

STEEL VALLEY DOLPHINS



USS West Virginia SSBN-736



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."

TABLE OF CONTENTS

FRONT MATTER	2
OFFICERS	3
TOLLING OF THE BOATS	4
SUBS COMMISSIONED	5
BIN LIST, BIRTHDAYS...	6
COMMANDER'S CORNER	7
MEETING MINUTES	8
MONTH IN REVIEW	10
CHAPLAIN'S COLUMN	12
SAY AGAIN, EVENTS, MEMBERSHIP	13
FEATURED BOAT	14
SUB HISTORY	16
ARTICLES OF INTEREST	19
WAR PATROL!	22
SUPPORTERS	39

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

10 JAN 2026 @ 1230 hours

At Baden Post

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

OUR WEBSITE

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

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



USSVI NATIONAL OFFICERS



Office	Officer	Phone	eMail
National Commander	Jon Jaques	615-893-7800	jjaques@bellsouth.net
Senior Vice Commander	Timothy Carlisle	925-812-4239	Timothybwcarlisle@gmail.com
Junior Vice Commander	Thomas Williams	512-632-9439	texsubvet@yahoo.com
Secretary	David Farrugia	813-951-1898	DFarrugia@tampabay.rr.com
Treasurer	John Sidlovsky	757-328-9796	treasurer.ussvi.hrb@gmail.com
Past Commander	William Andrea	561-790-1287	wcandrea@bellsouth.net
Chaplain	James Sandman	615-975-4792	Jsandman85@gmail.com
Region Director NE	Jeffrey Walsh	860-449-2103	Neregiondir@yahoo.com
District Commander EN3	Thomas Denton	301-845-0049	gcmfish@verizon.net
National Office	Sharon Walsh	360-337-2978	ussvi@telebyte.net



USS REQUIN BASE OFFICERS



Office	Officer	Phone	eMail
Base Commander	Lou Hamill	412-445-3998	itgeek8088@gmail.com
1st Vice Commander	Vince Metz	412-613-5554	vincemetz007@hotmail.com
2nd Vice Commander	George Brown	724-622-5800	gandcbrown@gmail.com
Secretary	Jeff Simon	920-217-8633	jeffsimon@zoominternet.net
Treasurer	Lee M. Bookwalter	412-795-8337	booky143@verizon.net
Storekeeper	Frank Nicotra	412-835-6540	nicotrafrank@gmail.com
Chaplain	Frank T. Vereb	412-328-3390	fvereb2@gmail.com
Past Base Commander	Hubert C. Dietrich	412-486-2635	hueyfromglenshaw@aol.com
Newsletter Editor	Frank T. Vereb	412-328-3390	fvereb2@gmail.com
Webmaster	Lee M. Bookwalter	412-795-8337	booky143@verizon.net
COB/Historian	Bob Meyers	724-282-1524	jmeyers01@zoominternet.net
Photographer	Rick Flaugh	412-779-0497	flaughre@comcast.net
Holland Club Chairman	Joe Campisi	412-322-3201	jcampisi654@comcast.net
Asst. Holland Club	Dick Geyer	724-822-0401	dqdiving@gmail.com
Technology Chair	Lou Hamill	412-445-3998	itgeek8088@gmail.com
Eagle Scout Chair	Eric Greenwald	412-770-7329	ericjgreenwald@gmail.com
Awards Chair	Dick Geyer	724-822-0401	dqdiving@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
Charitable Foundation Chair	Dave Halliday	412-537-6841	dwh724@yahoo.com
USS Requin Restor. Chair	Kyle Glaser	309-333-9409	kyle.glas@gmail.com



Tolling of the Boats for December

USS Capelin (SS-289)

Lost on Dec 2, 1943 with the loss of 76 men. She was on her 1st war patrol, but her exact location, date and cause of loss remain a mystery. She may have been lost to mines or an operational casualty.

USS Sealion (SS-195)

Lost on Dec 10, 1941 with the loss of 4 men. To prevent her from falling into enemy hands, she was scuttled in Manila Bay after incurring severe bomb damage during the initial Japanese attack. One other Sealion man was later captured and died in POW camp.

USS F-1 / Carp (SS-20)

Lost on December 17, 1917 with the loss of 19 officers and men when it was sunk after collision with the USS F-3 (Pickerel(SS-22)) off San Clemente, CA.

USS S-4 (SS-109)

Lost on December 17, 1927 with the loss of 40 officers and men when it was sunk after being rammed by USCG Paulding. Salvaged in 1928 and recommissioned.



Man Our Ship and Bring Her to Life!



Submarines Commissioned During the Month of December

Boat	Commissioned	Wikipedia	NavSource	Eternal Patrol
B-3 SS-12	12/3/1907	Wikipedia	NavSource	
Connecticut SSN-22	12/11/1998	Wikipedia	NavSource	
H-1 SS-28	12/1/1913	Wikipedia	NavSource	Eternal Patrol
H-2 SS-29	12/1/1913	Wikipedia	NavSource	
K-7 SS-38	12/1/1914	Wikipedia	NavSource	
K-8 SS-39	12/1/1914	Wikipedia	NavSource	
L-6 SS-45	12/7/1917	Wikipedia	NavSource	
L-7 SS-46	12/7/1917	Wikipedia	NavSource	
T-3 SS-61	12/7/1920	Wikipedia	NavSource	
R-1 SS-78	12/16/1918	Wikipedia	NavSource	
R-14 SS-91	12/24/1919	Wikipedia	NavSource	
S-16 SS-121	12/17/1920	Wikipedia	NavSource	
S-28 SS-133	12/13/1923	Wikipedia	NavSource	Eternal Patrol
S-43 SS-154	12/31/1924	Wikipedia	NavSource	
Cachalot SS-170	12/1/1933	Wikipedia	NavSource	
Pike SS-173	12/2/1935	Wikipedia	NavSource	
Snapper SS-185	12/15/1937	Wikipedia	NavSource	
Seawolf SS-197	12/1/1939	Wikipedia	NavSource	Eternal Patrol
Gato SS-212	12/31/1941	Wikipedia	NavSource	
Flying Fish SS-229	12/10/1941	Wikipedia	NavSource	
Silversides SS-236	12/15/1941	Wikipedia	NavSource	
Gabilan SS-252	12/28/1943	Wikipedia	NavSource	
Harder SS-257	12/2/1942	Wikipedia	NavSource	Eternal Patrol
Hoe SS-258	12/16/1942	Wikipedia	NavSource	
Steelhead SS-280	12/7/1942	Wikipedia	NavSource	
Manta SS-299	12/18/1944	Wikipedia	NavSource	
Sablefish SS-303	12/18/1945	Wikipedia	NavSource	
Tilefish SS-307	12/15/1943	Wikipedia	NavSource	
Bullhead SS-332	12/4/1944	Wikipedia	NavSource	Eternal Patrol
Bumper SS-333	12/9/1944	Wikipedia	NavSource	
Cabazon SS-334	12/30/1944	Wikipedia	NavSource	
Dentuda SS-335	12/30/1944	Wikipedia	NavSource	
Cubera SS-347	12/19/1945	Wikipedia	NavSource	
Guavina SS-362	12/23/1943	Wikipedia	NavSource	
Lizardfish SS-373	12/30/1944	Wikipedia	NavSource	
Bang SS-385	12/4/1943	Wikipedia	NavSource	
Pilotfish SS-386	12/16/1943	Wikipedia	NavSource	
Toro SS-422	12/8/1944	Wikipedia	NavSource	
Torsk SS-423	12/16/1944	Wikipedia	NavSource	
Quillback SS-424	12/29/1944	Wikipedia	NavSource	
Albacore AGSS-569	12/6/1953	Wikipedia	NavSource	
Skate SSN-578	12/23/1957	Wikipedia	NavSource	
Seadragon SSN-584	12/5/1959	Wikipedia	NavSource	
George Washington SSBN-598	12/30/1959	Wikipedia	NavSource	
Haddo SSN-604	12/16/1964	Wikipedia	NavSource	
Guardfish SSN-612	12/20/1966	Wikipedia	NavSource	
Haddock SSN-621	12/22/1967	Wikipedia	NavSource	
James Monroe SSBN-622	12/7/1963	Wikipedia	NavSource	
Woodrow Wilson SSBN-624	12/27/1963	Wikipedia	NavSource	



BINNACLE LIST	ETERNAL PATROL	IN REMEMBRANCE		
Ron Zahner	Bill Rodgers	Donald E. Robbins	MMCM(SS)	12/24/2005
	Ron Weaver	Calvin G. Boring	ENC(SS)	12/23/2009
		Jack E. Schneider	ETCS(SS)	12/28/2011
		Henry W Colling	EN3(SS)	12/24/2012
		Robert J. LaLonde	LT	12/19/2014
		George W. Denny	CS2(SS)	12/19/2015
		Wilfred C. Carlton	RMC(SS)	12/29/2016
		David J. Chatlos	LT	12/17/2017
		Clyde "Chip" Porter Jr.	MM2 (SS)	12/22/2020
		James St Clair	EN2 (SS)	12/12/2022

MEMBER BIRTHDAY		SPOUSE BIRTHDAY		WEDDING ANNIVERSARY	
Arthur Kalimon	1/1	Kathleen Busby	1/5	Kim & Robert Bittner	1/6
John Held	1/3	Kelly McKinney	1/5	Lynn & Robert Gourley	1/8
Larry Iden	1/5	Nicole LaPietra Cowher	1/6	Susan & John Sutherin, Jr	1/8
Andrew McGovern	1/7	Cynthia Weaver	1/7	Gosia & Carl Humes	1/18
Robert Moore	1/8	Joan Hughes	1/8	Margaret & Willard Ashmore	1/19
Jeffrey Iliff	1/9	Barbara Farina	1/9	Margie & Eric Bookmiller	1/19
Jess Coker	1/13	Sandra Morgan	1/10	Rita Ann & Arthur Kalimon	1/20
Robert Clark	1/14	Michelle Deichler	1/14	Patricia & Frederick Nelson III	1/26
Herbert Wise	1/14	Tina M. Siege	1/15	Diana & David Howton	1/27
Michael Markel	1/15	Sheila McCullough	1/19	Karen & Richard Keys	1/29
Robert J. Schmidt	1/15	Julie May	1/31		
James Phelan	1/20				
Aubrey Smith	1/20				
Robert Meyers	1/21				
Thomas Strang	1/21				
Brian Siege	1/23				
Emmett Lowry	1/24				
Angelo Naso	1/27				
Frederick Nelson III	1/29				
John Algee	1/31				





Lou Hamill:

I would like to start off by saying Thank You to Vince Metz for covering the December meeting while I was off peddling my wares. I would like to thank all those who were able to attend the service for Ron Weaver on 12/9/2025. Below is a card that Ron's wife Cindy sent to the Base.

Welcome aboard to Rick Flaugh as 2nd Vice. Rick's primary task as 2nd vice is to hold the membership chairman position.

There were no new motions for the other standing officers. Your 2026 officers are as follows:

Base Commander – Lou Hamill

1st Vice Commander – Vince Metz

2nd Vice Commander – Rick Flaugh

Secretary – Jeff Simon

Treasure – Lee "Booky" Bookwalter

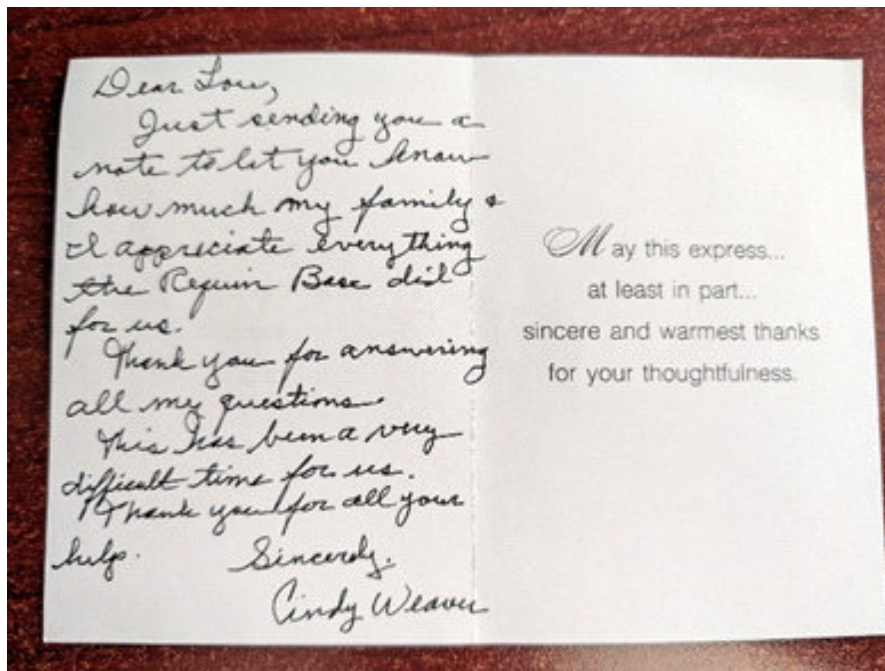
We will have our annual board meeting on Saturday January 3rd @ 12:30 PM at the Baden American Legion. All members in good standing are invited to attend.

If you have not paid your dues, please contact George Brown **immediately** to square up your membership. George would like to turn over a clean membership status to Rick.

Vince Metz:

Thanks to everyone who attended our brief December meeting and Christmas party.

A good time was had by all, and many wonderful gifts were exchanged. Congratulations to the winner of the afghan blanket, may it keep you warm on the cold winter nights.





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

December 13, 2025

American Legion Post 641 Baden PA

First Vice Commander Vince Metz called the meeting to order..

Attendees: Willard & Margaret Ashmore, Lee & Patsy Bookwalter, Clair & Nancy Bouts, Don Bright, George Brown, Dan Busby, Joe Campisi, Huey & Edie Dietrich, Dick & Beverly Geyer, Bob & Lynn Gourley, Eric Greenwald, David Halliday, Mark Hoag, Bill & Sandy Lindsey, Vince Metz, Bob & Jude Meyer, Ed Perlowitz, Jim & Sondra Schwartz, Chuck Shrump, Jack & Karen Sutherin, Andy & Emma Wolbrueck.

COB Bob Meyers led the base in the Pledge Of Allegiance

Tolling Of The Boats:

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. 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.

- USS CAPELIN (SS 289) December 2, 1943
- USS SEALION (SS 195) December 10, 1941
- USS F-1 (SS 20) December 17, 1917
- USS S-4 (SS 109) December 17, 1927

Let us also remember our fellow shipmates of the Requin Base, Calvin Boring, Wilfred Carlton, David Chatlos, Henry Colling, George Denny, Robert LaLonde, Clyde Porter, Donald Robbins, Jack Schneider and James St. Clair who were lost in December. Finally let us remember all the brave submariners who died performing their duties aboard submarines, some individually and some in groups, but where the submarine itself was not lost.

Shipmate Bill Lindsey gave the Invocation.

Quotes Of The Day: "If Darwin could get into a submarine and see what I've seen, thousands of feet beneath the ocean, I am just confident that he would be inspired to sit down and start writing all over again"

Requin History: On December 1, 1948, the USS Requin left shipyard with new radar equipment and reported to New London CT for duty in Submarine Squadron 8. On December 3, 1968, USS Requin was decommissioned and on December 20, 1971, USS Requin was struck from the Navy Register.

Member Introductions: Each member introduced themselves and the boats they served on.

Treasurer Lee Bookwalter 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 gave an accounting of base assets, expenditures, and deposits. With no objections, the report was approved.

Other Reports:

Eternal Patrol: William “Bill” Rodgers and Ron Weaver

Base membership stands at 202.

Eagle Scouts presentations.

PA License Plate program.

Kap(SS)4Kid(SS).

Charitable Foundation Ambassador.

Upcoming Events:

Annual Executive Board meeting January 3, 2026, 1230 hours at American Legion Post 641 Baden PA.

Base meeting January 10, 2026, 1230 hours at American Legion Post 641 Baden PA.

Base meeting on February 14, 2026, will be held at the Karmin Science Center.

New Business:

The following nominees for 2026 Base Officers were approved by the members present:

Commander: Lou Hamill

First Vice Commander: Jim Metz

Second Vice Commander: Rick Flaugh

Secretary: Jeff Simon

Treasurer: Lee Bookwalter

Good of The Order:

George Brown reported on health issues with Eric Bookmiller’s grandson Tedy and the financial toll this is taking on Tedy’s family.

Shipmate Bill Lindsey gave the Benediction and blessing of today's meal.

Adjournment: The meeting was adjourned.

Next meeting: American Legion Post 641, Baden, PA, January 10, 2026, at 1230 hours.

MONTH IN REVIEW

Artificial Intelligence (AI)...is it really worth worrying about?

To answer that question I asked ChatGPT (a known AI) to produce some humor for me to publish with the following prompt: "draw me a funny cartoon about us navy submarine life."

Below are the results. I can report that, no, it is not the existential threat we might believe it to be.

Enjoy (I guess, sorry, it is a slow Month in Review section).

-FTV

Cartoon Title: "Sub Life: Day 3,487"

Panel 1 — "Breakfast Time"

markdown

```
|
| CAPTAIN: "Eggs or seaweed?" |
| SAILOR: "Uhh... _both_?" |
|
| /      / |
| ( o )  ( o )
```

Panel 2 — "Periscope Problems"

markdown

```
|
| *CLank* *CLunk* |
| SAILOR: "Sir, the periscope |
|         spotted... a mallard." |
| CAPTAIN: "Again?" |
|
| /      / |
| ( - )  ( - )
```


Panel 3 — "Yoga Break"

markdown

```
|
| INSTRUCTOR: "Downward |
|         Dolphin!" |
| SAILORS all tangled like |
|         sea spaghetti noodles |
|
| ( _ \ )  ( / _ )
```

Panel 4 — "Night Shift"

markdown

```
|
| SAILOR: "Why do we smell |
|         pizza...?!" |
| VOICE OFF PANEL: "We |
|         passed a cruise ship." |
|
| zZz 
```

Bonus Gag Ideas

- Fish Mailbox: A fish taps the hull with a tiny envelope — it's bill payment reminder.
- Octopus Crew Member: The octopus "voluntarily" signed up to help with laundry.
- Sonar Confusion: Ping! Ping! Ping! — turns out it's just the chef dropping a pot.

US Submarine Veterans Charitable Foundation Newsletter for December 2025

Hello Shipmates,

This month's issue is my chance to wish each of you and your loved ones a happy Christmas Holiday season. May 2026 bring us all good health and good fortune.

Welcome Aboard!

We report that we've signed up several "new" shipmates to join us at the foundation in serving you, our members. Leading the list (ladies first always works for me) is Ileene Davis who is our new Ambassador Coordinator. She's also working on a top secret project designed to make us some money. Welcome also to Charlie Murray who has taken over managing our Building Fund. Rick Petitt is our newest Ambassador at Carolina Piedmont Base and Scott Gerber is relieving Don Young as Monuments and Museum Fund Mgr..

Charity Begins at Your Base

We are developing an award for bases that demonstrate their support for the foundation. These will be sent to those bases whose generous gifts we use to the benefit of our members. This month several bases sent checks of \$1,000 or more including Tang Base, Charleston Base and Barb Base. Also we are overwhelmed by the outpouring of support from individual members. I don't have space to thank all of you. but you know who you are and you either have or will receive a letter from me directly.

Our Commemorative Coins

If you haven't gotten your copywrited CF 250/125 coin yet you still can pick one up from our website. They make great seasonal gifts. I sent two to the President back in June and today I received a thank you letter from the White House. Here is a short version of his reply. "Thank you for the kind words and the wonderful gift! You and your shipmates represent the very best of our great nation. Your honorable service is worthy of every American's admiration, and you should feel pride in the dedication to freedom you have displayed throughout your lives. Our nation continues to be great due to the sacrifices made by the best among us. May God bless you and your families."

Base Charitable Activities

Last month I mentioned a new initiative we've started where bases can raise funds and use them directly to support their own local charities. Mike Ferranti, commander of Sailfish Base, recently appealed to other local veterans groups and raised \$2,000. That will be added to individual base members' donations and used to support the 119 residents of Jacobson State Veteran's home in Punta Gorda, FL with a Merry Christmas.

USS S4 Memorial Service

Kudos to John Murphy and Frank Harrington for attending her memorial service in Provincetown Ma.. Lost in 1927 she is still remembered. Nice going Marblehead Base! Good luck with your work on her remembrance committee.

Newsletter No 24 Copyright © December 2025 George Palmer Editor

Respectfully,

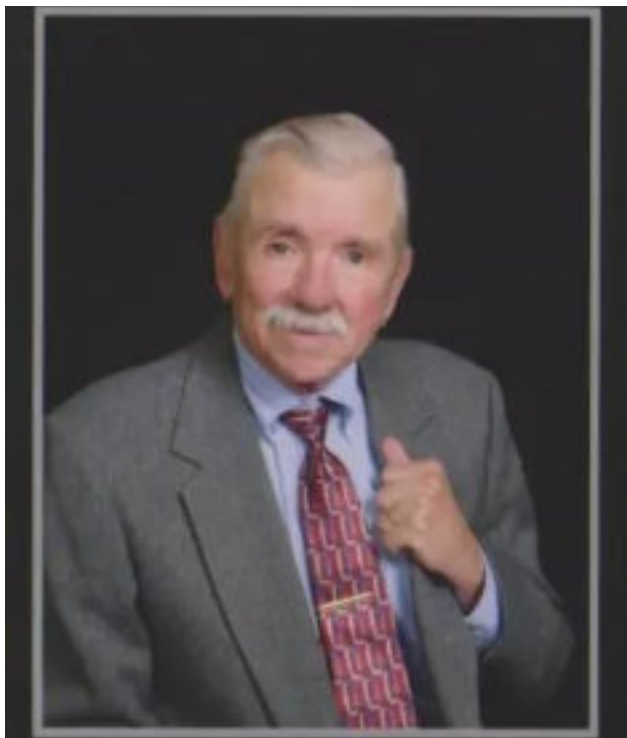
George Palmer

USSVCF Vice-President and Executive Director



CHAPLAIN'S COLUMN

In memory of two Shipmates that have departed for Eternal Patrol



Ronald A. Weaver
76 years



William "Bill" Rodgers
86 years

Thank you again to the volunteers that were able to make it out to the National Cemetery for the Honor Guard Detail of Ron Weaver. It was a fine showing that was very appreciated by the next of kin during a very difficult time. This is the final honor we can bestow upon men like these, and I was proud to be part of it.

I would also like to wish everyone a Merry Christmas and Happy Hanukkah. Peace be with you and your families as we approach the new year. I look forward to seeing you all again soon.

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?

The "Doc": Usually the one person on board the boat that you did not want to upset lest all your private medical secrets leak out to your shipmates, like what happened after the visit to Subic Bay. You know.

Hot Run: When a torpedo engine activates while still in the torpedo tube. Often simulated during drills by somebody holding an electric shaver to the affected torpedo tube as this was considered less dangerous than actually starting a torpedo.

Smut Locker: Rumor has it this is where certain individuals of low moral character, probably Torpedomen, would store certain contraband. The author cannot confirm nor deny this space is torpedo tube 4.



UPCOMING EVENTS

Base Meeting

American Legion Post 641
10 JAN 2026 @ 1230

Base Activities

- Executive Board annual meeting January 3, 2026, 1230 hours at American Legion Post 641 Baden PA.
- Base meeting on February 14, 2026, will be held at the Karmin Science Center.



MEMBERSHIP

Primary:	172	National Life:	84	Holland Club:	102
Secondary:	13	Base Life:	73	WWII:	1
Associate:	21	Joined Base Last Year:	5	Eternal Patrol:	86
Total Members:	206	Joined Base This Year:	6		

NEW MEMBERS:

None.




FEATURED BOAT: [USS West Virginia \(SSBN-736\)](#)

USS West Virginia is an Ohio class ballistic missile submarine commissioned in 1990. She carries on the legacy of the name "West Virginia" from the battleship of the same name (BB-48) in World War II. At that time, the West Virginia was heavily damaged by Japanese bombs and torpedoes at Pearl Harbor, killing 106 men with 25 more MIA. Of those, 3 men survived in the depths of the ship for 16 days after the bombing, but could not be rescued due to the lethality of the atmosphere to both rescuers and survivors. Despite the extensive damage, the ship was salvaged and refloated in 1944 after undergoing extensive repairs and modernization at the Puget Sound Navy Yard. She returned to active service and played a significant role in the Pacific Theater, including leading the American line of battle during the Battle of Surigao Strait in October 1944—the final battleship engagement in naval history. The ship also participated in the Okinawa campaign, where it was struck by a kamikaze aircraft on April 1, 1945, which caused damage but failed to detonate its bomb, which was later defused by the ship's bomb disposal officer.

The USS West Virginia was present in Tokyo Bay on August 31, 1945, and witnessed Japan's formal surrender on September 2, 1945, marking the end of World War II. The ship was decommissioned in 1947 and eventually scrapped.



[NAVSource NAVAL HISTORY](#)

History		General characteristics	
	United States	Class & type	<i>Ohio-class</i> ballistic missile submarine
Name	<i>West Virginia</i>	Displacement	16,764 long tons (17,033 t) surfaced ^{[1][2]}
Namesake	The State of West Virginia		18,750 long tons (19,050 t) submerged ^[1]
Ordered	21 November 1983	Length	560 ft (170 m)
Builder	General Dynamics Electric Boat , Groton, Connecticut	Beam	42 ft (13 m) ^[1]
Laid down	24 December 1987	Draft	38 ft (12 m)
Launched	14 October 1989	Propulsion	1 × S8G PWR nuclear reactor ^[1] (HEU 93.5% ^{[3][4]})
Sponsored by	Mrs. Erma Byrd		2 × geared turbines ^[1]
Commissioned	20 October 1990		1 × 325 hp (242 kW) auxiliary motor
Homeport	Kings Bay, Georgia		1 × shaft @ 60,000 shp (45,000 kW) ^[1]
Identification	Hull number : SSBN-736	Speed	Greater than 25 knots (46 km/h; 29 mph) ^[5]
Motto	<i>Montani Semper Liberi</i> ("Mountaineers are Always Free")	Test depth	Greater than 800 feet (240 m) ^[5]
Nickname(s)	<i>The Silent Mountaineer</i>	Complement	15 officers ^{[1][2]}
Status	in active service		140 enlisted ^{[1][2]}
		Armament	MK-48 torpedoes
			20 × Trident II D-5 ballistic missiles





THIS MONTH IN US SUBMARINE HISTORY

12/01/1943

USS Bonefish (SS 223) sinks Japanese transport Nichiryo Maru in the Celebes Sea while USS Pargo (SS 264) sinks the Japanese transport Shoko Maru north of Ulithi. Also on this date, USS Peto (SS 265) sinks Japanese transport Tonei Maru.

12/02/1944

USS Sea Devil (SS 400) attacks a Japanese convoy in the East China Sea and sinks merchant tanker Akigawa Maru and passenger-cargo ship Hawaii Maru, while USS Gunnel (SS 253) evacuates 11 rescued aviators from Palawan, Philippines and turns over all available stores to Filipino forces ashore.

12/03/1943

USS Tinosa (SS 283) sinks the Palau-bound Japanese fleet tanker Azuma Maru northwest of Sonsorol.

12/04/1944

USS Flasher (SS 249) sinks Japanese destroyer Kishinami and damages a merchant ship in the South China Sea. Flasher is the only U.S. submarine to sink more than 100,000 tons of enemy shipping in World War II.

12/05/1943

USS Narwhal (SS 167) embarks nine evacuees at Alubijid, Mascalcar Bay and then sinks Japanese cargo ship Himeno Maru off Camiguin Island.

12/05/1944

USS Hake (SS 256) evacuates downed aviators and turns over all supplies that can be spared to Filipino guerrilla forces ashore at Libertad, Panay, Philippines.

12/08/1943

USS Sawfish (SS 276) sinks Japanese transport Sansei Maru southeast of Chi Chi Jima. Also on this date, TBFs sinks Rabaul-bound fishing boats No. 3 Yusho Maru, No.7 Fukuri Maru, No.2 Takatori Maru, and No.1 Hoko Maru.

12/09/1941

USS Swordfish (SS 193) makes initial U.S. submarine attack on Japanese ship, torpedoing a ship 150 miles west of Manila. Her claim of sinking, though, is not confirmed in enemy records.

12/10/1982

The nuclear powered USS Ohio (SSBN 726), first Trident-Class submarine, returns from its first deterrent patrol.

12/11/1944

USS Gar (SS 206) lands 35 tons of supplies at Darigayos Inlet on the west coast of Luzon and picks up secret intelligence documents. Also on this date, USS Sea Owl (SS 405) sinks Japanese auxiliary submarine chaser Cha 76 in the East China Sea.

12/13/1943

USS Sailfish (SS 192) sinks Japanese cargo ship Totai Maru east of Tokara Strait while PBY aircraft sink Tokiwa Maru in the Bismarck Sea.

12/15/1944

USS Hawkbill (SS 366) sinks the Japanese destroyer Momo west of Luzon.

12/16/1944

USS Swordfish (SS 193) attacks a Japanese convoy south of Hainan Island and sinks Japanese army transport Atsutasan Maru.

12/17/1942

USS Grouper (SS 214) sinks the Japanese army passenger cargo ship Bandoeng Maru about 15 miles northwest of Cape Henpan, Buka Island, Solomons and survives the counterattack by submarine chaser Ch 29.

12/18/1943

USS Aspro (SS 309) attacks a Japanese convoy in Sakishima Gunto, damaging fleet tankers Sarawak Maru and Tenei Maru, and escapes counter attacks by destroyer Shoikaze. Meanwhile, USS Grayback (SS 208) sinks Japanese freighter Gyokurei Maru east-northeast of Naha, Okinawa and escapes counter attacks by destroyer Numakaze.

12/19/1943

USS Grayback (SS 208) sinks the Japanese destroyer Numakaze 50 miles east-northeast of Naha, Okinawa.

12/19/1944

USS Redfish (SS 395) sinks the Japanese carrier Unryu 200 nautical miles southeast of Shanghai, China. In the course of this engagement, Redfish is damaged and terminates her patrol early.

12/21/1942

USS Seadragon (SS 194) sinks Japanese submarine I-4 between New Britain and New Ireland while I-4 is engaged in a resupply mission to Guadalcanal.

12/22/1942

On board USS Silversides (SS 236), Pharmacists Mate 1st Class Thomas A. Moore performs an emergency appendectomy on Fireman 3rd Class George M. Platter while the submarine is submerged and on war patrol in the Solomon Islands. Platter returned to duty within a few days of the operation.

12/23/1944

USS Blenny (SS 324), despite an escort vessel close by, sinks the Japanese merchant tanker Kenzui Maru off San Fernando, Luzon, Philippines.

12/25/1944

USS Barbero (SS 317) attacks a Japanese convoy and sinks transport Junpo Maru.

12/27/1943

USS Flying Fish (SS 229) sinks the Japanese fleet tanker Kyuei Maru in the South China Sea west of Luzon Strait. Also on this date, USS Ray (SS 271) sinks the Japanese fleet tanker Kyoko Maru (ex-Dutch Semiramis) west of the Celebes.

12/29/1943

USS Silversides (SS 236) sinks the Japanese transport Tenposan Maru, the army cargo ship Shichisei Maru, and the freighter Ryuto Maru while also damaging the army cargo ship Bichu Maru off Palau.

12/30/1942

USS Greenling (SS 213) attacks a Japanese convoy 180 miles northeast of Manus, Admiralty Islands and sinks Army cargo ship Hiteru Maru and damages cargo ship Ryufuku Maru while USS Thresher (SS 200) sinks the Japanese freighter Haichan Maru west of Mata Siri Island, off the southern tip of Borneo.

12/30/1943

USS Bluefish (SS 222) sinks Japanese oiler Ichiyu Maru in the Java Sea.

12/30/1944

USS Razorback (SS 394) attacks a Japanese convoy going from Manila to Takao, about 60 miles south-east of Formosa, and sinks the destroyer Kuretake in the Bashi Channel. The Japanese cargo ships Brazil Maru and Oi Maru are also damaged during this attack.

12/30/1959

The first fleet ballistic missile submarine, USS George Washington (SSBN 598), is commissioned.





ARTICLES OF INTEREST

Navy Lays Keel for Future USS Barb

Published 09 DEC 2025

NEWPORT NEWS, Va. – Senior Navy leaders and shipbuilders gathered at HII-Newport News Shipbuilding (NNS) for the keel authentication of the future Virginia-class attack submarine USS Barb (SSN 804), Dec. 9.

Keel laying authentication ceremonies signify a major construction milestone where the ship begins to transition from design to reality. The future USS Barb will be the 31st Virginia Class Submarine when commissioned.

“Barb represents the cutting edge of Navy warfighting and the best in American shipbuilding,” said Capt. Mike Hollenbach, Virginia-class program manager. “We’re excited to authenticate Barb’s ceremonial keel and ramp up the construction of another attack submarine to add to the Fleet.”

The ship’s sponsor, Ms. Pamela Bove, will have her initials etched onto a steel plate that will be installed on the submarine. The bond symbolizes the enduring relationship between the sponsor and the ship’s crew.

As the spouse of the late Rear Adm. Eugene Bennett “Lucky” Fluckey’s grandson, Ms. Bove is tied to the Barb legacy. Fluckey was commanding officer of the storied Barb (SS 220) in World War II. Under Fluckey’s watch, USS Barb became one of the most highly decorated submarines in U.S. naval history, most known for sinking a record number of enemy ships and for a particularly daring mission that destroyed enemy shipping lines. Fluckey received the Medal of Honor for “conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty.” The ship earned four Presidential Unit Citations, a Navy Unit Commendation and eight Battle Stars for service in World War II and was decommissioned in 1954.

The second Navy ship named Barb (SSN 596) was a Permit-class submarine that took part in special operations in Vietnam and, during the Cold War, served as a test platform for the Tomahawk cruise missile. SSN 596 earned two battle stars for service in the Vietnam combat zone. The sponsor for this nuclear submarine was Marjorie Fluckey, the admiral’s wife.

Virginia-class submarines are the most advanced attack submarines in the world, with superior stealth, firepower and maneuverability than previous classes.



[Navy Says AI Cut 160-Hour Submarine-Planning Job to 10 Minutes](#)

By Chris Panella

Published 10 DEC 2025

The Navy is pouring hundreds of millions of dollars into an artificial intelligence system that it says has sped up key shipbuilding processes.

In one case, the AI cut painstaking processes of submarine schedule planning — mapping out how the many pieces of construction fit together and making sure people, parts, and yard space are available at the right time — from many hours to only minutes.



After an initial focus on submarine shipbuilders and shipyards, the AI program will expand to surface ship programs. US Navy Photo by Mass Communication Specialist 2nd Class Heather C. Wamsley/released

The Navy is launching the new Shipbuilding Operating System, or Ship OS, as it tries to break out of decades-old shipbuilding problems rooted in outdated technologies and work practices. The service announced a \$448 million investment Thursday, saying it will accelerate the adoption of AI and autonomy across the industrial base.

The Ship OS technology is powered by Palantir's Foundry and Artificial Intelligence Platform and began in pilot programs at submarine shipyards.

At General Dynamics Electric Boat, a long-time submarine yard located in Connecticut, submarine schedule planning saw a dramatic reduction from 160 manual hours down to under 10 minutes. And at Portsmouth Naval Shipyard in Maine, material review times for submarines went from taking weeks to under an hour.

The \$448 million investment will go toward the submarine industrial base and then expand. It'll be deployed across two major shipbuilders, three public yards, and 100 suppliers, Palantir said in a press release.

A black submarine sits in dark blue water. People stand on top of the submarine. A boat sits in the water nearby. There is a line of barren trees in the background and a blue, cloudy sky.

General Dynamics Electric Boat, a shipbuilder who tested the AI pilot, saw major decreases in time for submarine scheduling. US Navy photo by John Narewski

"This investment provides the resources our shipbuilders, shipyards, and suppliers need to modernize their operations and succeed in meeting our nation's defense requirements," said Navy Secretary John Phelan in a statement.

"By enabling industry to adopt AI and autonomy tools at scale, we're helping the shipbuilding industry improve schedules, increase capacity, and reduce costs," he added, explaining "this is about doing business smarter and building the industrial capability our Navy and nation require."

Maritime Industrial Base Program, a Navy initiative to revitalize US shipbuilding and repair capabilities, and Naval Sea Systems Command are overseeing the implementation of Ship OS. Both are gathering data from multiple sources to identify where the hiccups are in submarine shipbuilding, how the processes, including engineering, can be sped up, and what specific risks can be mitigated through technology.

Problems in the Navy's submarine industrial base — from shipbuilders to the repair yards — have been building for decades. Submarines are central to any Pacific fight and a top Pentagon priority, yet major programs like the upgraded Virginia-class submarines and new Columbia-class ballistic missile subs have repeatedly run into delays and cost overruns.

The Government Accountability Office, a government watchdog agency, has documented long-standing problems in the Navy's plans for purchasing and constructing submarines, as well as shipyard deficiencies such as worker inexperience, aging facilities and equipment, and inadequate construction space.

The introduction of the new Ship OS capability aims to address some of these problems facing US submarine shipbuilding. And once the technology has been used for the submarine programs, the Navy said, it'll apply lessons and adapt them to surface ship programs.



General Dynamics Electric Boat, a shipbuilder who tested the AI pilot, saw major decreases in time for submarine scheduling. US Navy photo by John Narewski

WAR PATROL!

Editor's Note: In this month's WAR PATROL!, we follow the [USS S-28 \(SS-133\)](#) as she deploys on her seventh and final war patrol in the Pacific beginning [8 September 1943](#). Sadly, the S-28 would sink the following summer on 4 July 1944 while performing ASW training off the coast of Hawaii with the loss of all hands. Fair Winds and Following Seas to our brave Shipmates!



History



United States

Name	USS S-28
Builder	Bethlehem Shipbuilding Corporation , Quincy, Massachusetts
Laid down	16 April 1919
Launched	20 September 1922
Sponsored by	Mrs. William R. Monroe
Commissioned	13 December 1923
Fate	Sank 4 July 1944

Service record

Operations	World War II
Awards	1 battle star

General characteristics

Class & type	S-class submarine
Displacement	854 long tons (868 t) surfaced 1,062 long tons (1,079 t) submerged
Length	219 ft 3 in (66.83 m)
Beam	20 ft 8 in (6.30 m)
Draft	15 ft 11 in (4.85 m)
Speed	14.5 kn (16.7 mph; 26.9 km/h) surfaced 11 kn (13 mph; 20 km/h) submerged
Complement	42 officers and men
Armament	1 × 4 in (102 mm)/50 deck gun, 4 × 21 inch (533 mm) torpedo tubes

On 20 June 1944 Lieutenant Commander J.G. Campbell assumed command of S-28, his first command. The ship had finished a normal upkeep period on 12 June, and continued on her assigned duty of training enlisted personnel and engaging in sonar exercises with ships under control of Commander Destroyers, Pacific.

On 3 July S-28, in accordance with orders from ComDesPac, got underway from the Submarine Base, Pearl Harbor, to conduct a week's normal operations. During the day on 3 July, S-28 acted as a target for antisubmarine warfare vessels until about 1700 local time. At that time she made two practice torpedo approaches on the U.S. Coast Guard Cutter Reliance. On 4 July S-28 again carried out sonar exercises as on the previous day, and at 1730 again undertook a practice approach on Reliance.

At 1730 S-28 dived about 4 miles distant from Reliance. At about 1805 Reliance made sound contact with S-28 at a range of 1700 yards. The range decreased to about 1500 yards and then steadily increased, as the bearing drifted aft. Although sound contact was temporarily lost by Reliance at 3,000 yards, she picked up the submarine again at 3,300 yards. At 1820, with range 4,700 yards, Reliance permanently lost sound on S-28. At no time during the approach or the ensuing sound search were distress signals from S-28 seen or heard, nor was any sound heard which indicated an explosion in S-28.

When, by 1830, S-28 had not surfaced or sent any signals, Reliance retraced her course and tried to establish communication with her. Although previous tests had shown that no difficulty would be experienced in exchanging messages by sound gear at ranges up to 2,000 yards, Reliance was unable to contact S-28. The Coast Guard vessel called in other vessels from Pearl Harbor at 2000, and a thorough search of the area was instituted, lasting until the afternoon of 6 July 1944. A slick, which was unmistakably made by diesel oil, was the only sign of S-28.

The Court of Inquiry which investigated the sinking determined that S-28 sank shortly after 1820 on 4 July 1944 in 21°-20'N, 158°-23'W, in 1400 fathoms of water. Because of the depth of the water, salvage operations were impossible.

The Court recorded its opinion that S-28 lost depth control "from either a material casualty or an operating error of personnel, or both, and that depth control was never regained. The exact cause of the loss of S-28 cannot be determined." The Court found, further, that, "the material condition of S-28 was as good or better than that of other ships of her class performing similar duty," and that, "the officers and crew on board S-28 at the time of her loss were competent to operate the ship submerged in the performance of her assigned duties." It was stated that the loss of S-28 was not caused by negligence or inefficiency of any person or persons.

On 20 September 2017, Tim Taylor, with the support of STEP Ventures, discovered the wreck of S-28 at a depth of 8,500 feet (2,600 m) off the coast of Oahu.

The wreck lies in 2 major pieces near each other on the ocean floor. The main portion of the midship and stern lies on its starboard side with visible implosion damage while the detached bow lies upside down.





U.S.S. S-28 (SS-133)

Name	Rate	Name	Rate
Appling, James I.	BM2	Morrison, Edward J.	F1
Bennett, James K., Jr.	GM3	Nelson, Charles E.	LTJG
*Bolton, Levi	StM1	Peet, George V.	MoMM2
Brown, Hugh D.	MoMM2	Purcell, John F.	EM1
Brown, John F.	S2	Runnels, George R.	TM3
Bullard, Howard M.	TM2	Salerno, Joseph J.	EM3
Buzek, Rudolph F.	EM3	Schreier, Earle C.	MoMM2
Campbell, Jack G.	LCDR-CO	Smith, Frank S.	SC2
Chapman, Arthur G.	MoMM3	Spurlock, Jake	Ck2
Covington, Claude W.	LTJG	Weis, Walter J.	MoMM1
Cox, Gene A.	EM3	Whitted, Walter T.	MoMM2
Durant, John F.	F2	Wolf, Alexander W.	RM3
Durkee, Donald A.	F1	Wurtz, Kenneth A.	F1
Gresswell, John, Jr.	MoMM3	Additional Personnel Lost	
Haney, John R.	MoMM1		
Harsma, R.F.	ENS	Anderson, E.F.	F2
Hester, H.L.	ENS	Connell, J.L.	F1
Highfill, Leonard E.	S2	Gardner, E.W.	QM3
Hizer, Norbert J.W.	MoMM1	Garza, J.D.	MoMM2
Johnson, Neal K.	MoMM3	Gerbensky, C.H.	MoMM3
Keirn, Keith	MoMM2	McGuinness, J.F.	PhM2
Kunkel, A.J., Jr.	S1	Nottage, W.	GM3
Likevich, Steve, Jr.	PhM1	Ouderkirk, D.M.	MoMM3
Madsen, Robert	ENS	Spradley, J.W.	S2
McMillan, Marvin R.	RM3	Vaughan, E.	S1
McNeela, Robert T.	RT3		
Moffitt, Chester M.	Sm1		

Note: *Bolton was mistakenly included in the 1963 edition. He was not aboard when the boat was lost, and survived the war.

<https://www.history.navy.mil/research/library/online-reading-room/title-list-alphabetically/u/united-states-submarine-losses/s-28-ss-133.html>

TG16.5/A16-3
Serial (074)

27 February, 1944.

DECLASSIFIED
C-CONFIDENTIAL-1-A-L

From: The Commander Task Group SIXTEEN point FIVE
(The Commander Submarine Squadron FORTY-FIVE).
To : The Commander-in-Chief, UNITED STATES FLEET.
Via : (1) The Commander Submarine Force, PACIFIC FLEET.
(2) The Commander-in-Chief, U.S. PACIFIC FLEET.
Subject: U.S.S. S-28 - Seventh War Patrol.

1. The Seventh War Patrol of the U.S.S. S-28 occupied a period of 40 days, of which 28 days were spent in patrol area East and West of PARANUSAIRO ISLAND. The area was thoroughly covered and patrol conducted in most aggressive manner.

2. The enemy vessel fired on in first contact, September 19, apparently sighted torpedoes and maneuvered to avoid towards the submarine. It is unfortunate an attack could not be pressed home on cannery sighted anchored off KALCHATKA, September 17. The Commanding Officer used good judgement and displayed fine ship handling ability in maneuvering his ship out of a most difficult situation. A successful attack was made on 4000 ton freighter, second contact September 19.

3. This patrol is considered eligible for award of combat insignia.

4. The Squadron Commander congratulates the Commanding Officer, officers and crew of the U.S.S. S-28 for inflicting the following damage to the enemy.

Sunk - - - - - one (1) A.K. - - - - - 4000 tons

F. S. Johnson
F. S. JOHNSON

Copy to:
Comnorpac
Comsubdiv 41.
CO USS S-28.

"REPORT OF SEVENTH WAR PATROL"

PROLOGUE:

(A) Arrived Submarine Base Attu on August 13, 1943 from Sixth War Patrol. Commenced refit on August 17, 1943 by ship's force and Submarine Base, Attu. All work completed August 30, 1943 except work on one periscope. Departure delayed until September 8, 1943 awaiting completion of work on periscope and arrival of spare periscope from Dutch Harbor. Ready for sea September 8, 1943. Not damaged nor wiped; no training period.

(B) NARRATIVE:

September 8

1910 (W) Departed Massena Bay, Attu for Seventh War Patrol in company with U.S.S. OXTENBURG escort. Followed route along south coast of island and found it very satisfactory, much better than northern route.

1723 (W) Three hour training period with escort during which time surface radar and submerged periscope approaches and indoctrinational depth-charging were conducted.

September 9

2215 (W) While warming up radar it was found that the range stop did not show up. Commenced work to remedy fault.

September 10

1237 (W) Sighted plane bearing 000 T Distance 4 miles altitude 4000 feet. Appeared to be a heavy land bomber. Submerged to avoid detection.

"Radar work still proceeding all tests and inspections made and revealed trouble to be in range unit crystals or leads to them.

Decided that as long as we were so close to base to return for new crystals. Accordingly at 1835 (W) surfaced and sent message stating trouble and parts needed requesting instructions for returning.

September 11

0100 (W) Received message directing us to proceed to patrol area and attempt repairs on radar at sea.

0103 (W) Proceeded toward area assigned.

September 11 Cont'd

1358 (V) Because of possibility of planes and extremely wet bridge making lookout conditions all but impossible submerged and conducted periscope patrol.

September 12

0830 (V) Submerged to conduct periscope patrol because of possible plane coverage and to facilitate work on radar.

2020 (V) Fog set in. Visibility reduced to 2000 yards. Surfaced.

September 13

0900 (V) Entered Area.

0820 (V) Submerged on course 270. Overcast and raining.

2245 (V) Surfaced. Set course 285 T standing toward Shasukotan To at one-third on one engine, charging on the other.

Radar in commission for bearings and approximate ranges. See report of derangement appended.

September 14

Visibility unlimited, clear sky, full moon.

0115 (V) Visibility reduced to 1500 yards. Decided to spend another day along the outer shipping lanes to try and intercept traffic to Paramushiru on this route.

0820 (V) Submerged on course 080 T. Visibility unlimited.

2240 (V) Surfaced. Set course toward Shasukotan To.

September 15

Visibility unlimited, clear sky.

0816 (V) Submerged on 270 T.

0853 (V) Severe sparking and smoke from forward and port main motor. Stopped motor and commenced inspection. After taking megger readings found a breakdown in the structure.

Removed cooler piping and forward upper half of end bell. Found two outer end coils burned and fused where two rivet heads were touching. Cleaned out slots, applied glyptal, inserted sheet mica and allowed to dry. Tested O.K.

Reassembled and in commission by 2300.

2314 (V) Surfaced.

September 16

Visibility unlimited, bright moon. Steering course for Mushiru Kaikyo.

Transited Mushiru Kaikyo.

September 17

Visibility unlimited; overcast but bright; calm sea, glassy.

Inspected west side of Shasukotan To and Otomo Wan and adjacent small islands. All barren and deserted.

Cruised all day on one motor while shorted main power feed terminal in port control panel was repaired. Port motor in commission by 2050.

September 18

Visibility unlimited; glassy sea.

Conducted submerged patrol in western part of area.

September 19

Visibility unlimited; choppy sea.

1538 (W) (First Contact) Lat. 49 N - Long 151-43 E.

Sighted ship bearing 200 T Distance 8000 yards.

Identified as 4000 ton freighter painted gray; single island; single stack smoking heavily; broken decks; two masts; gun platform fore and aft. Nearest identification SINSBI MARK No. 6 unescorted (page 102 ONI 206J)

1539 (W) Battle stations; commenced approach.

When first picked up target presented 40 port angle on bow. At 1546 angle on bow was 20 starboard, 5500 yards. Indicating radical zig. Estimated speed 12 knots.

1556 (W) With gyros set 0°, 5°, 10°, 15°, right on 115 starboard track, range 1500 yards. Fired four torpedoes at ten second firing interval.

All four missed. Contributed to poor speed estimate and plot. Speed probably nearer eight or ten knots. However best available data plotted speed at 14 knots. Thinking that excessive, used 12 knots and angled torpedoes to take care of greater speed.

1557 (W) First look after firing showed target heading toward us with a 10° port angle on bow.

1602 (W) Received two (2) depth charges, went to 150 feet.

1603 (W) One depth charge - not close.

1609 (W) One depth charge - not close.

1610 (W) One depth charge

September 19 Cont'd.

1704 (W) All quiet, came to periscope depth - All Clear.

1709 (W) Conducted reload.

Plotted course indicated that this ship was heading for Mushiru Kaikyo. Course ranged from 170 to 070T.

1916 (W) (Second Contact) Lat. 49-05N - Long. 151-45E.
Sighted ship bearing 105T. Distance 17000 yds.

1918 (W) Battle stations - commenced approach. Ship identified as 4000 ton single stack, single island, three goal posts, (two forward, one aft) freighter on course 270T., similar to the Hakezaki Maru. Unescorted (Page 121 ONI 206J).

1943 (W) Fired four (4) torpedoes zero gyro angle (longitudinal spread) 130 starboard track, 1200 yards. Speed 9 knots.

1944 (W) Heard two (2) torpedoes explode (#2 & #3). Observation showed ship listing 30° to starboard and down by the bow omitting heavy brown smoke.

1946 (W) Two minutes thirteen seconds after first explosion ship was seen to sink, bow first with stern vertically in the air. No survivors.

1947-1949 (W) Heard five explosions (loud) either boilers or depth charge explosions. Went deep and rigged for depth charge.

2005 (W) All quiet - came to periscope depth and found all clear. Routined remaining four fish and at

2130 (W) reloaded.

Course for this ship plotted 245T which also shows possible use of Mushiru Kaikyo.

September 20

Visibility good; overcast; seas picking up to good heavy chop. Decided to run out on 310 and then back on 090. Submerged to cross traffic route rather than head immediately for new area. This spot seems too good to leave hastily.

September 21

Visibility good; overcast; medium sea with large swells and chop.

Decided to run north to lat. 50N and to run east upon submerging so as to cut across traffic routes.

September 22

Visibility fair; sea choppy. Entered Area.
Patrolled across routes from Arado To to Soya.

September 23

Visibility good; sea calm.
Patrolled across routes from Arado To to Soya.

September 24

Visibility fair; cloudy; scattered showers.
Patrolled 5 - 15 miles north of Arado To.

2115 (M) QC - JK training out of commission. See arrangement report.

September 25

Visibility fair; choppy seas.
Patrolled 4 - 10 miles north of Arado To.

September 26

Visibility good; choppy sea.

0618 (M) Contact on Radar 060 relative 5300 yards.

Commenced approach but lost target at 6000 yards. In heavy rain squall. Secured from approach. Radar operator insisted that pip was broad and flat resembling land and was not a ship. Nearest land twenty (20) miles away at this time. Was puzzling over this when another contact developed at 0700 bearing 300 relative 3000 yards. Range was closing rapidly but could see nothing except a heavy rain squall. When rain set in on the bridge and range still closing dived at 705. After listening carefully and finding all clear it occurred to me that both contacts were on rain squalls and that the characteristics of the pips was broad and flat resembling land.

0723 (M) Surfaced and took radar bearings on three rain squalls to substantiate belief. All bearings came in sharp and clear with characteristic pip. Should have known this from first contact but had never seen such a contact nor had any of the radar operators.

On previous patrols an old type magnetron tube was used which apparently would not pick up rain squalls. During past refit the more powerful tube was installed and this was the first operational difference noted from the old one.

Patrolled line north of Arado To across possible routes.

September 26 Cont'd

1625 (U) (Contact #3) Lat. 51 N - Long 155-33 E, sighted small patrol vessel similar to PC'S with 15 port angle on the bow. Course 120 T speed 18 knots.

Observed him pass about 1000 yards abeam steering steady course for Paramushiru Kaiyo.

His presence suggested that he had escorted a ship out earlier in the day and was returning to port. Heading out on 300 T to patrol possible rendezvous point.

When surfacing set course 040 T for cannery hunting grounds.

September 27

Visibility good; sky clear with scattered rain squalls on which we took bearings and ranges by radar.

0700 (U) Sighted light bearing 020 T appeared to be from small vessel so submerged for the day and set course 090 T to close coast of Kamohaka.

0900 (U) Tried to fix position from landmarks on coast but unsuccessful. Position doubtful. Taking fathometer soundings every half hour (30 - 35 fathoms average). Set course 345 T to stand up coast about 10 miles off.

1742 (U) (Contact #4) Lat. 52-09N - Long. 156-24 E. Sighted stack and mast of ship 060 T distance 16000 yards. Changed course and headed toward him. Bearings showed that he was at anchor. The immediate question was his identity (Russian or Jap) All markings and characteristics indicated a Jap ship more than Russian.

1837 (U) Sighted masts of three more ships or barges well inshore. One had three tall stacks - possibly a fish reducing plant.

All the time while going in was worried about sufficient water. Figured that ship was anchored in about 80 feet which would still be O.K. for us. Fathometer soundings decreased to 21 fathoms when at

1907 (U) sighted patrol vessel (similar to PC'S) bearing 341 T. range 3000 yards. Appeared to be lying to listening to seaward of target. His presence convinced me that target was Japanese, and that we had stumbled upon a cannery. Ceased taking fathometer soundings and eased slowly past patrol vessel about 1500 yards abeam. Range to target about 5000 yards. Swells at this position were large making observation difficult, not to mention depth control. No color or flag painted on side visible at this range.

September 27 Cont'd

Characteristics as follows:

Single stack (raked aft) two masts; flush deck; clipper stern; raked bow; one passenger deck. Similar to Syunko Maru (Page 178 ONI 208J) as limiting range was approached (3500 yards).

1955 (W) Struck bottom with a good thud and grounded in 55 feet of water. Swells rolling in would lift us up and then bang us down again.

Situated as we were between patrol vessel and target and in only 55 feet of water decided that first consideration was getting the ship out of such a precarious position. Accordingly abandoned thoughts of firing and directed energies to easing out of vicinity past escort on reverse course.

By alternately backing and kicking ahead swung ship to course to 230 T. very ticklish to keep from breaching because of swell which in addition to lifting us up was letting us down to hit bottom all the time. Adjusted trim quickly in several instances by moving men from forward aft and vice versa.

2024 (W) Finally after gingerly pumping water out gained control of ship at 45 feet, clear of bottom, and slipped past patrol to deeper water.

2216 (W) (Contact #5) Lat. 52 N - Long. 156-19 E. While still standing out sighted lights of a ship bearing 162 T. too dark to see ship but from mast head light and range light judged course to be 010 T and that he would pass astern of us. Was convinced he was Russian even though he wasn't burning the green, red, green lights in place of masthead light. Other lights showed about the ship and I didn't believe the Japs would be so careless. At any rate watched him go past Jap Cannery and disappear to the north.

2339 (W) Surfaced.

Night was clear with excellent visibility making night approach on target impossible especially because of slow speed and no chance to run away from escort if attack could be consummated. Abandoned ideas of attack and headed for different hunting.

With Mk. XIV's set at slow speed (maximum range) this ship could have been sunk.

September 28

Visibility excellent; choppy sea.
Patrolling rendezvous point NW of Arado To.

Feel positive that Japs are affecting rendezvous about forty-six (46) miles NW of Arado To. Their incoming ships are met by escort and taken in. Outgoing ships are dropped there by escort.

1000 (Z) JK-20 Training that went out on 26th, back in commission. See Corangment appended.

September 29

Visibility excellent; calm sea; bright starlit night.

0310 (Z) (Contact #6) Lat. 51-09N - Long. 154-18E.
Target picked up by radar 238 T Distance 9000 yards.

Commenced approach, after swinging to reverse of his course 230 T submerged to conduct radar and periscope approach. Range on radar went out as we went down. On diving we found ourselves heavy and unable to get a suction with the trim pump. (Inspection taken later revealed air leak in gauge line causing pump to become air bound.)

Sound reported his screw as being fast and light however visual observation before diving revealed that he was a medium to large freighter.

Shaky range stop reappeared in radar screen.

0400 (Z) Surfaced. Radar picked up target 004 T. estimated range 10000 yards. Sighted him with glasses and observed him disappear.

Decided to patrol across routes in this vicinity.

September 30

Patrolled across route from Soya to Arado To.

October 1

Visibility excellent; bright night; large swells with chop.

Decided to stay outside of area on route previously determined and not enter area 3 as per operation order. As long as no submarine is due here feel that a golden opportunity will be wasted if this route is not covered.

October 1 Cont'd

(Contact #7) Lat. 51-02 N - Long. 154-03 E.

Radar picked up two targets 020 T. Range 11000 and 12000 yards. Commenced tracking on surface, but because of rapidly approaching dawn had to dive to avoid detection.

0808 (W) Submerged and came to: 240 T. from size of pip on radar they were very large ships so felt that they could be seen through periscope.

0819 (W) Sighted targets; only a dim blur but very large. Angle on the bow about 80 P. range about 7000 yards. Felt that approach was useless but went to full speed to close over slightly in case they zigged. They didn't.

0900 (W) Sighted two escort vessels. One with forward ship and one with after ship. Too blurred to make out type. Angle on bow by this time 160 P. and light enough to make out a few characteristics.

Leading ship:

Single stack; two masts; about 8000 tons.

Second ship:

Very large about 10000 tons; single stack; two masts; two or three passenger decks.

Plan to patrol across this route rather than enter area three.

October 2, 3, 4.

Patrolled across Nip track 230 T. from probable rendezvous point Lat. 51-20N - Long. 154-37E.

Weather Heavily overcast with intermittent rain squalls and large swells with chop making visibility poor and depth control difficult.

October 5

Patrolled Onkotan Strait and surfaced to the eastward of the islands.

October 6

Patrolled across routes from Paramushiru South.

1935 (W) (Contact #8) Lat. 49-24N - Long. 156-12E.

Sighted Kamikaze class destroyer 290 T. distance 15000 yards. Angle on bow 80 port course 190 T. Speed 14 to 18 knots.

October 7

Patrolled across route of yesterday's contact believing that she was going to return via reverse route escorting ship due in on the seventh.

October 8

Proceeded north on surface to be in position off Higashi-bango Suifu for expected arrival of Awata Maru. Bright moon; excellent visibility.

0112 (M) (Contact #9) Lat. 49-37N - Long. 156-12E.
Sighted beam of a bright searchlight probably 24 inch bearing 330 T. Distance about 10 miles. Beam was sweeping the water on about 110-070 T. - few minutes later the actual light appeared. When it went off the "in blur of a small ship could be seen. Turned stern toward him and attempted to retire on surface. Before turn was completed, his light came on again and started sweeping in our direction at

0116 (M) submerged.
Observed light flashing off and on at frequent intervals. Ship drew slowly to the south. Observed no other ship in vicinity. Could have seen a ship of any size because the visibility was perfect.

0329 (M) Light had not been seen for one hour so surfaced and found all clear. This contact spoiled our plans for day, because of low gravity had to lie to and charge.

0445 (M) Proceeded on 040 T. at 1/3 speed to gain best position to cover incoming traffic lanes.

October 9
0410 (M) Sighted two white lights dead ahead probably from fishing vessels judging from character of lights. Changed course to 220. Light disappeared.

0521 (W) Port engine blow on exhaust header gasket. It stopped lying to charging batteries on starboard engine.

0502 (M) Port engine back in commission.

Patrolled across incoming route Higashi-bango Suifu.

2252 (M) Surfaced.

October 9 Cont'd

2303 (U) (Contact #10) Lat. 50-30N - Long. 157-08E.

Made visual and radar contact bearing 060 T. Distance 9000 yards. Angle on the bow 60 Port. Appeared to be a destroyer. Several seconds after sighting and while we were turning stern toward him, he changed course and headed for us.

2305 (U) Submerged and rigged for depth charge.
Heard his screws cross the stern close and fade out on 240 T.

October 10

0001 (U) Surfaced and found all clear. Visibility excellent with bright moon hidden by thin layer of clouds.

0100 (U) Possible case of appendicitis developed.

0241 (U) JACOBS, Raymond John Mallard USN, while wiping down motor room allowed rag to be caught in air compressor gears which dragged in his hand and caused severe mangle of thumb and first and second fingers. Treated by PARRISH, Jim CFM, USN who did a commendable job in amputating mangled fingers. See health and habitability for particulars.

With patients in need of medical care and with only one more day in area decided to depart for base one day ahead of schedule. Accordingly at

0400 (U) set course to clear area.

Fortunately at dawn fog set in and allowed us to cruise all day on the surface rather than submerged.

October 11

Underway on surface. Lat. 50-31N - Long. 165-38 E.
Sighted plane bearing 270 T. Distance 8 miles, altitude 1000 feet. Submerged to avoid detection. Plane identified as four-engine patrol boat.

Surfaced and proceeded as before.

October 12

1845 (U) Rendezvoused with escort - 2202 - and proceeded direct to Massena Bay.

October 13

0846 (Z) Moored port side to Submarine Base, Dock. Pyramid Cove, LITU.

1945 (Z) Cleared deck to center of ship to submerge during Jap Air Raid. Raid was over before we had properly cleared deck. Ten (10) Jap medium bombers conducted the raid from high altitude - no damage.

2050 (Z) Remoored to Submarine Base, Dock.

October 14

1955 (Z) Underway to clear deck and harbor because of air raid warning.

1610 (Z) All clear sounded.

1620 (Z) Cleared harbor and set course for Dutch Harbor in company with PC-603 as escort.

October 15, 16, 17

Underway as before with PC-603 as escort.

October 18

0850 (Z) Arrived Submarine Base, Eliuluk Harbor, Dutch Harbor, Alaska.

(C) WEATHER:

In general the weather was good for this area, with only one very rough spell, which lasted three days. Visibility for the most part was good with surprisingly little fog for this time of the year.

On one occasion a meteor was observed to fall, and immediately following its disappearance below the horizon the entire sea suddenly glowed with phosphorescence. This coincidence leads us to believe that the glow was probably caused in some way by the meteor.

(D) TIDAL INFORMATION:

In area SHANAI and west of Paramushiru no definite rule for tidal offset was found to be reliable, but the direction and force of the sea seemed to play a large part. No drift over three quarters of a knot was obtained.

East of Paramushiru a general southwesterly set of from one-half to three-quarters of a knot was obtained, though this was also influenced by sea conditions.

CONFIDENTIALC. WEATHER

Weather during this patrol as was to be expected off Paramushiru during this season, was good. Only four days were considered poor patrol days due to excessively rough seas. Fog was some hinderance but not to such an extent that the success of the patrol was jeopardized.

D. TIDAL INFORMATION

No observations.

E. NAVIGATIONAL AIDS

All positions in the area were obtained from cuts on mountain peaks on Paramushiru and Kamchatka - which were easily identified. Only two navigational lights were burning - Mys Povorotny and Mys Krestovy. Characteristics were the same as indicated on the charts.

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/>



American Legion Posts

80 106 249

290 368 481

641 902

VFW Posts

191 249 311

1821 3945 7505

8168 9199



Stinky's Bar & Grill
4901 Hatfield Street
PGH, PA 15201

Teutonia Männerchor
857 Phinneas Street
PGH, PA 15212

Huntz's Tavern
645 Butler Street
PGH, PA 15223

Talor Garden Scaping
1728 Crosby Avenue
PGH, PA 15216

Nox's Tavern & Grille
720 Blaw Ave
PGH, PA 15238

Allegheny County Rifle Club
99 Schuetzen Park Rd
PGH, PA 15209

The Bulldog Pub
1818 Morningside Ave
PGH, PA 15206

Main Street Bar & Billiards
604 Main Street
Sharpsburg, PA 15215

Z Florist
804 Mt Royal Blvd
PGH, PA 15223

Monte Cello's Italian Restaurant
2198 Babcock Blvd
PGH, PA 15209

Cavaliere Brothers
1412 Mt Royal Blvd #1
Glenshaw, PA 15116

Verdetto's Bar & Restaurant
814 Madison Avenue
PGH, PA 15212

The Blue Goose Saloon
605 Mt Royal Blvd
PGH, PA 15223

Danny's Bar & Grill
1511 Center Ave
West View, PA 15229

Nox's on 8
3008 William Flinn Hwy
Allison Park, PA 15101

*** 2025 BOOSTERS***

Nathaniel Bellavance

James Lewis

Joe Campisi

Lee Bookwalter

Lou Hamill

Ron Campbell

Ralph Stroede

James Hovda

Huey Dietrich

Jeff Simon

C & R Roofing and Heating

J. Rinker Insurance Agency

Ron Boller Agent

Dave Halliday

AMERICAN LEGION POST

114 464 490

764 778 785

862 924 935

VFW POST

191 214 331

914 1437 3372

3945 9199 9199-AUX