastion for the Soviet fleet—and hunt the most advanced Soviet submarines in their own backyard.

A Titan Rendered 'Obsolete' by Peace

The Seawolf was a technological marvel from its inception. One former Electric Boat engineer told me many years ago that when the Navy came to them with the specs of the boat they wanted, he explained that most of the technology did not exist at the time, and it would not be cheap. The Navy instructed them to invent what they needed, and they would provide the necessary funds. Wow.

Its hull was constructed from high-strength HY-100 steel, allowing it to dive deeper and withstand more

punishment than any previous American attack submarine. Its S6W nuclear reactor was far more powerful, enabling it to achieve tactical speeds in excess of 35 knots while remaining acoustically undetectable.

Every piece of machinery, from the reactor to the pumps, was mounted on massive sound-isolating rafts, a system designed to smother the boat's own noise. The result was a submarine that was reportedly quieter at 25 knots than a Los Angeles-class sub was when tied to the pier.

Its offensive firepower was equally staggering. It was designed with eight 660mm torpedo tubes—double the number on a Los Angeles-class boat—and a massive internal magazine capable of holding up to 50 weapons, a mix of heavy-duty torpedoes and Tomahawk cruise missiles. The Seawolf was not just a hunter; it was a wolf pack of one.

But as this ultimate Cold War weapon was taking shape, the world it was designed to dominate vanished. The Berlin Wall fell in 1989. The Soviet Union dissolved in 1991. The primary adversary that had justified the Seawolf's eye-watering price tag—over \$3 billion per submarine in 1990s dollars—was gone.

Almost overnight, the Seawolf went from being a strategic necessity to an unaffordable luxury. In 1992, Secretary of Defense Dick Cheney, seeking to reap the “peace dividend,” moved to cancel the program entirely. The original plan for a fleet of 29 Seawolf-class submarines was eviscerated.



PUGET SOUND, Wash. (Sept. 11, 2017) The Seawolf-class fast-attack submarine USS Jimmy Carter (SSN 23) transits the Hood Canal as the boat returns home to Naval Base Kitsap-Bangor. Jimmy Carter is the last and most advanced of the Seawolf-class attack submarines, which are all homeported at Naval Base Kitsap. (U.S. Navy photo by Lt. Cmdr. Michael Smith/Released)

After intense political debate, a compromise was reached: the program would be truncated to just three boats. The lead ship, USS Seawolf (SSN-21), and its sister, USS Connecticut (SSN-22), would be built to the original design. A third, heavily modified vessel, the USS Jimmy Carter (SSN-23), would be constructed with a 100-foot hull extension called the Multi-Mission Platform, turning it into a one-of-a-kind asset for espionage and special operations.

The fleet of underwater dreadnoughts that was meant to rule the 21st century was dead before it was ever truly born.

The Price of a Premature Peace

For two decades, the decision to cancel the Seawolf seemed prudent. The world was focused on the War on Terror, a conflict fought in deserts and mountains, not in the deep ocean. The Navy's submarine force shifted its focus to intelligence gathering and land-attack missions in permissive environments.

The need for a fleet of ultra-high-end hunter-killers seemed like a relic of a bygone era.

Now, that era is back with a vengeance.

Today, the U.S. Navy faces a strategic environment that is eerily similar to the one that gave rise to the Seawolf program. China is engaged in a naval buildup that is unprecedented in modern history, producing quiet, capable attack submarines at a breathtaking pace.

Russia, for its part, has invested heavily in its own new generation of hunter-killers, like the Yasen-class, which are by some metrics even quieter than America's frontline Virginia-class submarines.

The very threats the Seawolf was designed to kill are re-emerging, and in greater numbers. Simultaneously, the U.S. attack submarine fleet is shrinking. The retirement of the aging Los Angeles-class boats is outpacing the production of new Virginia-class submarines, creating a looming numerical deficit at the exact moment the demand for undersea assets is skyrocketing.

What a War Teaches Us About the Seawolf-Class

Let's put it this way, and think it over in a crisis scenario: A situation over Taiwan escalates into open conflict. A core element of China's strategy is to use its own submarine fleet to create an anti-access/area denial (A2/AD) bubble, preventing U.S. carrier strike groups from getting close enough to intervene.

The first and most critical mission for the U.S. Navy is to win the undersea battle—to hunt down and sink those Chinese submarines.

This is the exact mission the Seawolf was born for. With its superior speed, depth, and acoustic stealth, it is the only asset that can confidently enter that contested battle-space, sweep the seas of enemy subs, and survive.

But with only two available for this primary combat role, they cannot be everywhere at once. Our Virginia-class submarines, while excellent, are a compromise—they were designed to be a more affordable "jack-of-all-trades," and they do not possess the overwhelming kinematic and acoustic advantages.



Virginia-Class

Groton, Conn. (July 30, 2004) – The nation's newest and most advanced nuclear-powered attack submarine and the lead ship of its class, PCU Virginia (SSN 774) returns to the General Dynamics Electric Boat shipyard following the successful completion of its first voyage in open seas called "alpha" sea trials. Virginia is the Navy's only major combatant ready to join the fleet that was designed with the post-Cold War security environment in mind and embodies the war fighting and operational capabilities required to dominate the littorals while maintaining undersea dominance in the open ocean. Virginia and the rest of the ships of its class are designed specifically to incorporate emergent technologies that will provide new capabilities to meet new threats. Virginia will be delivered to the U.S. Navy this fall. U.S. Navy photo by General Dynamics Electric Boat (RELEASED)

We would be forced to send a very good submarine to do a job that requires the absolute best, taking on risks that a full fleet of Seawolfs would have rendered negligible.

The decision to cancel the Seawolf was a gamble that the world had fundamentally changed, a bet that great-power conflict was a thing of the past.

That bet has failed. The three boats of the Seawolf class are the most powerful, most lethal, and most survivable submarines ever built.

But they are a ghost fleet, a haunting reminder of the force we could have had, and the dominance we so casually gave away.

It was a self-inflicted wound born of strategic hubris, and the scar it has left on the U.S. Navy will be felt for decades to come.



Keel laid for Navy's second Columbia-class nuclear strike submarine

By Zita Fletcher

02 SEP 2025



Dr. Kelly Geurts, ship sponsor of the future Columbia-class ballistic missile submarine Wisconsin, welds her initials into the ship's keel during a keel-laying ceremony Aug. 27, 2025. Supervising is General Dynamics electric boat welder Robert Ray Jr. (U.S. Navy)

The keel for the U.S. Navy's second Columbia-class submarine was laid during an Aug. 27 ceremony in Kingstown, Rhode Island, marking the beginning of the sub's construction.

The vessel, currently designated SSBN 827, will be known as the Wisconsin, becoming the third in a line of warships that served with distinction in U.S. history. The original Wisconsin was the flagship of the Pacific fleet until 1903, while the second was an Iowa-class battleship that fought in numerous World War II Pacific battles and was resurrected twice to serve in the Korean and Persian Gulf Wars.

As a ballistic missile submarine, the future Wisconsin will carry multiple nuclear warheads and conduct patrols to deter adversaries. Powered by a nuclear reactor, the Columbia-class submarine is designed to maneuver with total stealth and rapidly launch nuclear missiles in defense of the U.S.

It succeeds the Ohio class, which recently demonstrated the capabilities of current U.S. fleet of ballistic submarines. An Ohio-class delivered powerful strikes against Iran during Operation Midnight Hammer. It requires minimal maintenance stops and can transport over 66 Special Operations Forces and underwater vehicles.

The Columbia class is expected to exceed the capacity of the Ohio class, both in terms of missile payload and stealth capabilities. It's also anticipated to field the Trident II D5 Strategic Weapons System, in addition to hypersonic missiles and the sea-launched nuclear cruise missile currently in development, known as the SLCM-N.

These new sea-launched weapons have been named as strategic priorities for the Navy in the face of evolving threats.

“Our ballistic missile submarines are the most survivable leg of our nation’s nuclear triad; they are the ultimate guarantee that no adversary will ever miscalculate America’s resolve,” Adm. William Houston, director of the Naval Nuclear Propulsion Program, said in a service release.

“From this keel, the Wisconsin will rise — an intricate structure of power, precision, and purpose,” Houston added. “And just as the keel bears the weight of the ship, this vessel bears the weight of our nation’s most solemn responsibility: to deter war and preserve peace through strength.”



WAR PATROL!

Editor's Note: In this month's WAR PATROL!, we follow the [USS S-23 \(SS-128\)](#) as she enters World War 2 by patrolling waters near the Aleutian Islands off Alaska (07 FEB to 17 FEB 1942). See how the crew had to deal with brutal habitability conditions and the extraordinary efforts by the senior officers to improve the situation.



History		General characteristics	
	United States	Class & type	S-class submarine
Name	USS S-23	Displacement	854 long tons (868 t) surfaced 1,062 long tons (1,079 t) submerged
Builder	Bethlehem Shipbuilding Corporation	Length	219 ft 3 in (66.83 m)
Laid down	18 January 1919	Beam	20 ft 8 in (6.30 m)
Launched	27 October 1920	Draft	15 ft 11 in (4.85 m)
Sponsored by	Miss Barbara Sears	Speed	14.5 knots (16.7 mph; 26.9 km/h) surfaced 11 knots (13 mph; 20 km/h) submerged
Commissioned	30 October 1923	Complement	42 officers and men
Decommissioned	2 November 1945	Armament	1 × 4 in (102 mm)/50 deck gun 4 × 21 inch (533 mm) torpedo tubes
Stricken	16 November 1945		
Fate	Sold for scrap		

FF12-10/
A16-3(5)

SUBMARINES, PACIFIC FLEET

Di

Serial 0476

Care of Postmaster,
San Francisco, California,
April 24, 1942.



DECLASSIFIED

COMSUBPAC PATROL REPORT NO. 25
U.S.S. S-23 - FIRST WAR PATROL.

MAY 18 1942 PM

From: The Commander Submarines, Pacific Fleet.
To : Submarines, Pacific Fleet.

Subject: U.S.S. S-23 (SS128) - First War Patrol.

Enclosure: (A) Copy of C.O., S-23, Conf. ltr. SS128/A
4-3 Serial 03 of February 21, 1942.
(B) Copy of Comsubdiv 41 1st End. FB41/A4-3
Serial 019 of March 17, 1942.
(C) Copy of Comsubron 4 2nd End. FC5-4/A16-
3 Serial 0104 of April 7, 1942.

1. The Force Commander notes with pleasure the excellent performance of the subject vessel during an eleven day war patrol in Alaskan waters under extremely unfavorable conditions for this type of submarine.

2. Special submarine clothing, woolen; special submarine clothing, balloon cloth; wool lined leather mittens; arctics and heavy underwear are now stocked by both Navy Yard, Mare Island, and Navy Yard, Pearl Harbor. A new experimental type of submarine clothing made of heavy water resistant blue duck fabric interlined with sponge rubber has been tested by units of this force and found to be excellent. It has been recommended that each fleet type submarine be furnished eighteen of these suits.

3. The use of transparent ski-masks for protection against driving rain, snow, and sleet, is noted. The Bureau of Ships will be requested to add this item to special submarine winter clothing.

DECLASSIFIED-ART. 0445, OPNAVINST 5510.1C

BY OP-0899C DATE 6/1/72

T. WITHERS.

Distribution

Pacific List 7CM-41

List I, Case 2

P1(5), SSF

Atlantic List 11CM-41

SO(2)

Special:

EN3(5); EN10(1); EN28(5);

Subschool, NL(8); ComsubSWPac (2);

Cominch (5); Combat Intel (1).

E. R. Swinburne
E. R. SWINBURNE,
Flag Secretary.

DECLASSIFIED

40407 FILMED

CONFIDENTIAL

U.S.S. S-23

U.S.S. S-23 Report of War Patrol
Period from 7 February to 17 February 1942
Area - South of Aleutian Islands, Alaska
Zone Time -- Plus eleven

Operations for this patrol were conducted in accordance with memorandum instructions from the Commanding Officer, Naval Air Station, Dutch Harbor, Alaska which are quoted in part: "Underway from Dutch Harbor, at 1500, February 7, 1942. Proceed via Unalga Pass southward of UNALASKA ISLAND. Proceed on southwest course to great circle course shipping lane. Operate surface and submerged on great circle course shipping lane. Return to Dutch Harbor, if circumstances warrant, on February 17, 1942."

Following is brief of War Diary:

February 7, 1942.

1500 Underway.
1730 Passed through Unalga Pass at maximum flood,
Current encountered estimated 6 knots.
1900 Set course 135°T.
2300 Changed course to 225°T.

February 8, 1942.

0000 Seas breaking over bridge and down conning tower hatch.
0420 Changed course to 180° to put sea on port bow.
Barometer falling rapidly.
0655 Dived, course 180°.
0800 DR Latitude 52°-35.5'N.
DR Longitude 166°-18.0'W.
0900 Surfaced on course 160°. Underway at 2/3 speed
on one engine because of sea.
1200 Latitude 52°-21.1'N.
Longitude 166°-18.0'W.
2000 Latitude 51°-39.0'N.
Longitude 165°-59.0'W.

February 9, 1942.

0420 Changed course to 200° as direction of sea shifted.
0630 Dived, changed course to 270°T. Maintained submerged patrol at 80 feet, coming to periscope depth each hour. Necessary to run in normal series at periscope depth due to heavy seas.
1200 Latitude 50°-53.0'N.
Longitude 166°-23.0'W.
1750 Surfaced, changed course to 240°. Sea moderating sky clearing, barometer rising.
2000 Latitude 50°-37'N.
Longitude 167°-39'W.

- 2 -

ENCLOSURE (A)

CONFIDENTIAL

Subject: U.S.S. 3-23 - Report of War Patrol.

February 10, 1942

0640 Dived on course 240°, changed course to 270°.
0900 Surfaced, lying to jettisoning torn sections of
superstructure.
1200 DR Latitude 50°-20.0'N.
DR Longitude 169°-11.0'W.
1400 Made training dive on course 270°.
1430 Surfaced, changed course to 240°.
2000 DR Latitude 50°-18.0'N.
DR Longitude 169°-13.0'W.

February 11, 1942

0000 Changed course to 200°. Barometer falling 10 points
per hour; at 0600 barometer read 28.20.
0600 Dived on course 160°, changed course to 270°. Conducted
all day submerged sound patrol, coming to periscope
depth hourly.
1530 Surfaced, changed course to 115°T. Barometer 28.32.
1830 Changed course to 125°.
2000 DR Latitude 49°-59'N.
DR Longitude 169°-30.0'W.

February 12, 1942

0630 Dived on course 125°, changed course to 270°.
1000 Surfaced.
1300 Wind freshening, shifting from south to west. Sea
rising. Barometer steady.
1610 Changed course to 280°.
1900 Changed course to 310°.
2000 Latitude 49°-23.0' First reliable position for two days.
Longitude 170°-27.0

February 13, 1942

0700 Dived on course 310°, changed course to 045°.
0800 Latitude 49°-43.0'.
Longitude 170°-47.5'.
1000 Surfaced, changed course to 000°.
1200 Latitude 49°-47.5'.
Longitude 170°-48.0'.
Barometer 29.60, 30 knot wind from North West.
1800 Shipped heavy sea over bridge. All hands on bridge
bruised and battered, Officer of Deck suffered broken
nose. Solid stream of water down hatch for 65 seconds.
Put high pressure pump on control room bilges, dry after
two hours, slowed to 1/3 speed on one engine.
2000 Latitude 50°33.0'N.
Longitude 170°-44.0'W.

- 3 -

ENCLOSURE (A)

CONFIDENTIAL

Subject: U.S.S. S-23 - Report of War Patrol.

February 13, 1942 (Continued)

2100 Changed course to 045°. Sea moderating.

February 14, 1942.

0400 Sea and wind moderating, changed speed to 2/3 on both.
0700 Dived on course 045°.
0800 Latitude 51°-20.0'.
Longitude 169°-24.0'.
0900 Surfaced on course 050°.
1200 Latitude 51°-35.0'N.
Longitude 168°-59.0'W.
1300 Changed course to 180°T to make another sweep across great circle course.
2000 Sea rising, changed course to 090°.

February 15, 1942.

0410 Changed course to 050°.
0645 Dived.
1000 Surfaced.
1200 Latitude 51°-08.0'N.
Longitude 168°-06.0'W.
2000 Latitude 51°-23.5'N.
Longitude 167°-15.0'W.

February 16, 1942.

0700 Dived.
0800 Latitude 52°-34.0'N.
Longitude 165°-40.5'W.
0830 Surfaced.
1200 Latitude 52°-37.5'N.
Longitude 165°-24.5'W.

February 17, 1942.

0715 Made landfall, Egg Island off Unalga Pass.
Proceeding to Dutch Harbor on surface.

2. Weather: South of the Aleutians at this time of the year the weather is a continuous series of barometric lows, at intervals of one to three days, each one of which is accompanied by foul weather. These low pressure areas move rapidly from west to east, so that an easterly wind generally accompanies a falling barometer, and the wind usually hauls to the south and west as the cycle progresses.

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3. Tides and currents: No reliable information. Due to the hull design of the Holland type S-boat, a radical speed reduction occurs in anything more than a moderate sea. The effect of this speed reduction must be given far more consideration by the navigator than the effect of winds or currents.

4. Navigational aids: The Commanding Officer cannot too strongly recommend that any vessel ordered to duty in these waters be equipped with a fathometer. Since the removal of the sonic oscillator from this vessel, the only remaining means of taking soundings is the hand lead, and in 90 per cent of the weather encountered, it is impossible to do even this.

Low visibility is the rule rather than the exception, and beyond UMIK PASS the charts are unreliable and sailing directions hazy.

Repeated efforts to procure a bubble sextant have failed. It is recommended that one be supplied each submarine, for reasons which have been thoroughly explained by others in the past.

Bausch and Lomb binoculars used by the Officer of Deck and the lookouts are subject to constant flooding. Fortunately, one quartermaster is fast becoming an expert optical repairman.

5-6. No ships or planes of any description were sighted.

7. No attacks made.

8. No information. (See addendum)

9. Large portions of the superstructure plating aft have been carried away on each patrol, but this seems to be a normal condition, and repairs are effected during each period in port.

This vessel procured from the Linde Air Products Company in Seattle, Washington a type 24 oxy-acetylene welding outfit before leaving for Alaska. Total cost less gas, but with rods and flux was \$64.00. This has proved invaluable, and it is believed that all submarines should carry such an outfit. It is particularly useful for brazing engine air lines which are subject to vibration stresses.

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Several electrical casualties have resulted from taking large quantities of water down the conning tower hatch. After flooding the engine order telegraph circuits on several occasions, ship's force designed and the air station contractors are installing a water tight junction box in the conning tower which it is believed will solve this difficulty.

Grounds on the periscope motors are common occurrences, due to their location under the control room deck plates. There seems to be no solution to this problem.

Low temperatures and continuous condensation within the ship make battery grounds of 50 and 60 volts common place occurrences. Every conceivable measure has been taken to reduce these grounds, but little success has been obtained.

Insulation and ground readings throughout the ship are generally low and will probably get lower. Main motor contactor panels are baked out with lamp banks during each period in port, and main motor fields are energized for 16 hours each day. No serious casualties of any nature have been experienced to date.

10. Remarks:

(a) Radio reception: No difficulties were experienced other than a high noise level which seems to be characteristic of the locality.

(b) Density layers: None encountered.

(c) Sound conditions: No opportunity for observation.

(d) Habitability: Very poor.

Large quantities of water enter the ship via the conning tower hatch on each patrol and there is in addition continuous condensation within the ship. Fan type electric heaters which were requisitioned in June of 1941 have never arrived, and the only heat on the ship is that furnished by the galley range and eleven 1000 - 1500 watt radiant type heaters purchased from Sears Roebuck in San Diego at the outset of the war. It may be added parenthetically that it has not been necessary to operate the ship's air conditioning system since leaving Pearl Harbor.

All compartments are extremely cold and damp. Radiomen, controllers, and machinist's mates all stand their watch in sheepskin coats. Officers and crew sleep in submarine clothing to keep warm.

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(e) Potable water endurance:

This vessel is self sustaining indefinitely. During the first week of the war, a 7 day submerged patrol was conducted off San Diego, California. All hands were cautioned about water consumption and all fresh water consumed on the ship drawn in buckets from one spigot. Average consumption of water for all purposes was 1.2 gallons per man per day.

During the current patrol, no extraordinary measures were considered necessary other than a word of caution to the crew. Average consumption of water for all purposes was 2.1 gallons per man per day. This vessel can evaporate without difficulty 100-150 gallons per day, which is adequate.

(f) Battery water endurance:

Battery water consumption is only 30 per cent of consumption in the Hawaiian area. While operating in Alaskan waters, this vessel is not limited in patrol duration by battery water consumption. Batteries were last watered on January 25, 1942, 4 points above normal level. It was not necessary to water during the patrol, and on return to Dutch Harbor, February 17, 321 gallons of battery water were used to bring the level back to plus 4.

Special charging routine has been instituted as follows:

(a) Every other charge is terminated on reaching the TVC curve on the finishing rate; others are terminated after 3 hours past the TVC curve on the finishing rate. (Gould ULTH 55 battery) No equalizing charges are conducted at sea.

(b) Minimum ventilation is supplied except when battery is actually gassing.

(g) Fuel expenditure:

Sufficient steady run data is not available for comment. Lubricating oil consumption has been at the rate of 4 - 5 gallons lube oil per 100 gallons fuel. This is an abnormally low ratio, and is believed due to the long periods when rough weather forced the vessel to run at 1/3 speed on one engine.

(h) Auxiliary machinery:

Considerable difficulty has been experienced with the overload trip in the bow and stern plane motor contactor panel tripping out. Setting the overload trip within 5 amperes of the circuit fuses had no apparent effect, and it was finally determined that the condition was caused by cold oil in the waterbury speed gears. These gears are now operated for 5 minutes during each half hour, report of

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which fact is made to the Officer of Deck, and no further difficulty has been experienced.

(i) Clothing:

Through devious and sundry means, as a result of which the Commanding Officer and First Lieutenant expect to go to jail at the end of the war, an adequate supply of cold-weather and foul weather clothing is now on board. Reading from inside out, topside watchstanders are equipped as follows:

1. Woolen underwear (some individuals prefer two suits)
2. Two to four pair of woolen socks.
3. Woolen CPO shirt or woolen sweater.
4. Submarine trousers and coat. (woolen)
5. Knee-height rubber boots, with laces.
6. Aviation helmets or watch caps.
7. Water proofed trousers and jumpers, with hoods and face draw-string. This is the only satisfactory outer clothing.

Oil skins are absolutely useless when green seas come over the bridge. The clothing in question is special submarine issue and is carried in quantity by the Supply Department, Navy Yard, Mare Island. It is old issue, carried in APA, and invoiced at 64 cents per suit. The Army has a similar outfit which they refer to as "parkas, rubberized", and "trousers, rubberized" which is even better. It is strongly recommended that large quantities of these latter articles be procured for issue to submarines operating in northern waters.

8. Transparent ski-masks made of plastic, for use in driving rain, snow, and sleet.

(j) Health:

No difficulties have been experienced to date. 500 vitamin capsules are on board for use during the first 30 day patrol.

(k) Routine:

Normal routine has been kept to date, except that during all day dives a light lunch is served at 1600, and a hot dinner after surfacing.

11. Addendum:

While no contacts were made in this patrol, the following information is submitted as a matter of information:

January 28, 1942. Underway on surface with U.S.S. S-18, enroute Kodiak to Dutch Harbor, 10 miles southeast

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11. Addendum: (Continued)

UNIMAK PASS, course 315⁰T, speed 2/3 on both engines, 270 RPM. 1730 sighted unidentified vessel one point on starboard bow, distant 5 miles, on opposite course. 1733 Unidentified vessel changed course to right, angle on bow 80⁰ - 90⁰ port, seen to be a submarine. Silhouette similar to U.S.S. DOLPHIN, apparently 1200 - 1500 tons, forward rake to bow, clearing lines forward and aft, one gun forward of conning tower which appeared to be 5" caliber and mounted too low to be double purpose. Painted black. Deck line clean - no platforms, seaplane hangars, on deck stowage tubes. Conventional design, normally shaped conning tower. 1734 Dived for attack at periscope depth, since range was too great for firing tubes on sighting. When periscope was raised, found enemy submarine and U.S.S. S-18 had also dived, JK picked up propellers faintly, bearing 020⁰ relative, but could not maintain contact.

U.S.S. S-18 later reported that enemy submarine pinged on her continuously for 30 seconds - same frequency and note as our QC gear. U.S.S. S-23 surfaced at 2300 and proceeded through UNIMAK PASS to Dutch Harbor.

Serial 0104

% Fleet Post Office
Pearl Harbor, T. H.
April 7, 1942.

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SECOND ENDORSEMENT to
CO S-23 Conf ltr SS126/
A4-3 Serial (03) dated
February 21, 1942.

From: The Commander Submarine Squadron FOUR.
To : The Commander Submarines, Pacific Fleet.
Subject: U.S.S. S-23 Patrol Report, Feb. 7-17, 1942.

1. This report of the S-23 is of interest as it is the first report of a war patrol conducted in the Alaskan Area since the beginning of the war.

2. Weather conditions encountered in the Alaskan Area, especially during the winter months, make it difficult for the S-class submarine to maintain an efficient patrol. It is recommended that consideration be given to assigning more modern submarines to this area during this period.

3. The commanding officer showed initiative in obtaining heaters, winter clothing and a welding outfit for his ship. The latter has been obtained and issued to all submarines of this squadron basing at Pearl Harbor.

4. The non-receipt of the fan type electric heaters, which were ordered in June 1941, is being investigated by the Supply Officer of the Submarine Base.

5. The recommendation that the Army type "parkas rubberized" and "trousers rubberized", as well as transparent ski-masks, be obtained for use in submarines operating in northern waters, is concurred in. The whole problem of submarine winter clothing has not been completely solved. It is felt that the best material available should be obtained and tried out.

6. This report contains very little information on facilities at Dutch Harbor for submarines. A complete report on this is expected from Commander Submarine Division Forty-One on his return from that area, in the S-34, in the near future.

R. H. ENGLISH.

Copy to:

CSD 41
S-23
S-18

ENCLOSURE (C)

REQUIN BASE SUPPORTERS



The task of perpetuating the memory of our lost shipmates is forever and cannot be done alone. This task takes time, money, dedication and patriotism from all walks of life, both veteran and civilian. USS Requin Base would like to recognize all those that help us fulfill the task of remembering and honoring those we have lost to secure the freedoms we enjoy today. <https://requinbase.org/customer-photos/>



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The Bulldog Pub
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