

STEEL VALLEY DOLPHINS



USS Baton Rouge SSN-689



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

14 FEB 2026 @ 1230 hours

At **Kamin Science Center**

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/>



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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	bmeyers@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 January

USS Argonaut (SS-166)

Lost on Jan 10, 1943 with the loss of 102 officers and men off Rabaul, on her 3rd war patrol. While attacking a convoy, she torpedoed a Jap destroyer who along with 2 other destroyers depth charged her. As she tried to surface, the destroyers sunk her by gun fire.

USS Swordfish (SS-193)

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

USS S-36 (SS-141)

Lost on Jan 20, 1942 with no loss of life, on her 2nd war patrol. She ran hard aground on a reef and radioed for help. The entire crew was rescued by a Dutch ship after they scuttled her.

USS S-26 (SS-131)

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



Man Our Ship and Bring Her to Life!



Submarines Commissioned During the Month of January

<u>Boat</u>	<u>Commissioned</u>	<u>Wikipedia</u>	<u>NavSource</u>	<u>Eternal Patrol</u>
Adder SS-3	1/12/1903	Wikipedia	NavSource	
Bonita SSK-3	1/11/1952	Wikipedia	NavSource	
Moccasin SS-5	1/17/1903	Wikipedia	NavSource	
G-4 SS-26	1/22/1914	Wikipedia	NavSource	
H-3 SS-30	1/16/1914	Wikipedia	NavSource	
K-2 SS-33	1/31/1914	Wikipedia	NavSource	
T-1 SS-5	1/30/1920	Wikipedia	NavSource	
T-2 SS-60	1/7/1922	Wikipedia	NavSource	
R-2 SS-79	1/24/1919	Wikipedia	NavSource	
S-3 SS-107	1/30/1919	Wikipedia	NavSource	
S-11 SS-116	1/11/1923	Wikipedia	NavSource	
S-15 SS-120	1/15/1921	Wikipedia	NavSource	
S-27 SS-132	1/22/1924	Wikipedia	NavSource	Eternal Patrol
S-41 SS-146	1/15/1924	Wikipedia	NavSource	
Shark SS-174	1/25/1936	Wikipedia	NavSource	Eternal Patrol
Pickrel SS-177	1/26/1937	Wikipedia	NavSource	Eternal Patrol
Pollack SS-180	1/15/1937	Wikipedia	NavSource	
Sculpin SS-191	1/16/1939	Wikipedia	NavSource	Eternal Patrol
Tuna SS-203	1/2/1941	Wikipedia	NavSource	
Greenling SS-213	1/21/1942	Wikipedia	NavSource	
Finback SS-230	1/31/1942	Wikipedia	NavSource	
Trigger SS-237	1/31/1942	Wikipedia	NavSource	Eternal Patrol
Bream SS-243	1/24/1944	Wikipedia	NavSource	
Jack SS-259	1/6/1943	Wikipedia	NavSource	
Lapon SS-260	1/23/1943	Wikipedia	NavSource	
Pogy SS-266	1/10/1943	Wikipedia	NavSource	
Tinosa SS-283	1/15/1943	Wikipedia	NavSource	
Moray SS-300	1/26/1945	Wikipedia	NavSource	
Perch SS-313	1/7/1944	Wikipedia	NavSource	
Capitaine SS-336	1/26/1945	Wikipedia	NavSource	
Guitarro SS-363	1/26/1944	Wikipedia	NavSource	
Pintado SS-387	1/1/1944	Wikipedia	NavSource	
Pipefish SS-388	1/22/1944	Wikipedia	NavSource	
Trumpetfish SS-425	1/29/1946	Wikipedia	NavSource	
Argonaut SS-475	1/15/1945	Wikipedia	NavSource	
Remora SS-487	1/3/1946	Wikipedia	NavSource	
Barbel SS-580	1/17/1959	Wikipedia	NavSource	
Halibut SSGN-587	1/4/1960	Wikipedia	NavSource	
Gato SSN-615	1/25/1968	Wikipedia	NavSource	
Thomas Jefferson SSBN-618	1/4/1963	Wikipedia	NavSource	
George Bancroft SSBN-643	1/22/1966	Wikipedia	NavSource	
Pargo SSN-650	1/5/1968	Wikipedia	NavSource	
Sea Devil SSN-664	1/30/1969	Wikipedia	NavSource	
Bluefish SSN-675	1/8/1971	Wikipedia	NavSource	
Tunny SSN-682	1/26/1974	Wikipedia	NavSource	
Indianapolis SSN-697	1/5/1980	Wikipedia	NavSource	
Boston SSN-703	1/30/1982	Wikipedia	NavSource	
City of Corpus Christi SSN-705	1/8/1983	Wikipedia	NavSource	
Augusta SSN-710	1/19/1985	Wikipedia	NavSource	
Alaska SSBN-732	1/25/1986	Wikipedia	NavSource	
Scranton SSN-756	1/26/1991	Wikipedia	NavSource	
Springfield SSN-761	1/9/1993	Wikipedia	NavSource	
Santa Fe SSN-763	1/8/1994	Wikipedia	NavSource	



Requin Base Commanders Column January 2026

What a great turnout we had at this month's meeting. We had 44 shipmates and first mates. That is the most we have ever had a meeting. Keep up the great work. This is what our organization is all about. I am very grateful to everyone that was able to attend.

I have been working with the Kamin Science Center on establishing the Requin Base Endowment fund to help with the maintenance and upkeep of USS Requin SS-481. Our goal is to have everything in order by the February meeting to begin accepting donations. For the endowment to be "Named" we need to have a minimum level of \$50,000. Huey has been working very hard at getting pledges and we are well on our way to reaching our minimum level. Our goal is that this endowment will accept donations from and recognize all veteran organizations and individuals. To help everyone understand the process, the February meeting will be hosted by the Kamin Science Center at the Science Center. Please make every effort to attend the February meeting to get this information firsthand and help us exceed our goal.

Membership has informed me that we still have a number of shipmates that have not renewed their membership or paid for their calendar. If your membership is not renewed by January 31st National will drop you off the rolls. We also have a number of shipmates that are life members and haven't paid for their calendars. The calendars are not free to the base. This year we asked for \$9.00 per calendar plus mailing. We paid \$6.00 per calendar. The cost of mailing the calendar to each shipmate was \$3.00. We make a small fundraising profit of \$3.00 per calendar. The lack of payment for each calendar is a loss to the base of \$9.00. If you are dink in any way, please make sure you settle your account.



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

January 10, 2026

American Legion Post 641 Baden PA

Base Commander Lou Hamill called the meeting to order.

Attendees: Mike Allen, Willard Ashmore, Eric Bookmiller, Lee & Patsy Bookwalter, Clair & Nancy Bouts, Don Bright, George Brown, Dan & Kathy Busby, Joe Campisi, Larry & Patti Day, Ed Derr, Huey Dietrich, Lyle Farmer, Rick Flaugh, Dick & Beverly Geyer, Bob & Lynn Gourley, David Halliday, Lou Hamill, John Held, Steve Kerch, Jean Lemieux, Bill & Sandy Lindsey, Jim & Charlene List, Chuck Loskoch, Vince Metz, Bob & Jude Meyers, Frank Nicotra, Ed Perlowitz, Chuck Shrump, Jeff & Eileen Simon, Jack Sutherin, Chad Underkoffler, Frank Vereb, Charly Warren.

Shipmate Dick Geyer lead the Pledge Of Allegiance.

Base Commander Lou Hamill: 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 ARGONAUT (SS 166) January 10, 1943
- USS SWORDFISH (SS 193) January 12, 1945
- USS S 36 (SS 141) January 20, 1942
- USS S 26 (SS 131) January 24, 1942

We also honor our departed shipmates of the Requin Base: Robert Stahl, Vincent Segeleon, Edgar Paul, Edward Cramer, Earl Wood, Thomas Stewart, Robert Goodley, and John Good. 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.

Chaplain Frank Vereb gave the Invocation.

Quote Of The Day: "Some people want it to happen, some wish it would happen, others make it happen."
—Michael Jordan

Requin History: Launched January 1, 1945. January 6, 1946, sailed for Key West, FL., where she joined SubRon 4. August through November of that year were spent at the Portsmouth Naval Shipyard in Kittery, ME., being converted to a radar picket submarine. January 20, 1948, given hull classification OSSR-481 and modified to the Migrain II radar picket configuration. January 15, 1951, In the Mediterranean from mid-January to mid-May 1951, Requin resumed operations off the East Coast and in the Caribbean Sea on her return. January 1, 1953, maintained her schedule of Second and Sixth Fleet operations but at the end of the year, put into Philadelphia PA for extensive modernization overhaul that among other things removed her last remaining anti-aircraft cannon.

Members introduced themselves and the boats they served on.

Secretary Jeff Simon 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:

- Binnacle List: Ron Zaner
- Eternal Patrol: None
- Base membership stands at 204.
- Storekeeper
- Eagle Scouts
- PA License Plates
- Kap(SS)4Kids(SS)
- Mush Morton awards
- Charitable Foundation
- Social Events: planning for August 22, 2026 location to be determined

Upcoming Events

- Next Base meeting at Kamin Science Center on February 14th.
- March 14, Veterans Day Parade Pittsburgh PA

Old Business:

None

New Business:

In the process of setting up an endowment to support repairs and maintenance for the USS Requin. Current donations stand at approximately \$19,200. A minimum of \$50,000 is needed to move the endowment to the next level. Motions to provide coins or certificates to those making donations were tables for further discussion.

Report on annual Executive Board Meeting.

April Base meeting was scheduled for VFW 191 in Cannonsburg, however this venue is not available. Location is changed to Baden PA.

USS Idaho commissioning will be sometime in April/May

Base Bylaws will be emailed to all members in mid-January for member review. Please respond to that email with any comments prior to the February Base meeting.

Good of The Order:

Chaplain Frank Vereb gave the Benediction.

Adjournment: The meeting was adjourned.

Next meeting: Kamin Science Center Pittsburgh PA at 1230 hours on February 14, 2026

MONTH IN REVIEW

Requin Base Executive Board Meeting Minutes

January 3, 2026

Executive Members Present: Lee Bookwalter, Rick Flaugh, Lou Hamill, Vince Metz, Jeff Simon

Appointed Members Present: Eric Bookmiller, George Brown, Joe Campisi, Huey Dietrich, Dick Geyer, Kyle Glaser Eric Greenwald, Dave Halliday, Bob, Meyers, Frank Nicotra, Chad Underkoffler, Frank Vereb

Topics Discussed:

1. Base Budget: As required in the Requin Base Constitution And By-Laws, the following summary of Base assets and budget for 2026 was approved by the Executive Board. All other significant expenditures will be brought to the membership at monthly meetings.

Asset/Fund	Valuation	Activity	Budget	Total
General	\$56,741.97	Scholarship (Eternal Patrol)	\$400.00	\$7,691.00
		Website Hosting 3 yr (due 2023)	\$535.00	
		Base Website Domain Name	\$20.00	
		Boat Sponsorship	\$30.00	
		USS Requin Memorial Service	\$500.00	
		Guest Speakers (gifts)	\$100.00	
		Holland Club (hats/pins, etc.)	\$156.00	
		Loyalty Pins	\$200.00	
		SVD & Office Expenses	\$4,000.00	
		Advertising (Veterans Day, etc.)	\$1,500.00	
		Christmas Party	\$250.00	
Donations	\$142.00	American Legion Home Association	\$200.00	\$450.00
		VFW Post 3945 Fish Rodeo	\$250.00	
Floats	\$6,174.91	Float Expenses	\$1,000.00	\$1,200.00
		Float Storage	\$200.00	
Memorials	\$9,822.50	USS Requin Endowment	\$5,000.00	\$5,000.00
Scholarships	\$1,137.00	College Scholarship	\$500.00	\$500.00
Scouts	\$1,720.17	Eagle Scouts (coin/patch/certificate)	\$300.00	\$300.00
Kaps4Kids	\$3,374.61	Kap(SS)4Kid(SS)	\$500.00	\$500.00
Mush Morton	\$3,245.18			
Idaho	\$1,4671.05			
Member Assist	\$2,147.51			
Candy Sales	\$7,186.63			
Investments	\$47,205.62	(includes \$8,651.35 of Memorial Fund)		
Inventory	\$15,512.13			
			Total	\$15,641.00

- 1) Meeting Locations: Unless indicated normal base meetings are on the second Saturday of the month at American Legion Baden PA. The practice of holding one meeting per quarter at a location other than Baden PA will continue this year. Shipmates responsible for coordinating these meetings are listed.
 - a. February 14 - meeting at Kamin Science Center (Hamill)
 - b. March 7 - meeting at Baden American Legion (Hamill)
 - c. April 11 - meeting at VFW 191 Cannonsburg PA (Bookmiller/Underkoffler)
 - d. June 13 - meeting at American Legion Post 290 in Columbiana OH (Sutherin/Warren)
 - e. August 10 - meeting at American Legion Post 820 in Monroeville PA (Pellegirino)
 - f. October 17 - meeting at Golden Coral in Hermitage PA (Derr/Cochenour)
- 2) Parades/Memorials:

- a. March 14 - St Patrick's Day Pittsburgh
 - b. April TBD - Commissioning of USS Idaho
 - c. May TBD - Fish Rodeo
 - d. May 24 - Memorial Service USS Requin
 - e. May 24 - Carnegie Parade
 - f. May 25 - Sewickley Parade
 - g. May 25 - Lawrenceville Parade
 - h. May 25 - Coraopolis Parade
 - i. July 4 - Canonsburg Parade
 - j. Sept 1 - Requin Birthday
 - k. Oct 10 - Columbus Day Parade
 - l. Oct TBD - Navy Ball
 - m. Nov 11- Veterans Day Parade
- 3) Additional Activities:
- a. Yearly Picnic for 2026, date and location TBD
- 4) Appointed Committees:
- a. Standing Committees:
 - 1. Kap(SS)4Kid(SS) - Bob Meyer
 - 2. Storekeeper - Nicotra
 - 3. Chaplain - Vereb
 - 4. Newsletter Editor - Vereb
 - 5. COB/Historian - Meyer
 - 6. Photographer - Flaugh
 - 7. SVD Hard Copy - Metz
 - 8. Holland Club Chair - Campisi
 - 9. Asst. Holland Club - Geyer
 - 10. Eagle Scout Chair - Greenwald
 - 11. Technology - Hamill
 - 12. Webmaster - Bookwalter
 - 13. Awards Chairman - Dick Geyer
 - 14. Public Affairs - Derr
 - 15. Charitable Foundation - Halliday
 - 16. Mush Morton - Hamill
 - 17. Float/People Mover - Simon
 - 18. Requin Base Scholarship - Bookmiller
 - 19. Social Committee - Metz, Vereb
 - 20. Master At Arms - Vacant
 - 21. Requin Sailor Go-Between - Vacant
 - b. Committee reports were given.
- 5) Fund Raisers: Parades, candy sales, 40-40-20 raffle, Booster Club donations, small stores sales, challenge coin sales, calendars, etc.
- 6) Miscellaneous Topics:
- a. Fund raising efforts
 - b. Endowment for retortion of USS Requin
 - c. Mush Morton Award status
 - d. Parade trailer status
 - e. Members where dues were waved or promised
 - f. Members dropped for base
 - g. Members on Eternal Patrol in 2025
 - h. Holland Club inductees
 - i. New members
 - j. Life Membership - National 93, Base 80
- 7) Discussion of Base matters.
- a. Motion to pay Base dues for Gerard Endow was approve.



CHAPLAIN'S COLUMN

Hello, Shipmates.

In this column, I wanted to share some scripture I found about the virtue of patience. Over the Christmas break and throughout the New Year, I was challenged in my personal life with circumstances that had me seemingly hanging by a thread. And it was not just patience that helped me get through it - there was God. When it felt as if things were going off the rails, no matter what I did, I searched for peace and understanding to help push through to the other side. And I made it through, just like that. Kind of like how a kayaker blinks his eyes after going over an unplanned waterfall and survives.

So I want to ask you to think about situations you've been in recently where your sanity (patience) was tried. Always remember you are never alone in your kayak.

Patience is a virtue that is often discussed in the Bible. In fact, patience is one of the fruits of the Holy Spirit listed in Galatians 5:22-23. The Bible teaches that patience is an important aspect of our relationship with God and our relationships with others. One of the most well-known verses about patience is found in James 1:3-4, which says, "For you know that when your faith is tested, your endurance has a chance to grow. So let it grow, for when your endurance is fully developed, you will be perfect and complete, needing nothing."

The Bible also teaches us to be patient in our interactions with others. In Colossians 3:12-13, we are encouraged to "clothe ourselves with compassion, kindness, humility, gentleness and patience" when dealing with others. We are reminded to be patient with those who may be difficult or challenging to love.



In His Service,

Frank T. Vereb

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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?

Going Active: A term used to describe a submariner that has had enough and is loudly voicing his displeasure.

Rubber Room: The act of hanging rubber insulating blankets on all electrically conductive surfaces when working inside a live electrical panel.

A Bone in the Wind: A bad deal that has not yet been assigned to any one shipmate yet and could totally screw over anyone.



UPCOMING EVENTS

Base Meeting

Kamin Science Center
14 FEB 2026 @ 1230

Base Activities

- Base meeting on February 14, 2026, will be held at the Karmin Science Center.
- St. Patrick's Day Parade on March 14, 2026



MEMBERSHIP

Primary:	170	National Life:	84	Holland Club:	100
Secondary:	13	Base Life:	73	WWII:	1
Associate:	21	Joined Base Last Year:	6	Eternal Patrol:	88
Total Members:	204	Joined Base This Year:	0		

NEW MEMBERS:

None.



FEATURED BOAT: USS Baton Rouge SSN-689

At 20:16 local time on 11 February 1992, while on patrol off Kildin Island near Severomorsk, Baton Rouge collided with the Russian Sierra-class attack submarine K-276 Kostroma. The United States Navy stated that the collision occurred more than 12 miles (22 km) from the shore, in international waters. Initially the U.S. Navy denied any damage suffered by Baton Rouge, but it was later disclosed that the boat suffered two cuts, as well as dents and scrapes. Kostroma was fully repaired by 29 June 1992 and continues in service to this day, while Baton Rouge was removed from service soon afterward. The Navy was looking to make cuts in all classes of vessels at the time. Baton Rouge was just unlucky enough to be decommissioned for this reason.

This is recorded in Russian navy lore as a victory and the Kostroma crew painted the number "1" bordered by a star on the sail, as did Soviet submarines during World War II to indicate the number of their victories.

Ed: Yeah, right, better luck next time, Ivan!



(top right) Damage to the Russian submarine K-276 Kostroma after colliding with Baton Rouge.

(right) Baton Rouge in dry dock at Mare Island.



History



United States

Name	USS <i>Baton Rouge</i>
Namesake	Baton Rouge, Louisiana
Awarded	8 January 1971
Builder	Newport News Shipbuilding
Laid down	18 November 1972
Launched	26 April 1975
Sponsored by	Mrs. F. Edward Hebert
Commissioned	25 June 1977
Decommissioned	13 January 1995
Stricken	13 January 1995
Fate	Disposed of by submarine recycling

General characteristics

Class & type	<i>Los Angeles-class submarine</i>
Displacement	5,723 tons (surfaced) 6,927 tons (submerged) ^[1]
Length	110.3 m (361 ft 11 in)
Beam	10 m (32 ft 10 in)
Draft	9.4 m (30 ft 10 in)
Propulsion	<i>S6G nuclear reactor</i> , 2 turbines, 35,000 hp (26 MW), 1 auxiliary motor 325 hp (242 kW), 1 shaft
Speed	15 knots (28 km/h) surfaced 33 knots (61 km/h) submerged 35 knots
Test depth	290 m (950 ft)
Complement	12 officers; 98 enlisted
Armament	4 × 21 in (533 mm) bow tubes <i>Mark 48 torpedo</i> <i>Harpoon missiles</i> <i>Tomahawk cruise missile</i>



The first ever waterborne removal of a submarine sonar dome at Mare Island Naval Shipyard in June 1994 from the Baton Rouge (SSN-689). All pictures appeared in the 10 June 1994 issue of the shipyard's newspaper the "Grapevine". The first of four photos appears (top left). Divers begin the process of removing the dome cone. (top right) Workers begin the process of separating the dome. (bottom left) The dome is separated and waters fill the interior section of the Baton Rouge (SSN-689). (bottom right) The dome is completely removed from the Baton Rouge (SSN-689) and is raised from the water.



THIS MONTH IN US SUBMARINE HISTORY

01/01/1943

USS Nautilus (SS 168) evacuated 29 civilians from Teop Island, Solomons. Also on this date, USS Porpoise (SS 172) attacked a Japanese convoy and sank the freighter Renzan Maru off northeastern coast of Honshu, Japan.

01/01/1944

USS Ray (SS 271) sinks a Japanese gunboat at the mouth of Ambon Bay, while USS Puffer (SS 268) attacks a Japanese convoy at the western entrance of the Mindanao Sea, sinking an army cargo ship. On the same day USS Herring (SS 233) attacks a Japanese convoy, sinking an aircraft transport ship 220 miles off Tokyo Bay.

01/02/1943

USS Argonaut (SM1) sinks the Japanese guard boat Ebon Maru in the Bismarck Sea.

01/02/1944

USS Finback (SS 230) sinks a Japanese merchant tanker in the East China Sea.

01/03/1909

USS Scorpion arrives to help the survivors of the Messina, Sicily earthquake. With the Great White Fleet making its way through the Suez Canal, President T. Roosevelt orders the U.S. Navy to assist.

01/03/1945

USS Kingfish (SS 234) attacks a Japanese convoy in the Bonin Islands sinking a Japanese army cargo ship and two freighters 200 miles north of Chichi Jima.

01/04/1943

USS Shad (SS 235) sinks German minesweeper M 4242 (ex-French trawler Odet II) in the Bay of Biscay.

01/04/1944

USS Bluefish (SS 222) and USS Rasher (SS 269) attack a Japanese convoy off French Indochina; Bluefish sinks a merchant tanker while Rasher damages another tanker. Also on this date USS Cabrilla (SS 288) sinks a Japanese freighter off Cape Padran, French Indochina while USS Tautog (SS 109) sinks a Japanese freighter off southern Honshu.

01/07/1945

Submarine Spot (SS 413) sinks the Japanese gunboat No.2 Nichiei Maru in the Inland Sea.

01/08/1983

Fast Attack Submarine USS City of Corpus Christi (SSN 705) is commissioned.

01/08/1994

Fast Attack Submarine USS Santa Fe (SSN 763) is commissioned.

01/09/1942

Submarine USS Pollack (SS 180) sinks the Japanese freighter Teian Maru (ex-Yugoslav Tomislav) 40 miles south-southwest of Inubo Saki, Japan.

01/09/1959

Non-strategic submarine Halibut (SSGN 587), launches. Redesignated an attack submarine in 1965, she serves until decommissioned in 1986.

01/09/1993

Fast Attack Submarine USS Springfield (SSN 761) is commissioned.

01/10/1943

Submarine Trigger (SS 237) sinks the Japanese destroyer Okikaze off Yokosuka, Japan.

01/10/1944

Submarines Seawolf (SS 197) and Steelhead (SS 280) attack a Japanese convoy about 70 miles north of Naha, Okinawa, sinking three ships, including one while in the middle of a typhoon.

01/12/1943

Submarine Guardfish (SS 217) sinks Japanese Patrol Boat No.1 about 10 miles southwest of the Tingwon Islands, located just southwest of the northern tip of New Hanover, Bismarck Archipelago.

01/14/1943

USS Gudgeon (SS 211) lands six men, 2,000 pounds of equipment and supplies on Negros Island for first resupply mission for a submarine.

01/14/1944

Five U.S. Navy submarines sink five different Japanese vessels in and around the Pacific Ocean. USS Albacore (SS 218) sinks Japanese destroyer Sazanami 300 miles off Yap; USS Scamp (SS 277) sinks the tanker Nippon Maru off Sorol Island; USS Guardfish (SS 217) sinks tanker Kenyo Maru southeast of Palau; USS Seawolf (SS 197) sinks tanker Yamazuru Maru off Okinawa, and USS Swordfish (SS 193) sinks transport Yamakuni Maru off Hachijo Jima.

01/14/1945

USS Cobia (SS 245) sinks the Japanese minelayer Yurijima off the east coast of Malaya.

01/15/1916

The submarine E-2 explodes at the New York Navy Yard because of escaping gases during an overhaul. The interior ship is severely damaged and four men are killed.

01/17/1943

Submarine USS Whale (SS 239) sinks the Japanese transport Heiyo Maru.

01/18/1942

Submarine USS Plunger (SS 179) sinks the Japanese freighter Eizan Maru (ex-Panamanian Aurora) off the mouth of Kii Strait, Honshu.

01/19/1943

USS Swordfish (SS 193) sinks army cargo ship Myoho Maru, which was part of the Japanese Solomons reinforcement convoy, while USS Greenling (SS 213) damages Japanese cargo ship north of Rabaul.

01/20/1944

USS Batfish (SS 310) and USS Gar (SS 206) attack Japanese convoys and sink transport Hidaka Maru south of Shiono Misaki and army cargo ship Koyo Maru about 50 miles south-southwest of Palau.

01/21/1943

Submarines USS Pollack (SS 180) and USS Gato (SS 212) attack and cause the sinking of two Japanese ships.

01/21/1954

The world's first nuclear submarine, USS Nautilus (SSN-571), is christened and launched at Groton, Conn.

01/21/1961

USS George Washington (SSBN 598) completes the first operational voyage as a fleet ballistic missile submarine, staying submerged 66 days.

01/23/1943

Submarine USS Guardfish (SS 217) sinks the Japanese destroyer Hakaze off New Ireland.

01/24/1945

Submarine Blackfin (SS 322) sinks the Japanese destroyer Shigure in the Gulf of Siam.

01/24/1956

1956—USS Jallao (SS 368) becomes the first U.S. Navy submarine to transit the Suez Canal traveling from the Mediterranean to Massawa, Eritrea, Ethiopia.

01/25/1943

USS Shad (SS 235) encounters German blockade runners transporting ore in the Bay of Biscay. Shad fires on Nordfels, but the torpedo fails to explode, and Nordfels returns to Bilbao, Spain.

01/25/1945

USS Silversides (SS 236), despite the presence of auxiliary submarine chasers, sinks the Japanese army cargo ship Malay Maru off Kuro Jima.

01/26/1943

USS Wahoo (SS 238) sinks entire convoy of four Japanese supply ships north of New Guinea.

01/26/1944

USS Skipjack (SS 184) sinks the Japanese destroyer Suzukaze and the aircraft ferry Okitsu Maru in the Caroline Islands area. Also on this date, USS Hake (SS 256) sinks the Japanese auxiliary netlayer Shuko Maru off Ambon and USS Crevalle (SS 291) sinks the Japanese gunboat Busho Maru 175 miles southeast of Cape St. Jacques, French Indochina.

01/27/1942

Submarine USS Gudgeon (SS-211) becomes the first US Navy submarine to sink an enemy Japanese submarine in action during World War II.

01/28/1945

Submarine USS Spadefish (SS 411) attacks Japanese convoy west of Chuja Kundo, Korea and sinks escort vessel Kume and transport Sanuki Maru.

01/31/1945

USS Boarfish (SS 327) attacks Japanese HI 88 convoy and sinks freighter Enki Maru 50 miles southeast of Tourance, French Indochina. She also damages a cargo ship that runs aground and 14th Air Force aircraft destroys it the next day.



ARTICLES OF INTEREST

Switcheroos have marked the naming of Navy submarines for decades

By Gary Warner

Published 26 DEC 2025



The USS Hyman G. Rickover is commissioned at Naval Submarine Base New London in Groton, Conn., on Oct. 14, 2023. (John Narewski/U.S. Navy)

This month, a welder at a Virginia shipyard etched the keel plate of the USS Barb, the ceremonial birthing of a new submarine.

The Virginia-class fast attack submarine joins hundreds of Navy subs through history named after sea creatures. So will the next three on the construction list: the USS Tang, USS Wahoo and USS Silversides.

The names are throwbacks to an earlier time. Only one Navy submarine has been commissioned with the name of a sea creature since the USS Cavalla, named for a saltwater fish, in 1973.

Since 1862, federal law directs that the Secretary of Navy will choose the names of new ships, in consultation with the president and Congress. There are longstanding protocols: For decades, battleships were named for states, cruisers for cities and submarines for sea creatures.

But a 2012 congressional report outlining the protocols said one rule was above all others:

“A secretary’s discretion to make exceptions to ship-naming conventions is one of the Navy’s oldest ship-

naming traditions,” the report said.

Nowhere has the naming protocol gone through as many variations as with submarines.

A Revolutionary War-era submersible was called “Turtle.” The Union experimented with a submersible named “Intelligent Whale” during the Civil War. Sea creature names were applied to submarines through two world wars and the first two decades of the Cold War. Sailors might serve on a fearsome sea creature, such as Barracuda, Stingray or Shark. Others pulled duty on what sounded like entrees on a wharf diner menu: Trout, Bass, Tuna and Cod.

In 1959, the Navy rolled out a nuclear-powered ballistic missile submarine. Instead of a fish, the first of its class was named the USS George Washington. The other four “boomer” nuclear missile boats bore the names of people from American military and wartime history: Patrick Henry, Theodore Roosevelt, Abraham Lincoln and, in a sign of a different time, Confederate Gen. Robert E. Lee.

Attack subs retained fish names for another decade.

In 1969, the Navy was preparing to christen the USS Redfish when Rep. William H. Bates, a Massachusetts Republican and staunch Navy supporter, died. Navy Secretary John Chafee broke with tradition and named the attack submarine for the congressman.

What happened next drew unfavorable comment from the New York Times in 1985.

“Within the next few years, down the ways slid the Glenard P. Lipscomb, ranking minority member of the House Defense Appropriations Subcommittee, the L. Mendel Rivers, chairman of the House Armed Services Committee, and the Richard B. Russell, chairman of the Senate Appropriations Committee and ranking majority member of the Senate Armed Services Committee.”

It was the beginning of a shift that saw submarines increasingly named for cities, then states, with occasional persons thrown into the mix. The Navy built 62 Los Angeles-class nuclear attack submarines from 1976 to 1996, with all but one named after cities.

Adm. Hyman Rickover, the “father of the nuclear Navy,” accepted the politically expedient naming change. “Fish don’t vote,” he said.

Ironically, when Rickover retired in 1984, the future USS Providence was renamed the USS Hyman G. Rickover. It was the only Los Angeles-class submarine to break the naming protocol of American cities.

For fish-favoring traditionalists, there was hope for the future. As Cold War tensions ratcheted up in the 1980s, the Navy announced it would build more than 25 new fast-attack submarines called the Seawolf class.

The collapse of the Soviet Union and congressional efforts to cut the post-Cold War defense budget led to the Seawolf program ending with just two more submarines, with only the first, the USS Seawolf, getting a sea creature name. The second was named the USS Connecticut. The third and final, the USS Jimmy Carter, was for the 39th President, who served under Rickover as a young submarine service officer.

By the time the renewed Russian military threat had the U.S. Navy ratcheting up construction of the new Virginia-class attack submarines in the late 1990s, the fish monikers were shelved.

Of the first 30 boats of its class christened, 28 are named for states. Boats named for former Navy Secretary and U.S. Sen. John Warner, and a new submarine named for Rickover, were the exceptions.

At the end of President Donald Trump’s first term, the Navy decided it was time bring back the sea creature names. Navy Secretary Kenneth Braithwaite chose the names of four World War II submarines that had some of the highest scores for sinking enemy ships: Barb, Tang, Wahoo and Silversides.



The USS Seawolf fast-attack submarine makes its way through the Pacific Ocean in June 2021, along with carrier USS Carl Vinson and destroyer USS Dewey. Hovering above it is an MH-60R helicopter from the Carl Vinson. (Haydn N. Smith/U.S. Navy)

The switch was short-lived. When President Joe Biden was elected in 2020, new Navy Secretary Carlos Del Toro made a U-turn. He named a Virginia-class submarine the USS John H. Dalton, in honor of the Navy secretary under President Bill Clinton. Eight more were given place names associated with the Navy, including Potomac, Norfolk and Brooklyn.

Trump's return to the White House has not yet manifested any new trend in submarine names. But with up to two Virginia-class boats to be built each year, Navy Secretary John Phelan will have a chance to make his own mark on the ever-shifting tradition of submarine names.

Nuclear submarine arms race heats up between North and South Korea

By Se Eun Gong

Published 26 DEC 2025



In this undated photo provided Thursday, Dec. 25, 2025, by the North Korean government, its leader Kim Jong Un inspects a nuclear-powered submarine under construction at an undisclosed location in North Korea. Independent journalists were not given access to cover the event depicted in this image distributed by the North Korean government. The content of this image is as provided and cannot be independently verified. Korean language watermark on image as provided by source reads: "KCNA" which is the abbreviation for Korean Central News Agency. AP/KCNA via KNS

SEOUL, South Korea — An arms race for nuclear-powered submarines is accelerating between North and South Korea amid shifts in the United States' security strategy in the region.

North Korea's state media revealed on Thursday a picture of what it called a "8,700-ton nuclear-powered strategic guided missile submarine." It's the first time North Korea disclosed the tonnage and the apparently completed hull of the submarine since it declared its pursuit for nuclear subs in 2021.

North Korean leader Kim Jong Un said that the new vessel will help defend his country against "the negative security situation that has come as present reality," according to the country's state media. Kim criticized South Korea's plan to build its own nuclear subs as "an offensive act ... that must be countered."

South Korea has moved quickly to build its own nuclear subs, since receiving President Trump's approval in October. A pan-government task force launched last week in Seoul, while the country's national security adviser Wi Sung-lac said South Korea will work on a pact for the U.S. to supply it with military-use nuclear fuel.

The green light for South Korea's underwater ambitions came as the U.S. pushes its allies to shoulder more of their own security burden and spend more to beef up defense capabilities.

South Korea has sought to build nuclear subs for decades against North Korea's nuclear threats, which quickly expanded to the maritime sphere in recent years. In addition to making the nuclear-powered submarine, it has tested submarine-launched nuclear missiles and claimed to have developed a nuclear-capable torpedo.

South Korea's defense minister, Ahn Gyu-back, said in October that conventional, diesel-powered subs "can't compete with nuclear subs North Korea is building in underwater endurance and speed."

U.S. expects subs to help counter China

The U.S. expects future South Korean nuclear subs to do more in the region than countering North Korea. Admiral Daryl Caudle, the chief of naval operations of the U.S. Navy, said during his visit in Seoul in November that it's "a natural expectation" that they be used "to meet our combined goals on what the United States considers to be our pacing threat, which is China."

South Korea President Lee Jae Myung appeared to make a nod to that expectation, with a rare mention of China during his October summit with Trump. "The limited underwater range of diesel submarines restricts our ability to track subs on the North Korean or Chinese side," he said.



In this undated photo provided Thursday, Dec. 25, 2025, by the North Korean government, its leader Kim Jong Un, third left, visits a shipyard as he inspects a nuclear-powered submarine under construction at an undisclosed location in North Korea. Independent journalists were not given access to cover the event depicted in this image distributed by the North Korean government. The content of this image is as provided and cannot be independently verified. Korean language watermark on image as provided by source reads: "KCNA" which is the abbreviation for Korean Central News Agency. (Korean Central News Agency/Korea News Service via AP)

Yoon Sukjoon, a retired South Korean navy captain, tells NPR that it's a "given" that South Korean nuclear subs will operate in a wider underwater domain beyond the Korean Peninsula.

Yoon says the waters around the peninsula are too shallow for submarine operations. "But if the South Korean Navy expands its nuclear submarine operations to China," he says, "it can contribute some strategic deterrence against the Chinese Navy's threats in the Indo-Pacific."

But South Korea has been wary of suggesting military confrontation with China — its largest trading partner, as China also rapidly expands its navy. President Lee's office later said that his remarks to Trump "simply referred to submarines near our waters toward the direction of the North and China," not vessels belonging to certain countries.

The government's careful stance reflects the attitude of the South Korean public, of whom a majority says South Korea must remain neutral should a serious conflict erupt between the U.S. and China, according to a recent survey.

"Entry point toward a much bigger goal"

But South Korea — and Japan, which has signaled willingness to develop nuclear-powered submarines — is also concerned about China's growing sphere of influence and does not want to fall under it, says Kim Heungkyu, a political scientist and director of the China Policy Institute at Ajou University.

As the U.S. shifts its defense focus closer to home, he says, its allies are growing increasingly distrustful of its security commitment in Asia.

In a poll by the private think tank Asan Institute from March, less than half of Koreans said they believe the U.S. would respond with nuclear weapons if North Korea attacks the South with one. Meanwhile, a majority of South Koreans said they support nuclear armament, even at the cost of international sanctions or withdrawal of U.S. troops.

"In a new international order without the U.S. in the Western Pacific, South Korea needs a survival strategy based on nuclear weapons," says Kim. And, he adds, nuclear-powered submarines would allow the country an "entry point toward a much bigger goal" of nuclear armament.

The South Korean government, which is separately pursuing access to enriching uranium and reprocessing spent fuel in talks with the U.S., has denied that it wants to go nuclear.

But Kim says the Trump administration is "pushing South Korea and Japan toward the direction of nuclear armament, whether it intends or not."

WAR PATROL!

Editor's Note: In this month's WAR PATROL!, we follow the [USS S-30 \(SS-135\)](#) as she deploys on her seventh war patrol in the Pacific beginning [05 JUN 1943](#), scoring her first kill. Will crew and equipment survive the enemy's vengeance? In only 90 feet of water, where can a submarine run? Find out the answers to these questions and many more in this issue of WAR PATROL!



History



United States

Name	USS S-30
Builder	Union Iron Works, San Francisco, California
Laid down	1 April 1918
Launched	21 November 1918
Sponsored by	Mrs. Edward S. Stalnaker
Commissioned	29 October 1920
Decommissioned	9 October 1945
Stricken	24 October 1945
Fate	Sold for scrap December 1946

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 knots (16.7 mph; 26.9 km/h) surfaced 11 knots (13 mph; 20 km/h) submerged
Complement	38 officers and men
Armament	1 × 4 in (102 mm)/50 deck gun 4 × 21 inch (533 mm) torpedo tubes

Service record

Operations	World War II
Victories	2 battle stars

HISTORY OF USS S-30 (SS 135)

Before day break on Thursday, 13 September 1945 a stubby, gray-black little submarine crept through one of those incredibly opaque fogs which settle sometimes on the bay area and felt her way past Point Lobos and Mile Rocks and under the Golden Gate bridge. Keeping steerageway in a flood tide kept her ancient diesels smoking like twin volcanoes and her wheezy fog signals added little to the din. She was the USS S-30, Lieutenant Commander Quentin R. Thomson, USN, commanding, on her last voyage. Bound for San Francisco with three others of her class, she was distinctive in that she was not only the oldest of all "S" boats, but also the first to be decommissioned after the end of the war.

She marked an era in submarines. The S-boats, it is true, were taken off war patrol as soon as new submarines could be built to replace them, but they left their mark on the character of world War II by carrying our threat to the enemy at a time when all available weapons had to be mustered, no matter how old or poorly equipped they were. No one can imagine, comfortably, what might have happened if those old boats hadn't been around in the early days, hitting enemy supply lines with outmoded torpedoes, old fashioned sound gear, and the most inadequate and uncomfortable living accommodations in the history of modern marine warfare. They were equipped as coastwise submarines for temperate climates, but they did a deep water job in the Arctic and in the tropics. Heating had to be eliminated on those long patrols in order to save their meager batteries for the more important job of fighting, and air conditioning was unheard of in the days when the Sugar boats were built.

S-30's keel was laid in the San Francisco yards of the Bethlehem Shipbuilding Corporation on 1 April 1918 and she was launched on 21 November 1918. Mrs. Edwards Stuart Stalnaker, wife of Lieutenant Commander Edwards S. Stalnaker, Supply Corps, USN, served as sponsor. The sub went into commission for the first time on 29 October 1920.

Her subsequent peacetime career was a typical one. She served on China station with the NINTH Submarine Division, including S-31, S-32, S-33, S-34 and S-35, until relieved by the TENTH Sub Division for duty in Hawaii about 1934. Finally she came back to the United States, later going through the Panama Canal and up to Philadelphia for overhaul before being placed in the rotating reserve at New London in August of 1940.

The threat of war brought her back to an active status again in November of the same year. From then until Pearl Harbor day she operated almost constantly: Washington, D. C. and Annapolis for underwater sound work, back to New London and from there to Bermuda with the USS BEAVER (AS 5). After practice patrols, she returned to St. Georges. On 7 December 1941, at Argentia, Newfoundland, Captain R. W. Christie, USN, Commander, Submarine Squadron FIVE, held "readiness for war" inspection on board the S-30 while the Japanese bombed Pearl Harbor.

The S-30 left Newfoundland two days later and conducted a routine patrol enroute to New London, where she had a short overhaul.

She came off the marine railway prepared for a long voyage and departed from New London for Bermuda, Lieutenant Commander F. W. Laing, USN, commanding, in a bad storm. Enroute, one crewman was thrown against the chart table and cracked a rib. Another fractured his arm, and a third was knocked unconscious with his nose broken. The captain finally secured the lookouts to avoid further injury, because of the difficulty of any enemy sightings in such seas.

Proceeding on toward Coco Solo, Canal Zone, the venerable old sub, who was supposed to be over age in 1933, had her first close call of the war when a friendly patrol bomber dropped a bomb 40 feet off her port beam.

She moored at the submarine base on 16 February 1942. From that time until May the ship operated in the vicinity of the Canal Zone. During this period, as a unit of Submarine Division 52, (S-30, S-31, S-32, S-33), she made two routine, uneventful patrols around Cape Mole, Bona Island and Cocos. For two weeks in May she operated out of Gulfido, Costa Rica, tended by the ANTARES. On 26 May she sailed for Mare Island, California, conducting a routine patrol enroute.

She departed Mare Island on 15 June 1942, the day of arrival, but put back into port a week later. Then, on 1 August 1942, she set her course north, to the foggy, dangerous Aleutian chain, where the Japanese had established a foothold. Enroute she developed engine trouble and eleven days later limped into Dutch Harbor, Alaska, on one engine.

After a short refit, the S-30 left on her fourth war patrol 12 August 1942, heading for enemy-held Attu to patrol off Cape Wrangell to intercept supply ships between Paramushiru and Attu. Visibility was extremely low and the seas rough, enough during the whole patrol so that it was necessary to "ride the hatch" constantly when surfaced. The S-30 arrived off Attu on the morning of the 16th. During the next 24 hours, the island was visible for a total of one half hour as the thick fog cut visibility to a minimum.

On 30 August the upper works of a steamer, hull down, were sighted. She turned out to be a single stack 4000 ton freighter. Again the fog ruined any possible attack by closing in to make the vessel's angle on the bow uncertain. When the captain finally sighted his contact after reaching periscope depth, she was steaming across his wake.

The patrol remained uneventful until the 7th of September, when a contact developed on a trio of Japanese tin cans. The S-30 dove to 180 feet where she was attacked for the next three hours. The patrol was completed on return to Dutch harbor on 13 September 1942.

After a short overhaul by the submarine repair unit and the ship's force, the S-30 got underway again on 24 September to patrol the Kiska area. The discovery of a three-inch crack in one cylinder forced her to return to Dutch Harbor for repairs, leaving again on the 30th. No enemy contacts were made and, after only four days in the patrol area, a cracked crankshaft sent her back to Dutch Harbor, where she was ordered to San Diego for an overhaul.

In the yard, she received not only a new crankshaft and a major overhaul, but also a new commanding officer, Lieutenant Commander W. A. Stevenson, USN. During the overhaul period some badly-needed new equipment came aboard, including good sound gear, fathomer, fathometer, radar and a Kleinschmidt Vapor Compression still. A happy black gang saw the last of the old Clarkson boiler that had made the engine room a hades and had forbidden the use of fresh water for washing.

The overhaul was completed on 10 February 1943. Then, after four days of "ready duty," the S-30 operated with the West Coast Sound school for a month and, on 16 March, departed for her old haunts at Dutch Harbor. Upon arrival there 15 days later, she was covered with ice. The hatch was frozen open, antennae were down, and the gun was a solid heap of hard white snow. She was, moreover, having engine trouble again and had one motor out of commission.

At the end of a short refit, the S-30 boat made a false start on her sixth war patrol on 10 April 1943. Engineering trouble brought her back to port, but two days later she was underway again. During this patrol she took part in the reconnaissance phase of the invasion of Attu, taking photographs and soundings in Statlor Cove, Sarora Bay and Chichagof Harbor. In Holtz Bay and Chichagof, Nip garrison, sentries, gun emplacements, a soft ball game and what appeared to be a launching strip for sea planes could be seen.

Some of these bays were entered and carefully explored to see if minefields had been planted. Many times the only way an S-boat could tell if mines were present was by striking a mine herself. Fortunately, there were no minefields and just this information, to say nothing of the soundings and the photographs, was enough to make the patrol a valuable contribution to the war effort.

Patrolling the Semichi Islands, a good look at Shenija and Niziki showed no enemy activity, but a close inspection of Alaid revealed what appeared to be a Japanese radio station. During this patrol the crew heard the shelling of Attu by the NEVADA, TENNESSEE and CALIFORNIA. Also, at one time they cleared the area to enable the MARWHAL and NAUTILUS to land Rangers on Attu while planes gave them air cover. The patrol ended alongside a dock at Dutch Harbor on 11 May.

The old boat's seventh war patrol began from Dutch Harbor on 24 May 1943, when she set course for Paramushiru. Her first kill of the war came on 5 June, when the periscope watch spotted a sampan of about 120 tons. Captain Stevenson, feeling that the boat might have spotted the periscope and used his radio, decided to battle surface. As far as is known, no S-boat had ever done this before.

At 2240 they surfaced and the gun went into action. The first shot from a range of 1400 yards carried away the wheel house. After this shot, the foot firing mechanism failed and the sights became cloudy, so that the gunners were reduced to firing with lanyard and open sights. About then, one of the crew ran to the bow of the sampan and began hoisting the Rising Sun flag. The next shot blew sailor, flag and bow away. Now, with lanyard and open sights, firing was less accurate with only about six hits in 37 rounds expended, but when last seen the sampan was afire and sinking fast.

All this time the skipper had been watching an approaching Japanese destroyer, coming up fast astern. The tin can opened fire at 9,000 yards and her first salvo was 1500 yards short. With no time to lose, the S-30 crash dived without taking time to secure the gun or strike below gear left topside. Making ready torpedo tubes, she began an approach on the destroyer.

Just as the sub got into position, the main motor breakers kicked out and depth control was lost. The short #2 periscope which Captain Stevenson was using lucked under. By the time he got #1 up, all he could see was the battle gray of the destroyer's side. She started down for her tested depth, but before the boat was well under, the first depth charge went off. Later on, Captain Stevenson reported he'd seen the charge pass across his line of vision to fall close on the starboard bow.

The first charge threw water and chunks of solid matter through the inner doors of the torpedo tubes, filling the torpedo room with thick smoke. By this time there was power on the main motors again, but not before the first ash can had blown the boat to the surface. By the time the destroyer had completed a turn for her second attack, the S-30 was under again with the torpedo tube outer doors closed. Two more charges went off close aboard and deeper, causing the boat to broach again.

When the sea pressure gauge reached 144 pounds per square inch they were acquiring some control of depth by use of full rheostat on the motors and full rise on the planes. Just then she hit bottom. Securing everything throughout the boat, they lay there while 33 depth charges, all close but a bit too shallow, fell around them.

Dawn was not far away. With an excellent chance that an oil leak would give away their position if they tried to remain on the bottom longer, Captain Stevenson ordered the boat to the surface.

She broke surface with the stern planes stuck on hard rise, the black gang poised to get the engines going in an instant, and the rest of the crew at battle stations. Radar picked up pips which indicated they were in the middle of a group consisting of a cruiser, three destroyers, and several small craft, all circling the submarine and pinging frantically. Three of them were signalling by flashing light. Picking the widest opening, the boat ran for it.

Radar reported a contact closing rapidly. At 2000 yards the ship zigged toward the sub, and just then the engines went dead. It was discovered that someone going up the conning tower hatch had inadvertently kicked the annunciators. At the warning howler thus set off, the engineers, expecting a quick dive any minute, shut down the plant and got ready to take her down. The engines were going again in a moment, however, and luck held long enough to enable them to clear the area and dive at dawn, safely.

Seas were heavy, and even at 90 feet depth the riding was rough. Under these conditions, the job the torpedomen did was little short of a miracle. They shifted 12 torpedoes around and reloaded tubes one, two and four. All four of the previous loads had been damaged by the first depth charge. Number one and three were badly mangled, so that number three could not be moved at all. To make things more difficult, one of the bearings had wiped during the forced

run at "all ahead emergency" on cold engines. But, with everything squared away, the indoritable submarine headed back to Paramushiru, hoping for a chance to do some shooting.

A large merchantman was contacted on 9 June 1943, but changing course to avoid three small sampans had put the submarine too far out of position. On the same day, however, she began an approach on a heavily smoking destroyer. The enemy would stop her screws to listen, and the 30 boat would stop hers. Then the destroyer would get underway again and so would Sugar 30. Soon, however, other screws were heard and the captain decided to evade, sensing a trap.

At 1717 on the following day two ships were spotted at anchor in Kakunabetsu Wan. The nearest one was estimated at 10,000 tons and the other at about 4,000, both anchored near a "large black rock." Three torpedoes were fired, and down went S-30's only officially recognized kill of the war, the 5228-ton cargo ship JIMBU MARU.

A look through the periscope showed fog obscuring the target, while the "large black rock" was underway, throwing depth charges all over the harbor as the captain coned his ship out by dead reckoning. Twenty-three depth charges went off at a "tolerable" distance.

Another torpedo attack was launched early on the morning of 13 June after a submerged patrol through Onekoan Kaikio to surface on the eastern side of the strait. With a perfect set-up on a 5000 ton Maru, Captain Stevenson fired three fish from 700 yards, only to see all of them miss.

The S-30 moored at Duch Harbor on 22 June 1943 after a very discouraging patrol. She had not been able to confirm her sinking, her torpedoes had run deep to rob her of another kill, and she had taken a thorough beating. When the job of getting the smashed torpedo out of the number three tube began, people cleared the area for miles around, but the job was safely done.

While laying over in Dutch Harbor between the seventh and eight patrol, it was decided to give the crew a little depth charge indoctrination and at the same time to determine whether or not the enemy was using 600 pound depth charges. When the charge went off, it punctured a soft patch in the motor room and threw the visitors around. They went ashore badly shaken, to the amusement of the crew.

After having the soft patch repaired, the S-30 got underway under escort of the PC 601 to Attu, arriving on the ninth of July 1943. Mooring alongside the fleet oiler USS CUYAMA, she took on a full fuel load. The climax of that short stay in Attu was a movie, "South of Pago Pago," just the right touch to start the crew out on the eighty war patrol in high spirits.

They left at 0800 the next morning to patrol the northern portion of the Kurile Chain. The run to her station was routine. Some periscope pictures were taken of Shimushiru To and Matsuwa Monte.

On the evening of 20 July the sub contacted an odd looking craft which looked like an old lumber barge of about 3000 tons. Making an approach, she

fired two fish which missed. Then the "pile of junk," which turned out to be a "Q" ship, turned and came straight down the torpedo track, dropping 21 depth charges. No damage resulted.

A week later smoke was sighted through the periscope in Saya Strait west of Arado. The contact developed into a 7,000 ton Maru with a destroyer as escort. A careful approach yielded two explosions and, although no record could be found of such a sinking after the war, breaking-up noises could be heard clearly. When the ship could come to periscope depth once more, nothing could be seen but smoke on the horizon.

On 30 July and again on the 31st two approaches were begun on large Japanese cargo vessels, but in neither case could be reached. A second contact on the 31st developed so fast out of a fog bank that she was past the firing bearing before the tubes were ready. It was finally necessary to fire right up her wake. One torpedo was fired, but evidently missed the target.

At 2002 on the same day a third ship was sighted and three torpedoes were fired at her from 900 yards. The first two were heard to hit and sound reported that the target's screws had stopped, followed by breaking up noises. Periscope observations revealed nothing in sight.

About five minutes later, sound reported screws on the port quarter. A look through the scope revealed an unidentifiable ship headed for the S-30, who was, at the moment, having trouble with depth control. She broached momentarily before going deep and then received two depth charges. The subsequent evasive tactics used carried her clear of the area and safely out of contact.

By this time the sub had three torpedoes left and six more days to stay on station. Captain Stevenson tried finding floating fish canneries and trailed one of them until it entered shallow water off the Russian coast. The remainder of the patrol was unfruitful and the sub retired toward Attu.

Near the end of the patrol, the O.D. sighted "something" ahead which then disappeared. Shortly after, six feet of periscope appeared, range about 500 feet. The lookouts who spotted it didn't bother to report the contact. They simply yelled "DIVE" and went down the hatch in one frantic leap. What might have been a torpedo passed down the port side, close aboard, and then slow screws could be heard fading out. When an observation was finally made through the periscope, nothing was in sight.

The S-30 arrived at Massacre Bay, Attu, and tied up alongside the GUYAMA at 2050 on 9 August 1943. She stayed on 24 hours notice to get underway for the invasion of Kiska, but managed to provide some recreation for her crew. Torpedoes, however, were hard to get. The PC 601 brought two from Dutch Harbor, one of the other S-boats contributed another, and two came from the base.

When the Kiska landing was made no opposition, the old lady was given a week of uninterrupted upkeep and was ready for sea on 25 August 1943. She

got underway the next morning for the Okhotsk sea via Shimushiro Strait. Three days out an enemy bomber caught her on the surface and dropped four bombs close aboard, but failed to score. Only two good enemy ship contacts were made during the patrol, and neither one could be developed into an attack.

On the morning of 14 September 1943 the ship cruised in close to the island of Matsuwa to take periscope pictures, discovering airfield installations. The captain planned to shell the garrison just before dawn the next day. All preparations were carefully made. Special stations were assigned and it was planned that half the gun crew would go through the torpedo room hatch and the other half down the conning tower to speed up the dive after the bombardment. The gunners mate was worried about his gun's ancient firing pin, so he went so far as to break out a brand new one.

Stations were manned, and orders were to commence firing at a range of 5,500 yards. The gun refused to fire in spite of repeated attempts. It began to get light so that there was no time to check the mechanism, and a sadly-disappointed crew abandoned the attack to open out from the island.

It was later discovered that the brand new firing pin came from the manufacturer about an eighth of an inch too short.

This, the last war patrol for the USS S-30, ended when she moored in Dutch Harbor on 23 September 1943, passing the S-44 on the way in. The later took on fuel at Attu, shoved off on patrol, and was never seen again.

The S-30 left Alaska late in September, bound for San Diego. Arriving on 11 October, she was met by the USS CRANE and escorted to a dock at the Naval Repair Base. The tired crew's first tidings in the United States were: "There will be no leave until the S-30 is out of overhaul and ready to operate with the West Coast Sound school."

The Navy needed submariners, sonar men, and well-trained anti-submarine crews. Providing these men was the S-30's job until the end of the war. Six days a week she operated with the Sound school, and for eight hours a day she worked under the water off the coast of Lower California. She furnished a target for surface ships to practice against, she made crash dives under attack from all kinds of airplanes and blimps, learning how to go about attacking a submarine.

Meanwhile, junior officers and enlisted men were being taught the technicalities of the dive and the approach and all the complexities that go into operating a submarine. A long series of squadron commanders, division commanders, officers, crews, tenders and commanding officers had her in hand from then on. The commanding officers, veterans of many war patrols, became teachers as well as submariners. They left her to go on to jobs in the new, efficient fleet boats. Crews trained on S-boats went out to man fleet submarines, striking the blows which the old S-30 missed because of her antiquity.

The USS S-30 was put out of commission in the San Francisco area on 3 October 1945, and sold in December of 1946.

The USS S-30 earned two battle stars on the Asiatic-Pacific Area Service Medal:

1 Star/Seventh War Patrol -- 24 May -- 22 June 1943

1 Star/Eighth War Patrol -- 5 July - 9 August 1943

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STATISTICS

OVERALL LENGTH	219 feet
BEAM	21 feet
SPEED	13 knots
DISPLACEMENT	850 tons
COMPLEMENT	8 officers and 72 men

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Compiled: 17 February 1954