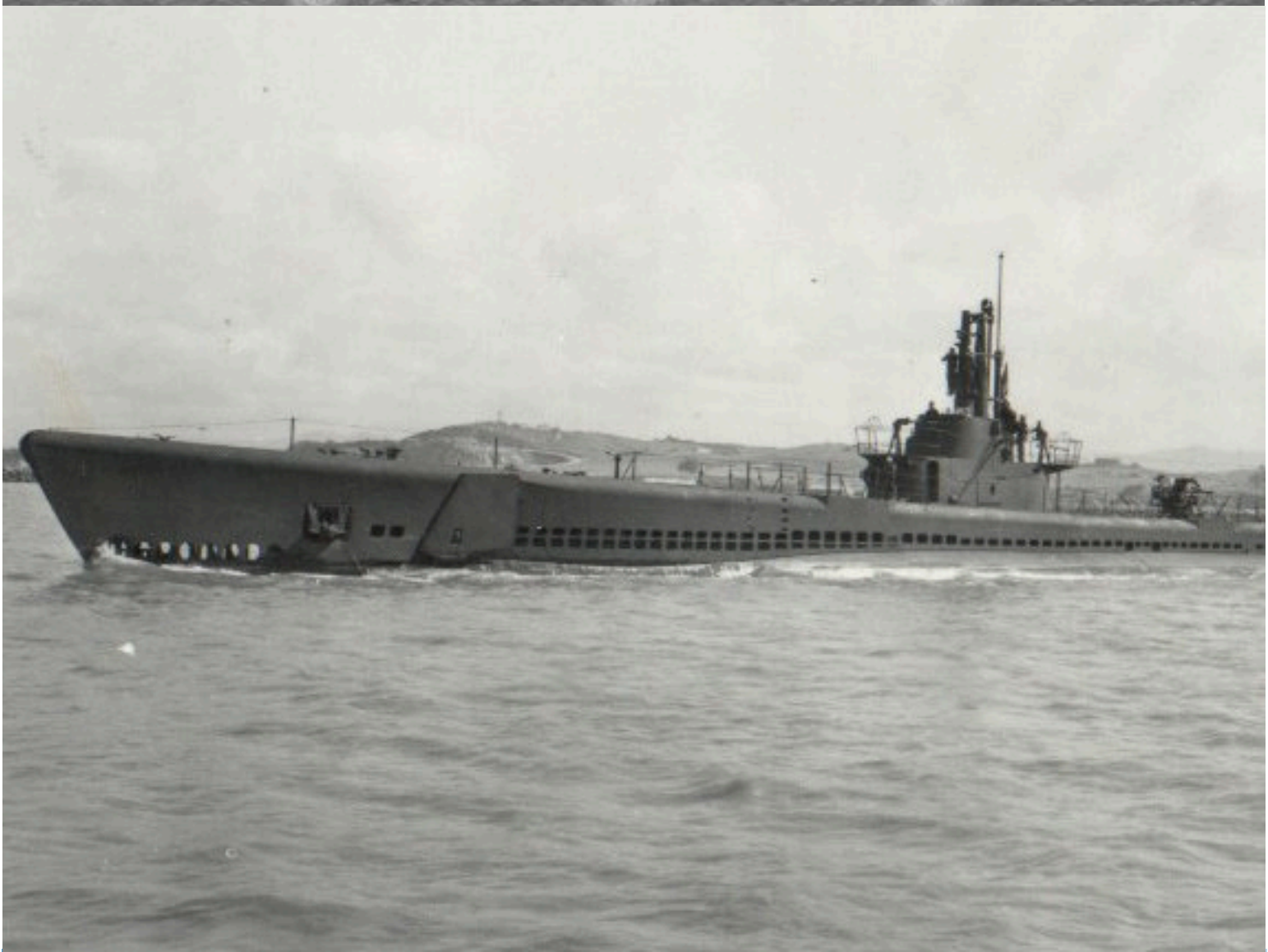
Monthly Newsletter

JULY 2026

Steel Valley Dolphins

USS Requin Base
Pittsburgh, Pa
US Submarine Veterans



USS Spadefish SS-411

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
SUBS COMMISSIONED 6
BIN LIST, BIRTHDAYS… 7
COMMANDER'S CORNER 8
MEETING MINUTES 11
MONTH IN REVIEW 14
CHAPLAIN'S COLUMN 19
SAY AGAIN, EVENTS, MEMBERSHIP 20
FEATURED BOAT 21
SUB HISTORY 22
ARTICLES OF INTEREST 24
WAR PATROL! 31
SUPPORTERS 41

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

08 AUG 2026 @ 1230 hours

Osteria Pasqualino, 4430 William Penn Hwy, Murrysville, PA 15668

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.

DEADLINE: NO LATER THAN 1600 ON WEDNESDAY AFTER POST MEETING

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	Rick Flaugh	412-779-0497	flaughre@comcast.net
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Treasurer	Lee M. Bookwalter	412-795-8337	booky143@verizon.net
Storekeeper	Frank Nicotra	412-835-6540	nicotrafrank@gmail.com
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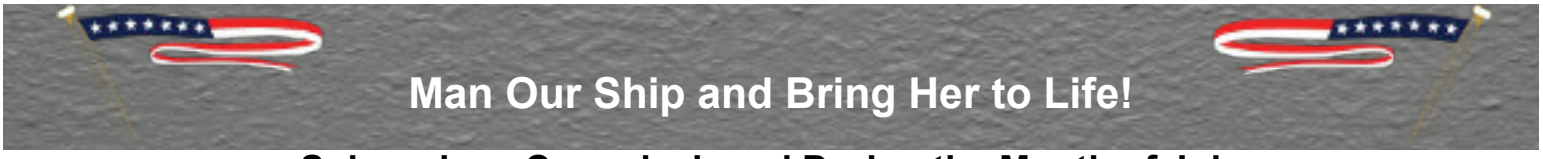
Photographer	Rick Flaugh	412-779-0497	flaughre@comcast.net
Holland Club Chairman	Joe Campisi	412-322-3201	jcampisi654@comcast.net
Asst. Holland Club	Dick Geyer	724-822-0401	dgdiving@gmail.com
Technology Chair	Lou Hamill	412-445-3998	itgeek8088@gmail.com
Eagle Scout Chair	Eric Greenwald	412-770-7329	ericjgreenwald@gmail.com
Awards Chair	Dick Geyer	724-822-0401	dgdiving@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 July

USS S-28 (SS-133)
Lost on July 4,1944 with the loss of 49 crew members. She was conducting training exercises off Hawaii with the US Coast Guard Cutter Reliance. After S-28 dove for a practice torpedo approach, Reliance lost contact. No distress signal or explosion was heard. Two days later, an oil slick was found near where S-28. The exact cause of her loss remains a mystery.

USS Robalo (SS-273)
Lost on July 26,1944 with the loss of 81 crew members while on her 3rdwar patrol. She struck a mine about 2 miles off the coast of Palawan. Four men survived and swam ashore, then were imprisoned by the Japanese. Unfortunately, they were put on a Japanese destroyer and lost when that destroyer was sunk.

USS Grunion (SS-216)
Lost on July 30,1942 with the loss of 70 crew members while on her first war patrol near Kiska Harbor. She radioed that she sank two sub-chasers and damaged a third, but was never heard from again. Grunion's mangled remains were found in the Bering Sea in 2006 off the Aleutian Island of Kiska.



Submarines Commissioned During the Month of July

O-7 SS-68	7/4/1918	Wikipedia	NavSource	
N-6 SS-58	7/9/1918	Wikipedia	NavSource	
O-8 SS-69	7/11/1918	Wikipedia	NavSource	
O-9 SS-70	7/27/1918	Wikipedia	NavSource	Eternal Patrol
R-15 SS-92	7/27/1918	Wikipedia	NavSource	
R-8 SS-85	7/21/1919	Wikipedia	NavSource	
R-9 SS-86	7/30/1919	Wikipedia	NavSource	
S-7 SS-112	7/1/1920	Wikipedia	NavSource	
S-34 SS-139	7/12/1922	Wikipedia	NavSource	
S-25 SS-130	7/9/1923	Wikipedia	NavSource	
S-13 SS-118	7/14/1923	Wikipedia	NavSource	
S-37 SS-142	7/16/1923	Wikipedia	NavSource	
Nautilus SS-168	7/1/1930	Wikipedia	NavSource	
Spearfish SS-190	7/19/1939	Wikipedia	NavSource	
Swordfish SS-193	7/22/1939	Wikipedia	NavSource	Eternal Patrol
Tautog SS-199	7/3/1940	Wikipedia	NavSource	
Barb SS-220	7/8/1942	Wikipedia	NavSource	
Sunfish SS-281	7/15/1942	Wikipedia	NavSource	
Blackfish SS-221	7/22/1942	Wikipedia	NavSource	
Runner SS-275	7/30/1942	Wikipedia	NavSource	Eternal Patrol
Cero SS-225	7/4/1943	Wikipedia	NavSource	
Raton SS-270	7/13/1943	Wikipedia	NavSource	
Apogon SS-308	7/16/1943	Wikipedia	NavSource	
Dace SS-247	7/23/1943	Wikipedia	NavSource	
Ray SS-271	7/27/1943	Wikipedia	NavSource	
Aspro SS-309	7/31/1943	Wikipedia	NavSource	
Blackfin SS-322	7/4/1944	Wikipedia	NavSource	
Jallao SS-368	7/8/1944	Wikipedia	NavSource	
Caiman SS-323	7/17/1944	Wikipedia	NavSource	
Sea Owl SS-405	7/17/1944	Wikipedia	NavSource	
Kete SS-369	7/31/1944	Wikipedia	NavSource	Eternal Patrol
Sea Poacher SS-406	7/31/1944	Wikipedia	NavSource	
Odax SS-484	7/11/1945	Wikipedia	NavSource	
Halfbeak SS-352	7/22/1946	Wikipedia	NavSource	
Bonefish SS-582	7/9/1959	Wikipedia	NavSource	
Scorpion SSN-589	7/29/1960	Wikipedia	NavSource	Eternal Patrol
Andrew Jackson SSBN-619	7/3/1963	Wikipedia	NavSource	
Ulysses S. Grant SSBN-631	7/17/1964	Wikipedia	NavSource	
James Madison SSBN-627	7/28/1964	Wikipedia	NavSource	
Flasher SSN-613	7/22/1966	Wikipedia	NavSource	
Narwhal SSN-671	7/12/1969	Wikipedia	NavSource	
Groton SSN-694	7/8/1978	Wikipedia	NavSource	
Dallas SSN-700	7/18/1981	Wikipedia	NavSource	
Baltimore SSN-704	7/24/1982	Wikipedia	NavSource	
Hyman G. Rickover SSN-709	7/21/1984	Wikipedia	NavSource	
Honolulu SSN-718	7/6/1985	Wikipedia	NavSource	
Providence SSN-719	7/27/1985	Wikipedia	NavSource	
Helena SSN-725	7/11/1987	Wikipedia	NavSource	
Oklahoma City SSN-723	7/9/1988	Wikipedia	NavSource	
Kentucky SSBN-737	7/13/1991	Wikipedia	NavSource	
Nebraska SSBN-739	7/10/1993	Wikipedia	NavSource	
Columbus SSN-762	7/24/1993	Wikipedia	NavSource	

Man Our Ship and Bring Her to Life!

Submarines Commissioned During the Month of July

Rhode Island SSBN-740	7/9/1994	Wikipedia	NavSource	
Maine SSBN-741	7/29/1995	Wikipedia	NavSource	
Wyoming SSBN-742	7/13/1996	Wikipedia	NavSource	
Seawolf SSN-21	7/19/1997	Wikipedia	NavSource	
Missouri SSN-780	7/31/2010	Wikipedia	NavSource	

BINNACLE LIST	ETERNAL PATROL	IN REMEMBRANCE		
Dave Halliday	NONE	Herbert Hollingsworth	EM1(SS)	7/5/2022
Clair Bouts		William A. Hawk	TM2 (SS)	7/18/2021
		Fred Voskuhl	EM3 (SS)	7/23/2020
		Ronald H. Shook	STC(SS)	7/12/2017
		Edward J. Covey	CAPT	7/3/2017
		Joseph T. Brenkus	EN3(SS)	7/29/2015
		Stephen A. Kossler	EN2(SS)	7/27/2015
		John G. Grienenberger	LT	7/13/2014
		Robert D. Armstrong	TMSN(SS)	7/8/2014

MEMBER BIRTHDAY		SPOUSE BIRTHDAY		WEDDING ANNIVERSARY	
Donald Bright	8/1	Jean Moore	8/2	Christine & Frank Certich	8/1
Ralph Stroede	8/7	Gwen Bushko	8/4	Nicole LaPietra & James Cowher	8/2
Willard Ashmore	8/11	Karen McGee	8/10	Brenda & Mark Winters	8/2
Fred Hayes	8/16	Susan Sutherin, Jr	8/12	Agnes & Thomas Strang	8/3
Sarah Bahr	8/18	Linda Allen	8/14	Sondra & James Schwarz	8/7
Arthur Davis	8/22	Carmella Markel	8/27	Ashlee & Michael Amenti	8/10
James Schwarz	8/26	Frances Osborne	8/28	Cindy & George Brown	8/12
Dennis Cantwell	8/29	Elaine Plunkett	8/29	Emma & Andrew Wolbrueck	8/17
Mark Winters	8/31			Laura & Michael Cherock	8/21
				Erin & Aaron Houpt	8/23
				Connie & Keith Small	8/31

Requin Base
Commanders Column
July 2026

Shipmates,

I would like to thank everyone that came to the meeting and those folks that came out to the July 4th parade.

We have crossed the $30,000 mark towards our $50,000 floor for the Requin Base Endowment.

Of the 44 donors to date, 16 are Requin Base members. Our youngest donor is a pre-teen. I am especially grateful to the shipmates whose tireless efforts continue to set the standard for our base and help ensure we succeed in our mission. A copy of the donation letter is included in this and every issue of the SVD. You may also contact me, and I will be happy to send one to you. Please complete your donation today, and consider sharing a donation form with your local VFW, American Legion, or other individuals and businesses who may wish to help ensure the USS Requin SS-481 remains a lasting artifact of history and science for people of all ages to learn from.

The base has the following positions that need filled.

Ways and Means chair

Ways and Means Committee Purpose – To plan and implement activities that will bring funds to the Base beyond the collection of dues.

Responsibilities:

1. Create and implement plans for raising funds to benefit the base.

2. Work with other base members to carry out the fundraising plans.

People Mover driver

Responsibilities:

Transport the people to/from and during parades.

Must have a round 7 pin trailer hookup.

If you can fulfill either of these roles, please let me know.

Pride Runs Deep

Lou Hamill

Commander USS Requin Base

Lou Hamill
Commander USS Requin Base
4984 Apple Ridge Drive, Allison Park PA 15101
itgeek8088@gmail.com
412-445-3998
https://requinbase.org

February 05, 2026

Dear Sir or Madam:

The United States Submarine Veterans of the "USS Requin Base" in Pittsburgh PA is sponsoring an endowment to support the maintenance and operation of the USS Requin SS-481 at the Kamin Science Center. Our desire is that this fund will be inclusive of all veterans' organizations and individuals. Our goal is to raise a minimum of $50,000 this calendar year to ensure the fund is "named" and invested for use. The fund can be contributed to at any time in the future.

With the help of our shipmates and supporters like you, USS Requin SS-481 will continue to be an artifact of history and science that young and old alike can learn from.

Your donation to this fund is tax deductible.

An annual report on the status of the fund and how it was used will be available to all donors from USS Requin Base.

We cannot do this alone, please consider becoming a member of the USS Requin Base endowment fund. Personal presentations by Science Center staff and myself are available by request.

Send donations (check - made payable to Carnegie Institute) to:

Kamin Science Center
ATTN: Kyle Glaser
1 Allegheny Ave
Pittsburgh, PA 15212

Respectfully

Lou Hamill
USS Requin Base Commander

Please include the information below with your check.

Donor	
Donor Address	
Donor email	
Donor Phone	
Amount	
Fund	**USS Requin Base**

Lou Hamill
Commander USS Requin Base
4984 Apple Ridge Drive, Allison Park PA 15101
itgeek8088@gmail.com
412-445-3998
https://requinbase.org

January 13, 2026

Dear Sir or Madam:

The United States Submarine Veterans of the "USS Requin Base" in Pittsburgh PA is having our annual Booster Drive for 2026.

There are six giving levels: Shipmate: Less than $100.00, Silver: $100.00, Gold: $200.00, Platinum: $300.00, Diamond: $400.00 and Nuclear: Greater than $500.00.

We are made up of submariners from sixteen (16) states, with the core of our base, from the Tri-State area. We participate in community events and parades, with our float, "The Nautilus" and as needed, a specially designed people mover for our shipmates that can't walk the entire parade route.

Our base activities include the "KAP(SS) 4 KID(SS)" program where we give honorary submarine hats and certificates to boys and girls who have cancer or other medically challenging situations.

We are also involved with the Boy Scouts and Girl Scouts who attain the rank of Eagle Scout or Gold Award. We present the scout with a patch, certificate and a Requin Base challenge coin to honor them in their accomplishment.

Every year on the Sunday before Memorial Day onboard the USS Requin SS481, the Requin Base conducts a tolling of the boats memorial service to honor the memory of all submariners who lost their lives in the line of duty. The Marine Detachment of the Three River Leather-Necks and the VFW Post 9199 supply the color and honor guards for this ceremony.

Additionally, we support the crew and families of the USS Idaho SSN-799.

With the help of our shipmates and supporters like you, we will be able to continue our programs and hopefully add more. Please consider becoming a BOOSTER of the Requin Submarine Base for 2026.

Send Booster donation (check - made payable to Requin Base) to:

Lou Hamill - Commander USS Requin Base
4984 Apple Ridge Drive
Allison Park PA 15101

Respectfully

Lou Hamill

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
July 11, 2026
American Legion Post 290 Columbiana OH

Base Commander Lou Hamill called the meeting to order.

Attendees: Mike Allen, Willard Ashmore, Eric Bookmiller, Lee & Patsy Bookwalter, Don Bright, George Brown, Dan & Kathy Busby, Joe Campisi, Ken Crosby, Dick Geyer, Huey & Edie Dietrich, Kyle Glaser, Bob & Lynn Gourley, David Halliday, Lou Hamill, Jean Lemieux, Bill & Sandy Lindsey, Vince Metz, Bob & Jude Meyers, Frank Nicotra, Ed Perlowitz, Chuck & Debby Schump, Jeff & Eileen Simon, Jack Sutherin, Jim Taylor, Charlie Warren.

COB Bob Meyers led 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 S 28 (SS 133)	July 4, 1944
USS RUNNER (SS 275)	July 11, 1944
USS ROBALO (SS 273)	July 26, 1944
USS GRUNION (SS 216)	July 30, 1942

We also remember our departed shipmates of the Requin Base Herbert Hollingsworth, William Hawk, Fred Voskuhl, Ronald Shook, Edward Covey, Joseph Brenkus, Stephen Kossler, John Grienenberger, and Robert Armstrong. Let us also remember the brave submariners who died performing their duties aboard submarines, some individually and some in groups, but where the submarine itself was not lost.

Shipmate Ed Perlowitz gave the Invocation.

Quote Of The Day: "The best way to find yourself is to lose yourself in the service of others." – Mahatma Gandhi

History of the Requin: July 13, 1945, USS Requin joined the Pacific Fleet in the Panama Canal Zone. July 31, 1945, USS Requin arrived in Pearl Harbor Hawaii.

Members' Introduction

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: Claire Bouts

Eternal Patrol: None

Base membership stands at 179.

Storekeeper, many submarine items on sale

Eagle Scouts

PA License Plates

Floats, a new tire and rim on order for the People Mover. Repairs have also been made to the fender at a cost of $400.

Kap(SS)4Kids(SS)

Mush Morton awards

Requin Endowment, fund raising stands at over $30,000 towards a goal of $50,000.

Charitable Foundation

Social Committee Base picnic scheduled for August 22, 2026 at the home of Bob & Jude Meyers.
A scholarship of $500 for 2026 was awarded to Jason Bookmiller.

Past Events

July 4 - Canonsburg Parade, Members are reminded to exercise caution when participating in parades to prevent personal injuries.

Upcoming Events

As the Monroeville American Legion may not be available, the August Base meeting is being moved to Osteria Pasqualino Restaurant, Murrysville, PA.

Old Business: None

New Business:

In honor of Shipmate Jerry Ondo, the Base will bring the Nautilus float to the Veterans Resource Fair on September 26, 2026.

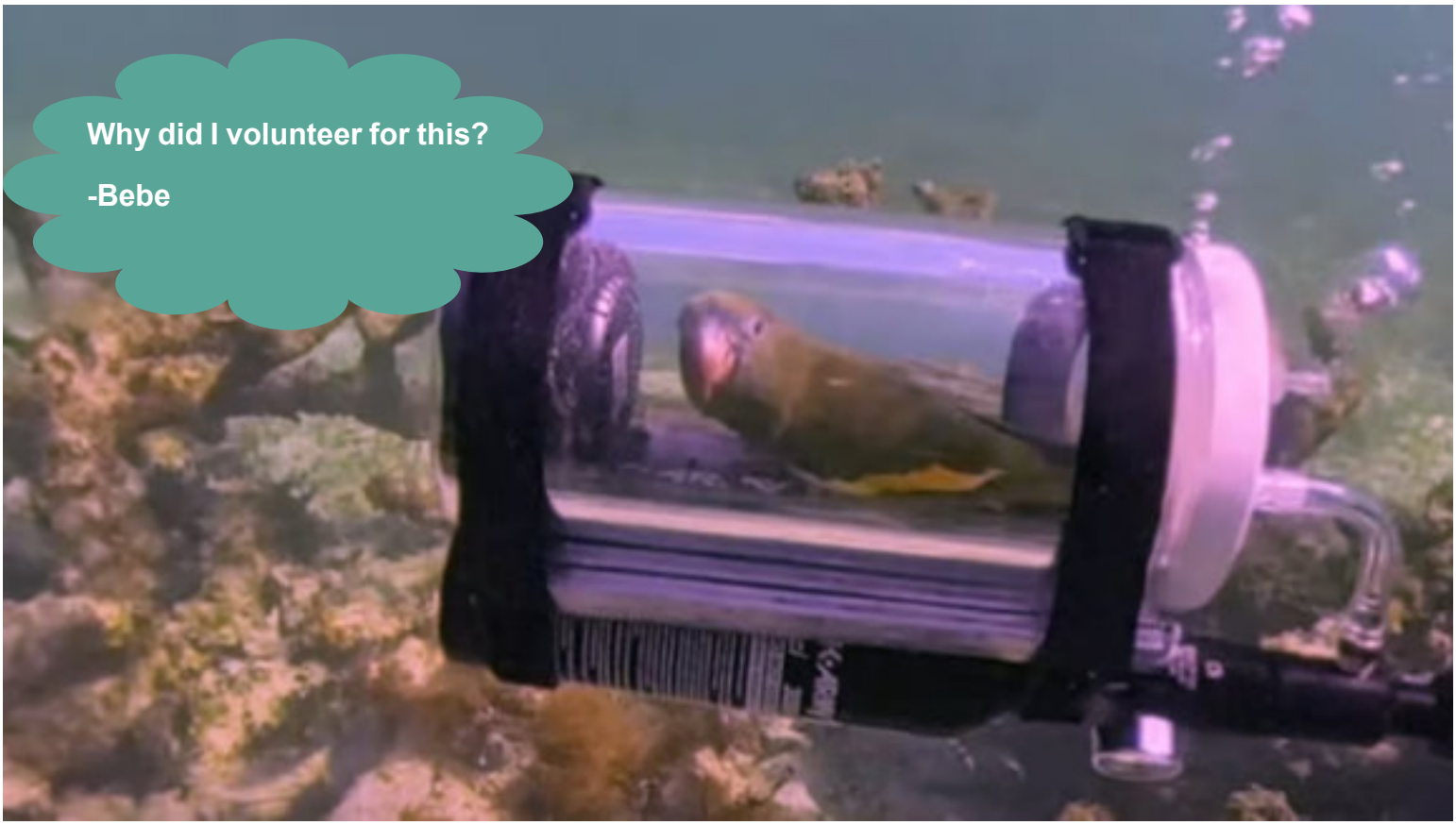
A donation of $250 to the Semper Fi organization was approved by the members present.
Trailer repairs were discussed.

Good of The Order:
USS Requin Ham Radio has been used to make numerous contacts with other ham radio stations.

Shipmate Ed Perlowitz gave the Benediction.

Adjournment: The meeting was adjourned.

Next meeting: Osteria Pasqualino, 4430 William Penn Hwy, Murrysville, PA 15668 at 1230 hours on August 8, 202



MONTH IN REVIEW

Independence Day Parade

- Honoring The Legacy.
- Helping Those Who Served..
- Supporting The Future...

Learn more at ussvcf.org or scan the QR Code

Brotherhood Fund

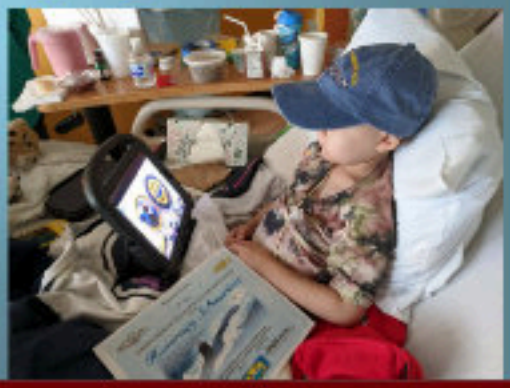
- Mike Ferranti can help with grants up to $3000
  - Disaster relief
  - Medical emergencies
  - Help when most needed

Building Fund

- Supports any building owned by or serving USSVI
  - Maintenance
  - Expansion
- Can serve as a "bank" to collect project donations until ready to be used
- Fund manager (Steve Day) can authorize up to $3000 in expenditures

Kap(ss) 4 Kid(ss)

- Respite for the sickest children
- Since 2007
- Over 25,000 children served
- John Riley has expanded program
  - 10 bases now sponsor programs



Legacy Fund

- Opportunity to invest in what USSVI stands for
- Contribute by participating in the CF's *Living Legacy Fund*
  - $10,000 pledge spread over 10 years
- Generates sustainable income to support programs preserving the heritage, dignity, and future of submarine veterans
- You decide which fund your contribution supports
- Supporting the CF is easy
  - Direct donations, planned giving, or a *Living Legacy* donation
- Contact Mike Talpai (legacy@ussvcf.org) for more information and assistance

Library Fund

- Over 2500 collected books & items
- Currently dormant and in storage
- Moving to St Mary's Submarine Museum spring 2026
- Fund managed by Joe Mathis

Monuments & Memorial Funds

- Perpetuating our Legacy.
  - Supporting maintenance
  - Adding new memorials
  - Fund manager (Don Young) can authorize grants up to $3000

Scholarship Fund

- Any member's child, step or grandchild, or legal ward may apply
- Awards (59 last year) based on applicant's merit and financial need
- Student must apply (www.ussvcf.org choose the "MORE" dropdown and find "APPLICATION") for the process
- Cutoff date is May 19th
- Dr Alan Fickett manages

CHAPLAIN'S COLUMN

Dear God,

Our hearts are burdened for our friends who are hurting right now. We ask that you would be their comforter, that you would cover them with your infinite grace and mercy, surrounding them in peace during this dark season. We pray for fresh grace, for renewed strength, for your goodness and mercy over their lives today.

Thank you God that you are with us always, that your presence is mighty, and you hear our prayers on behalf of those we love. We ask that you would show yourself strong on their behalf. Remind them that nothing is too difficult for you, and you are leading them through this difficult time, covering them in your care. We know and believe beyond any doubt, that your power and love will never fail.

Amen.

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?

O'dark hundred: Pronounced "oh dark". Referring to some point really early in the morning, like 0200 (which would be pronounced oh-two-hundred)

0'dark thirty: one half hour after 0'dark hundred. (used in the same context as 0'dark hundred.)

16: International VHF hailing/distress channel for marine communications; frequency is 156.8 MHz (FM).

- 13: Intership navigation (bridge-to-bridge); 156.650 MHz.

UPCOMING EVENTS

Base Meeting

Osteria Pasqualino, 4430 William Penn Hwy, Murrysville, PA 15668

08 AUG 2026 @ 1230

Base Activities

MEMBERSHIP

Primary:	151	National Life:	83	Holland Club:	96
Secondary:	13	Base Life:	80	WWII:	1
Associate:	16	Joined Base Last Year:	6	Eternal Patrol:	95
Total Members:	180	Joined Base This Year:	2		

NEW MEMBERS:

None this month.

FEATURED BOAT: USS Spadefish SS-411

History	
United States	
Name	*Spadefish*
Namesake	Spadefish
Builder	Mare Island Naval Shipyard[1]
Laid down	27 May 1943[1]
Launched	8 January 1944[1]
Commissioned	9 March 1944[1]
Decommissioned	3 May 1946[1]
Stricken	1 April 1967[1]
Fate	Sold for scrap, 17 October 1969[1]

General characteristics	
Class & type	*Balao* class diesel-electric submarine[2]
Displacement	1,526 tons (1,550 t) surfaced[2] 2,424 tons (2,463 t) submerged[2]
Length	311 ft 10 in (95.05 m)[2]
Beam	27 ft 4 in (8.33 m)[2]
Draft	16 ft 10 in (5.13 m) maximum[2]
Propulsion	4 × Fairbanks-Morse Model 38D8-⅛ 10-cylinder opposed piston diesel engines driving electrical generators[3][4] 2 × 126-cell *Sargo* batteries[5] 4 × high-speed General Electric electric motors with reduction gears[3] two propellers[3] 5,400 shp (4.0 MW) surfaced[3] 2,740 shp (2.0 MW) submerged[3]
Speed	20.25 knots (38 km/h) surfaced[6] 8.75 knots (16 km/h) submerged[6]
Range	11,000 nautical miles (20,000 km) surfaced at 10 knots (19 km/h)[6]
Endurance	48 hours at 2 knots (3.7 km/h) submerged[6] 75 days on patrol
Test depth	400 ft (120 m)[6]
Complement	10 officers, 70–71 enlisted[6]
Armament	10 × 21-inch (533 mm) torpedo tubes 6 forward, 4 aft 24 torpedoes[5] 1 × 5-inch (127 mm) / 25 caliber deck gun[5] Bofors 40 mm and Oerlikon 20 mm cannon

THIS MONTH IN US SUBMARINE HISTORY

07/02/1945
USS Barb (SS 220) bombards Japanese installations on Kaihyo Island, Japan in the first successful use of rockets against shore positions.

07/05/1942
USS Growler (SS 215) torpedoes and sinks the Japanese destroyer, Arare, in the Salmon Lagoon, off Kiska. In the attack, USS Growler damages destroyers Kasumi and Shiranui.

07/06/1944
USS Paddle (SS 263) attacks a Japanese convoy northwest of Halmahera and sinks destroyer Hokaze off Sangi Island. Also on this date, USS Sealion (SS 315) attacks a Japanese convoy in the East China Sea and sinks merchant passenger cargo ship Setsuzan Maru off Ningpo, China while USS Tang (SS 306) sinks Japanese freighter Dori Maru in Chosen Bay.

07/09/1960
USS Thresher (SSN 593) is launched at Portsmouth, N.H.

07/09/1994
USS Rhode Island (SSBN 740) is commissioned at Groton, Conn. The Ohio-class ballistic-missile submarine.

07/10/1945
USS Runner (SS 476) sinks the Japanese minesweeper (No.27) off Tado Saki, Honshu.

07/10/1993
USS Nebraska (SSBN 739) is commissioned at New London, Conn., the 14th Ohio-class submarine.

07/11/1944
USS Sealion (SS 315), in the Yellow Sea off the west coast of Korea, near Shosei Jima, sinks two Japanese freighters.

07/11/1987
USS Helena (SSN 725) is commissioned at Groton, Conn. The Los Angeles-class nuclear attack submarine is the fourth named for the capitol of Montana.

07/13/1991
USS Kentucky (SSBN 737) is commissioned at Groton, Conn., the third Navy vessel to be named after the Bluegrass state. The thoroughbred of the Fleet is an Ohio-class ballistic missile submarine.

07/15/1942
USS Grunion (SS 216) sinks the Japanese submarine chasers (25 and 26) off Kiska, Aleutian Islands.

07/17/1944
USS Gabilan (SS 252) sinks Japanese minesweeper (W 25) northwest of Zenizu, Japan.

07/18/1981
USS Dallas (SSN 700) is commissioned at Groton, Conn., her first homeport. The Los Angeles-class nuclear-powered attack submarine is the first to be built with an all-digital fire control and sonar system.

07/19/1997
USS Seawolf (SSN 21) is commissioned at Electric Boat Shipyard in Groton, Conn.

07/20/1945
USS Threadfin (SS 410) sinks the Japanese minesweeper (W 39) northwest of Mokpo, Korea.

07/20/1960
In the first launch of the Polaris missile, USS George Washington (SSBN 598) successfully fires two operational Polaris missiles while submerged off Florida.

07/24/1942
USS Narwhal (SS 167) sinks Japanese guardboat No.83 Shinsei Maru, at Utsutsu Bay, Hokkaido. USS Narwhal also sinks freighters Nissho Maru off Etorofu Maru, Kuril Island, and Kofuji Maru off Oito.

07/24/1993
USS Columbus (SSN 762) is commissioned onboard Submarine Base New London, Groton, Conn. The Los Angeles-class nuclear-powered attack submarine is the fifth ship to be named Columbus for the Navy.

07/27/1943
USS Scamp (SS 277) torpedoes and sinks the Japanese submarine (I 168), which had sunk USS Yorktown (CV 5) and USS Hammann (DD 412) at the Battle of Midway, south-south-west of Truk. USS Scamp also damages the Japanese oiler, Kazahaya.

07/27/1985
USS Providence (SSN 719) is commissioned at Groton, Conn., the fifth ship in the Navy to be named after the Rhode Island city.

07/28/1926
USS S-1 surfaces and launches a Cox-Klemin (XS 2) seaplane flown by Lt. D.C. Allen. The submarine recovers the aircraft and submerges, successfully completing an airplane transport on board a submarine.

07/29/1944
USS Balao (SS 285) shells and sinks Japanese sampan (No.7) Nissho Maru about 100 miles off Palau. USS Drum (SS 228) sinks Asahi Maru with gunfire in the same general area, and takes survivors prisoner. Also on this date, USS Perch (SS 313) sinks Japanese guardboat Kannon Maru I-Go in the Philippine Sea, east of Dinagat Island.

07/29/1995
USS Maine (SSBN 741) is commissioned at Portsmouth Naval Shipyard, Kittery, Maine. The Ohio-class nuclear-powered ballistic-missile submarine is the third Navy vessel to be named after the state.

07/31/2010
USS Missouri (SSN 780) is commissioned at Groton, Conn., her homeport. The seventh Virginia-class attack submarine is the fourth Navy vessel to honor the state of Missouri.

ARTICLES OF INTEREST

60-Plus Navy Sailors on Submarine Sickened by Diesel Generator Malfunction

By Haley Fuller

Published 05 JUL 2026

Ohio-class ballistic missile submarine

A malfunction involving a backup diesel generator aboard a U.S. ballistic missile submarine sent more than 60 sailors and civilian workers for medical evaluation after they were exposed to exhaust fumes, highlighting how systems can pose serious risks inside the confined environment of a submarine.

The incident occurred June 22 aboard the USS Nebraska while the submarine was moored at Naval Base Kitsap-Bangor in Washington state during a routine pier shift. Personnel near an operating diesel generator began reporting symptoms consistent with inhalation of exhaust fumes, including headaches, dizziness, nausea and respiratory irritation.

A total of 64 sailors and civilian workers sought medical evaluation following the exposure. Six individuals were transported to local hospitals for observation and later released, while the remaining personnel received treatment and monitoring without requiring admission.

The Navy said the submarine's crew cleared the vessel's atmosphere and restored normal conditions after the incident.

Navy officials have not yet identified the exact cause of the malfunction. Investigators are examining whether the issue originated in the generator itself, the exhaust system or associated ventilation equipment.

Role of Diesel Systems on Nuclear Submarines

Although ballistic missile submarines rely on nuclear reactors for propulsion and primary electrical power, they are also equipped with diesel generators that serve as backup or emergency power sources. These systems are often used while submarines are in port.

An unarmed Trident II D5 missile launches from the Ohio-class ballistic missile submarine USS Nebraska off the coast of California. (U.S. Navy/Mass Communication Specialist 1st Class Ronald Gutridge)

And though nuclear-powered submarines do not rely on atmospheric oxygen for propulsion, their emergency diesel generators still require a continuous supply of air to operate and produce exhaust gases as a byproduct. Those gases are routed through dedicated exhaust piping and discharged outside the vessel, while onboard ventilation and atmosphere-control systems are designed to keep contaminated air isolated from crew spaces.

Since a diesel engine cannot operate in a sealed environment, it is only used when the submarine is configured to take in outside air and vent exhaust. If exhaust routing or ventilation systems malfunction, those gases can enter the ship's atmosphere and accumulate quickly in confined compartments.

Diesel exhaust contains carbon monoxide, nitrogen oxides and fine particulate matter—all of which can cause acute respiratory and neurological effects when inhaled. Exposure commonly produces headaches, dizziness, nausea and irritation of the eyes and respiratory tract, while higher concentrations of carbon monoxide can impair oxygen delivery in the bloodstream and lead to more serious medical consequences, including death.

Navy officials said the submarine's nuclear propulsion system was not involved in the incident and continued operating normally, indicating the exposure was confined to the backup diesel generator and its associated exhaust or ventilation systems.

Strategic Vessel, Routine Risks

USS Nebraska is one of 14 Ohio-class ballistic missile submarines that form the sea-based leg of the United States' nuclear deterrent. These submarines carry Trident II ballistic missiles and are designed to remain undetected while on patrol for extended periods.

Naval Base Kitsap-Bangor, where the incident occurred, serves as the home port for a majority of the Navy's ballistic missile submarine fleet. The base will also play a central role in hosting the newer Columbia-class submarines, which are currently under construction to replace the aging Ohio-class fleet over the coming

decades.

The Ohio-class guided-missile submarine USS Ohio (SSGN 726), deployed in the U.S. 7th Fleet area of operations, gets into position for an integration exercise off the coast of Okinawa, Japan. (U.S. Marine Corps photo by Sgt. Audrey M. C. Rampton)

While these submarines are primarily associated with nuclear deterrence missions, much of their operational life involves maintenance, inspections and testing while in port. These activities require the use of backup systems, including diesel generators.

Officials have said that corrective measures will be implemented once investigators determine the root cause.

Incidents involving nuclear-powered submarines often draw attention to reactor safety, yet the Nebraska case demonstrates that conventional onboard systems can also present immediate dangers when they malfunction. The confined and controlled atmosphere of a submarine leaves little margin for error when ventilation or exhaust systems fail.

The Navy reported that USS Nebraska has returned to normal operations. Investigators are expected to focus on whether procedural changes, equipment repairs or broader fleet-wide inspections are necessary to prevent similar incidents in the future.

China Tests Submarine-launched Ballistic Missile, Kicks Off Annual Exercise With Russia

By Dzirhan Mahadzir

Published 06 JUL 2026

The People's Liberation Army Navy test fired a submarine-launched ballistic missile from the South China Sea to the Pacific Ocean on Monday, coinciding with the start of an annual naval drill with Russia.

The Chinese strategic nuclear submarine launched the missile carrying a training dummy warhead around 12 p.m. Monday toward the Pacific Ocean as part of routine training, according to a statement from the PLAN. The test launch complied with international laws and practices and was not directed against any specific country or target, the statement reads.

The Chinese military did not provide additional details of the launch, nor did it identify the submarine, the location of the launch and the SLBM type fired. The PLAN operates six Type 094 nuclear powered ballistic missile submarines and a single Type 032 diesel electric submarine used for SLBM testing. The PLAN's main SLBM is the JL-2 SLBM. The new JL-3 was showcased during last year's China Victory Day parade.

Joseph Wu, Secretary-General of Taiwan's National Security Council shared on social media that the SLBM was a JL-2 and included a graphic showing the flight path of the SLBM. According to the graphic, the SLBM launched in the South China Sea and flew over the northern coastline of the Philippine main island of Luzon before landing in the Pacific Ocean between Nauru and Tonga.

The People's Liberation Army Navy test fired a submarine-launched ballistic missile on July 6, 2026. PLAN photo

“It’s a provocation that destabilizes the Indo-Pacific. China just proved itself again to be a bully on the block,” Wu said.

The Japan Coast Guard received information from the Chinese hydrographic authorities that the area south of Honshu’s Cape Shionomisaki could potentially see debris from the test launch, according to the Japanese government. Part of the designated area included Japan’s Exclusive Economic Zone (EEZ) south of Cape Shionomisaki.

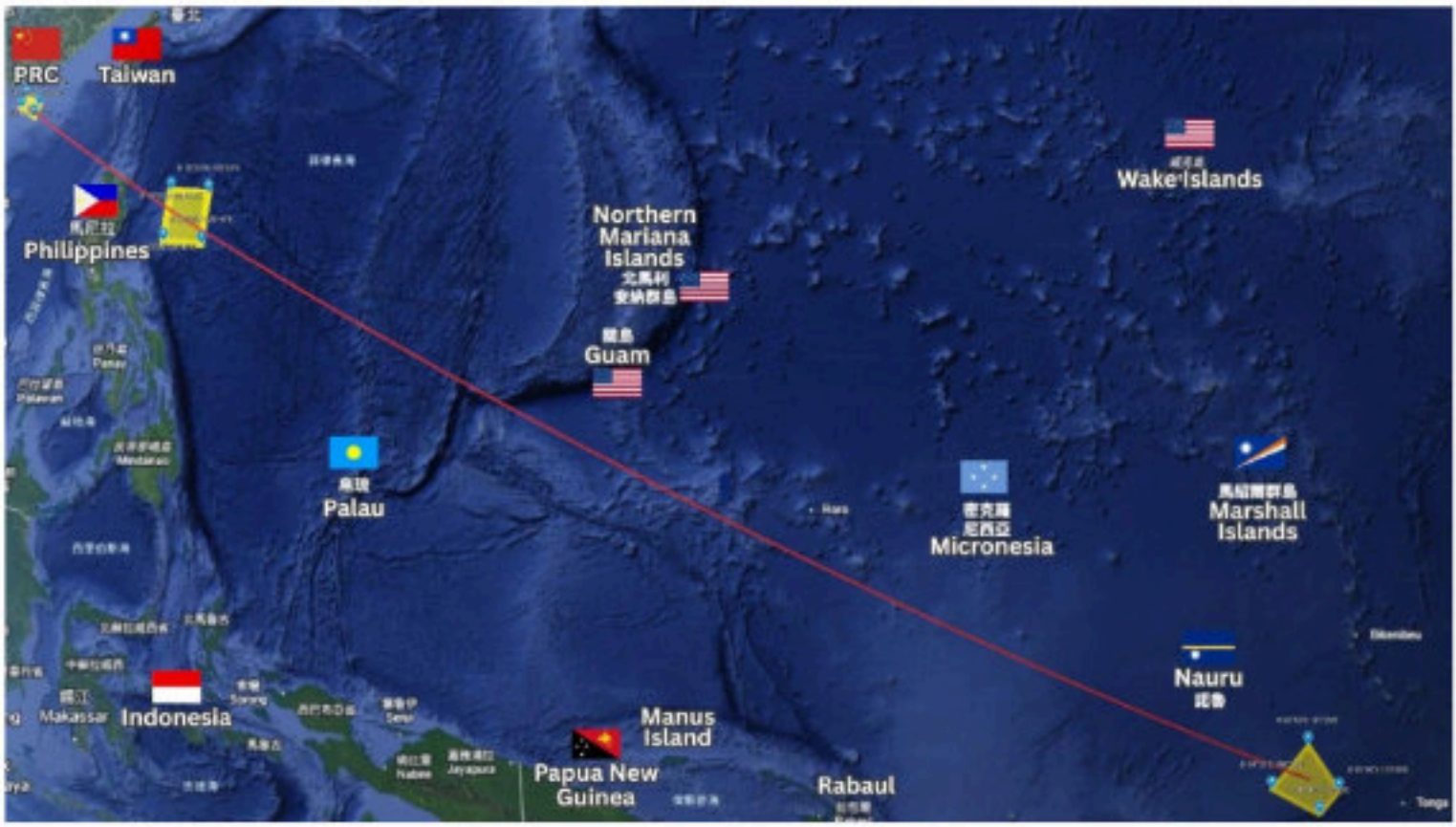
The Japanese Embassy in Beijing also received an explanation from the Chinese Ministry of National Defense that China would launch a ballistic missile. Japan urged China to reconsider its ballistic missile launch training and to not pass over Japanese airspace, according to the embassy.

“At the same time Beijing criticizes Japan for investing in its defense to bring security and stability to the Indo-Pacific, it test-fires a ballistic missile in the same region,” U.S. Ambassador to Japan George Glass said in a social media post criticizing the launch.

China’s launch also drew criticism from both New Zealand and Australia. Public broadcast service RNZ reported on Monday that New Zealand Foreign Minister Winston Peters said New Zealand considered the firing as an unwelcome and concerning development.

“We, like our neighbors in other Pacific countries, have no interest in China using the South Pacific as a testing site for missile capability,” Peters said.

Like Taiwan and Japan, New Zealand was informed by China of the plans to launch a long-range ballistic missile into the South Pacific, but the test was conducted within hours of being informed, according to the RNZ report.



A map of a Chinese SLBM test launch on July 6, 2026. Taiwanese government graphic

Australian Deputy Prime Minister and Defence Minister Richard Marles during a press conference Monday in

Nowra, Australia, brushed off claims that the launch was in response to an Australia-Fiji defense pact signed in Fiji on the same day.

“We were informed by China today of its intention to do this test. This is a long-range missile test, and we are very concerned about any actions which undermine the stability, the peace and security of the Pacific,” Marles said, according to a transcript.

China last fired a ballistic missile into the Pacific in September 2024. The Pentagon’s 2025 annual report to Congress on China’s military capabilities stated that China launched the DF-31B ICBM from northern Hainan island, and the missile flew approximately 11,000 kilometers – or 6,835 miles – before impacting the ocean near French Polynesia.

The submarine test launch coincided with the beginning of an annual bilateral exercise between China and Russia, which runs through July 13. On Sunday, a Russian Navy Pacific Fleet task group arrived in Qingdao, China to participate in the naval exercise – called “Maritime Interaction” by the Russian Navy and “Joint Sea” by the PLAN. The Russian task group includes cruiser RFS Varyag (011), corvette RFS Rezkiy (343), submarine rescue ship Igor Belousov and attack submarine RFS Ufa (B-588).

“The traditional Russian-Chinese Marine Interaction 2026 exercise will take place in the Yellow Sea waters from 6 to 13 July 2026. Marines of the Russian Fleet and the Chinese People’s Liberation Army Navy, supported by naval aviation at sea, will improve joint rescue operations, as well as practice anti-submarine and air defence missions and conduct joint artillery fire,”reads a Russian Ministry of Defence news release published on Sunday.

The PLAN is deploying cruiser CNS Anshan (103), destroyer CNS Kaifeng (124), frigate CNS Wuhu (539), fleet oiler CNS Kekexilihu (903), submarine rescue ship Yangchenghu (847) and a Yuan-class attack submarine.

Russian corvette RFS Rezkiy (343) arrives in Qingdao as China and Russia began its annual Maritime Interaction/Joint Sea exercise on July 6, 2026. Chinese state media photo

This year's theme is titled "Joint Response to Maritime Security Threats" and will include three phases: force assembly, harbor-based planning and at-sea operations. During the at-sea phase, the participating warships will proceed to the Yellow Sea near Qingdao to conduct drills on joint reconnaissance and air and missile defense, as well as training in the actual use of weapons, the PLAN said.

"This is part of the annual cooperation plan between the Chinese and Russian militaries, aimed at jointly addressing security challenges and maintaining regional peace and stability," China's Ministry of National Defense (MND) said in a news release.

After the exercise, some forces from both sides will conduct joint maritime patrols in the Pacific Ocean, the MND said.

The exercise first began in 2012 and later was formalized into an annual drill by the two navies. Russia and China alternate acting as the host nation and the drills evolve in complexity with each iteration.

Last year's iteration was the first time submarines were included in the drills. Both the Russian and Chinese submarines subsequently conducted a joint submarine patrol in the Sea of Japan. Since 2021, Russia and China have conducted joint naval patrols in the Western Pacific and in 2023, the joint naval patrol went as far as Alaska and the Aleutian Islands.

WAR PATROL!

Editor's Note: In this month's WAR PATROL!, we follow the USS S-35 (SS-140) as she battles the enemy as well as electrical fires during their 5th War Patrol 11 DEC 1942 - 29 DEC 1942. Check it out in this issue of WAR PATROL!

History	
United States	
Name	USS S-35
Builder	Bethlehem Shipbuilding Corporation, San Francisco, California
Laid down	14 June 1918
Launched	27 February 1919
Sponsored by	Miss Louise C. Bailey
Commissioned	17 August 1922
Decommissioned	25 October 1922
Recommissioned	7 May 1923
Decommissioned	19 March 1945
Fate	Sunk as target 4 April 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	42 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
Awards	1 battle star

CONFIDENTIAL

Subject: U.S.S. S-35 - Report of Fifth War Patrol.

PROLOGUE:

Returned from fourth war patrol November 25, 1942 and commenced upkeep at Submarine Base, Dutch Harbor. Work was accomplished by ship's force and submarine base personnel. Inclement weather delayed extensive repairs to superstructure by two days. Not depermed nor wiped; no training period.

1. NARRATIVE.

12/11/42 0908(W) Underway from Submarine Base, Dutch Harbor, along prescribed route north of ALEUTIAN CHAIN, through AMUETA PASS, and points south of chain to area "KISKINATO" in accordance with Comtaskgroup Eight Point Five operation order 37-42. Sighted several PBY's along north coast of UNALASKA ISLAND during the day. Made dusk, trim, and training dive.

1200(X) Lat. 54-02.6 N; Long. 166-59.7 W

2000(X) Lat. 53-48.6 N; Long. 168-46.3 W

12/12/42 Enroute area. Made dawn and dusk dives.

0800(X) Lat. 52-59N; Long. 171-19W

1100(X) Plane contact #1, too distant to identify; was on easterly course crossing southern entrance to AMUKTA PASS; altitude 1000 ft. (Lat. 52-37N; Long. 171-30W).

1200(X) Lat. 52-29N; Long. 171-28W.

1222(X) Plane contact #2; twin-engined low winged monoplane (B-23); westerly course; altitude 1000 feet; exchanged recognition signals (Lat 52-26 N; Long. 171-28 W).

1243(X) Plane contact #3; PBY on westerly course; 1000 feet altitude. We were apparently not sighted by plane. (Lat. 52-23 N; Long. 171-29 W).

2000(X) Lat. 51-34 N; Long. 171-58 W.

12/13/42 Enroute area. Made dawn, training, and dusk dives.

0800(X) Lat. 51-08 N; Long. 174-56 W.

1200(X) Lat. 51-00 N; Long. 175-55 W.

1203(X) Plane contact #4; probably PBY on northerly course; altitude 1500 feet; we were apparently not sighted. (Lat. 50-59 N; Long. 175-56 W.).

1235(Y) Plane contact #5; probably PBY on northerly course; altitude 1500 feet. Both contacts 4 and 5 were made at extremely ranges in excellent visibility. (Lat. 50-58 N; Long. 176-17 W).

1250(Y) Sighted one half of a cork life ring, painted reddish brown except for about six inches on one end, which was white.

1250(Y) Ring had Russian lettering on one side as follows; "DR" on white section and characters "KU..D" on red section. Attempted to pick up life ring but heavy seas prevented doing so. (Lat. 50-57 N: Long. 176-21 W).

2000(Y) Lat. 50-53 N: Long. 177-21 W. Received CTG 8.5 "Quarantine" which gave composition of northern Jap forces as: 3 cruisers; 3 merchant cruisers; 1 Dasdiv; 4 subs and small craft - position unknown.

12/14/42 Enroute area. Made dawn, training, and dusk dives. Held control party drill. No contacts.

0800(Y) Lat. 50-49 N; Long. 179-44E.

1200(Y) Lat. 50-46 N; Long. 178-56 E.

2000(Y) Lat. 50-43 N: Long. 177-11 E.

12/15/42 Enroute area. Made dawn, training, and dusk dives. No contacts.

0800(Y) Lat. 51-02 N: Long. 175-34 E.

1200(Y) Lat. 51-14 N; Long. 175-14 E.

1345(Y) Entered area "KISKINATO" at eastern edge.

1915(Y) HARDIN, D.G., S2c collapsed with symptoms of acute appendix attack; temperature 101.8 and pulse of 100; severe pain in region of appendix; delerious. He felt much better at midnight and suspected attack would be short-lived. Followed treatment prescribed in medical compend. Decided to keep close watch on him for improvement before abandoning patrol area.

2000(Y) Lat. 51-47 N; Long. 174-23 E. Received CTG 8.5 "Vixon Bay" which directed me to remain west of Long. 174 E while S-34 crossed northeastern corner of my area.

12/16/42 Patrolling in area on surface approaching AGATTU ISLAND. Made dawn dive.

0800(Y) Lat. 51-39 N; Long. 173-57 E.

1131(Y) Dove 16 miles SSW of CAPE SABAK on northerly course to patrol across southeasterly approaches to McDONALD COVE. Planned to look in at McDONALD COVE tomorrow.

1200(Y) Lat. 52-06 N: Long. 173-56 E.

1800(Y) Surfaced ten miles south of CAPE SABAK.

2000(Y) Lat. 51-59 N; Long. 173-38 E.

2000(Y) The sick man's condition had not improved during the day as expected. Decided to stand south until midnight and at that time, if patient's condition remained the same, to send despatch giving details and to return east along track until some rendezvous could be effected which would remove the man to more expert medical attention. I had no desire to carve anything but turkey for Christmas.
Received CTG 8.5 "Wedge Point" directing me to go to patrol areas "KISKA TWO and THREE".
Patient not improved at midnight so sent out my "Happy Cove giving our position and necessary details, including condition of the sea which was then extremely moderate and suitable for transfer of man to PBY also said I would advise if patient's improvement warranted resumption of patrol.
Considerable interference was encountered on 4235 kcs. It required one hour and thirty four minutes to complete the transmission and get a receipt for this sixty-six group despatch. It is not believed that this delay was caused entirely by our operator or transmitter.

12/17 Enroute eastward towards rendezvous point for transfer of patient. Omitted dawn dive to make good as much distance as possible.
Received CTG 8.5 "Young River" directing me to return eastward along prescribed track for rendezvous with PBY and giving more detailed information concerning treatment of patient. Patient was showing no signs of improvement.
0800(Y) Lat. 51-17 N; Long. 175-14 E.
1200(Y) Lat. 50-52 N; Long. 175-38 E.
2000(Y) Lat. 50-28 N; Long. 177-23E.
Made dusk dive. No contacts. Received CTG 8.5 "Zerombo Island" giving restrictions along reported sections dangerous to navigation in areas KISKA TWO and THREE.
Received CTG 8.5 "Ahan Bay" giving additional treatmont for patient and instructions to rendezvous with U.S.S. GILLIS off CAPE YAKAK, ADAK ISLAND daylight eighteenth.
Our navigation showed that we were bucking a current and could not make rendezvous until after dark eighteenth. Therefore sent my "Icy Bay" suggesting rendezvous after dark since nights had been unusually clear and believed such a meeting was feasible. Also asked directions for use of sulfanilimide merck powder, we had on board, as applicalbe to present patient.

2000(Y) It required forty-five minutes to transmit and get receipt for my "Icy Bay".

12/18 Continuing eastward towards rendezvous. Patient remained about the same.
Received CTG 8.5 "Beta Rock" saying 'GILLIS' would attempt to intercept; if that failed we would rendezvous off CAPE YAKAK after daylight nineteenth; also were told our sulfanilimide could not be used. This message directed me to report my noon position.

0800(Y) Lat. 50-47 N; Long. 179-45 E.

0837(Y) Plane contact #6; was too far distant to identify; about 10 miles on our starboard beam on westerly course at 2000 feet altitude. (Lat. 50-45 N; Long. 179-53 E).

1200(Y) Lat. 50-43 N; Long. 179-16 W.

1222(Y) Plane contact #7; PBY on easterly course; altitude 1000 feet. (lat. 50-44 N; Long. 179-13 W) Recognition signals were exchanged.

1305(Y) Lat. 50-44 N; Long. 197-04 W (position of attack)
Plane contact #8.

1306(Y) While attempting to clear message giving noon position in accordance with CTG 8.5 "Beta Rock" lookout spotted one plane (single engined, single float, biplane) coming infast, dead astern, through low-hanging overcast (alt. 800 feet.) the OOD and two other lookouts also saw this plane and corroborated identification. We dove immediately. On way down I raised periscope and observed another plane (single engined, twin float, monoplane). At 60 foot depth one light bomb was heard to explode. Fired smoke bomb, went to 150 feet, and changed course radically. The maneuvers of planes had convinced me of their hostile nature, but felt no harm could be done in trying to smoke bomb.

1435(Y) Surfaced. Cancelled message giving noon position and sent out my "Jacob Rock" giving details of attack, position at time of attack. Difficulty in clearing messages and length of time consumed in transmitting (from 3/4 to 1½ hours), one despatch makes it highly probable that planes had came in on radio beam, (or were directed by shore based RDF) above low ceiling. We have avoided all but the minimum required use of radio in the past; but recent necessary outgoing traffic and resulting attack seem to substantiate the suspected presence of enemy DF installations in these islands. It had been my custom to circle while transmitting to offset possible tracking by enemy.

1435(Y) Decided to investigate AMCHITKA ISLAND when patrol is resumed in KISKA TWO and THREE area as possible base for these planes.
Only nineteen minutes were required to clear my last message; but when we surfaced several stations were calling for continuation of despatch which had been interrupted by diving at time of attack.
2000(Y) Lat. 50-47 N; Long. 178-12 W.

12/19 Enroute rendezvous with U.S.S. GILLIS. Omitting dawn dive because of proximity to rendezvous point.
0753(Y) Plane contact #9. PBY on westerly course; altitude 1000 feet. Exchanged recognition signals. (Lat. 51-35 N; Long. 177-17 W).
0800(Y) Lat. 51-35 N. Long. 177-17 W.
0819(Y) Made rendezvous with U.S.S. GILLIS. Transferred HARDIN D.G. S2c., USN for treatment.
Returned along prescribed track towards KISKA areas TWO and THREE. Made two training dives and dusk dive; held control party drill.
0927(Y) Plane contact #10. PBY on northeasterly course; altitude 500 feet. Exchanged recognition signals. (Lat. 51-29 N; Long. 177-22 W.
10-25(Y) Plane contact #11. Too distant to identify, on westerly course, altitude 500 feet. (Lat. 51-24 N; Long. 177-22 W). No signals were exchanged.
1200(Y) Lat. 51-08 N: Long. 177-21 W.
2000(Y) Lat. 50-46 N; Long. 17?-10 W.

12/20 Enroute patrol area. Made submerged patrol closing AMCHITKA ISLAND at south western end to search for targets or signs of activity on the beach.
0800(Y) Lat. 51-29 N: Long. 178-30 E.
0832(Y) Plane contact #12; sighted through periscope one PBY on westerly course, altitude 800 feet. We were not sighted.
Went through OGLALA PASS submerged without incident. Seas increasing in the afternoon made efficient observation of AMCHITKA ISLAND difficult.
1200(Y) Lat. 51-41 N: Long. 178-34 E.
2000(Y) Lat. 51-45 N; Long. 179-03 E.

12/21

0744(Y) Dove 14 miles north of CONSTANTINE HARBOR and commenced submerged patrol. High seas and low visibility made close observation of the island impracticable.

0800(Y) Lat. 51-38 N; Long. 179-24 E.

1200(Y) Lat. 51-33 N: Long. 179-27 E.
Commenced steering southeasterly courses planning to round EAST CAPE, AMCHITKA ISLAND, after surfacing.

1646(Y) Surfaced and commenced steering southeasterly courses, keeping the seas on the port bow, running on one engine and charging on the other. Took several large seas down the hatch and put the high pressure pump on the Control Room bilges.

1800(Y) Decided to stop the charge and run at one third speed, one engine, taking air through the main induction, and closing the hatch whenever the seas broke over the bridge. Carried out this plan, and at 1805(Y) Large tumbling sea broke into the bridge, knocking my feet out from under me and throwing me into the hatch. Went below with a sprained right arm and leg. Was undressed and turned in when at

1830(Y) Fire broke out in the after starboard corner of the Control Room at the main power cables from the Forward Battery, with arcing and blue flames. Fire extinguishers were broken out and used on the fire. A few moments after this fire had apparently been brought under control a similar fire broke out in the forward starboard corner of the Control Room. Extinguishers were used to put out the flames, and almost immediately arcing and flame started in the after starboard corner of the Forward Battery. Other extinguishers were used on this fire, and in the meantime the Forward Battery breaker and forward power switch on the main board in the After Battery were pulled. Abandoned the forward two compartments and secured the Forward Battery. Continued to fight the fire in the Control Room. Two fire extinguishers were emptied and smoke lungs were in use. The fire extinguishers had no effect in checking the fire, and it became necessary to stop the port engine and stand-on and seal the Control Room. All available smoke lungs were put into use.

1855(Y) Attempt was made to enter the Control Room using a smoke lung, but this was unsuccessful due to the fact that the fire had consumed the oxygen in the compartment. Two men then entered the Control Room with lungs charged with oxygen, flooded the magazines, partially blew No. 3 main ballast tank to get more freeboard, and closed the Auxiliary Induction to seal the Forward Battery.

1855(Y) Since we had surfaced in a doubtful position north of the east end of AMCHITKA, and the heavy seas were running from slightly north of east, I felt it necessary to keep running on easterly or southeasterly courses to clear EAST CAPE.
A few attempts were made to open the cruising hatch, but this was found to be impracticable, due to heavy seas. Tried air start on port engine, taking a suction through the After Battery and Motor Room outlets of the Main Induction. Engines too cold to fire.
Entered Control Room, opened hatch, and rolled engines using manual control of the main motors. Placed fire extinguisher watch over section of cables still arcing in the Control Room. Bucket brigade was organized to assist in keeping the water level down in the bilges.
Attempt was made to keep seas on the bow.

2000(Y) Lat. 51-27 N; Long. 179-44 E. All fire extinguishers were now emptied.

12/22
0700(Y) Fire in Control Room flared up to such an extent that entire after part of boat was flooded with heavy smoke and all hands went to the bridge. Closed upper Conning Tower hatch. Tested from time to time to determine extent of fire in Control Room.

0800(Y) Lat. 51-02 N; Long. 179-19 E.

0830(Y) Fire subsided sufficiently to permit reentering the Control Room. Engines were started and course was set to the southeast as I was not sure we had yet cleared AMCHITKA.
Cables continued to arc intermittently but smoke was cleared through the engines. Water in the bilges was receding.

1100(Y) Dense smoke again filled the boat and the former procedure of abandoning to the bridge was resorted to.

1200(Y) Lat. 50-55 N; Long. 179-25 E.

1230(Y) Opened up the Control Room, went ahead on the port engine, closing the forward door to the After Battery running on the Main Induction, and keeping the seas out of the Control Room by closing the upper Conning Tower hatch as the seas broke. At this time set course 030° p.s.c.

2000(Y) Lat. 51-16 N; Long. 179-51 E. Set course 050° p.s.c.

12/23
0630(Y) Sighted land dead ahead. Identified the island as GARELOI and changed course to 090° p.s.c. Piloted to southern entrance to ADAK STRAIT, where various courses were steered during the night, waiting for better visibility.

0800(Y) Lat. 51-42 N; Long. 178-54 W.
1200(Y) Lat. 51-40N; Long. 178-28 W.
2000(Y) Lat. 51-33 N; Long. 177-35 W.
Had hoped to intercept PBY and get word of my intentions through to interested parties since I knew I was well off the usual track of returning submarines. Majority of the crew were suffering from smoke and exposure which resulted from the extended periods on the bridge with heavy seas breaking over. I plan to put into KULUK BAY for rest and medical treatment and such emergency repairs as can be made before proceeding to DUTCH HARBOR.

12/24
0645(Y) Began passage north through ADAK STRAIT.
0800(Y) Lat. 51-48 N; Long. 176-58 W.
0930(Y) Plane contact #13. Army two-engine medium bomber crossing north entrance of ADAK STRAIT, westerly course, altitude 1000 feet. Fired flare. Plane did not appear to sight us. (Lat. 51-54 N; Long. 176-54 W).
1130(Y) Contacted by visual Army signal station on western slope of Mt. ADAGDAK, identified ourselves, and told the station we would need the attention of a medical officer upon arrival in port.
1200(Y) Lat. 52-02 N; Long. 176-37 W. Sighted U.S.S. KANE, exchanged recognition signals, and followed her into KULUK BAY, ADAK ISLAND, Proceeded into SWEEPERS COVE and at
1630(Y) Moored port side to U.S.S. GILLIS. Had entire crew examined by medical officer. Four men were sent to Army hospital for further treatment. Charged the after battery on both main engines. GILLIS sent my " Karta Bay" informing ComTaskGroup 8.5 of casualty to and present location of this vessel.

12/25 Rested officers and crew on board the U.S.S. GILLIS. The GILLIS did everything possible for the aid, comfort, and rehabilitation of our officers and crew. Received from U.S.S. GILLIS CTG 8.5 secret despatch requesting CTF 8 to provide escort for us when ready to depart ADAK, and CTG 8.5 confidential despatch directing us to report details of the casualty and estimate the date we would be ready to leave for DUTCH HARBOR. GILLIS sent my "little Bay" in reply, in which December 27 was set for date of departure. Ventilated the Forward battery by salvage air through the battery ventilation system for one hour and then sent a man through the compartment with an oxygen mask obtained from the GILLIS to open the Torpedo Room hatch (Secured from below with a chain preventer),

open the door between the Forward battery and the Torpedo Room, open the Auxiliary Induction flapper and the ammunition scuttle.

12/25 The compartment was then allowed to ventilate naturally for the remainder of the day and night.

12/26 Put mattresses, bedding, and clothing from this vessel into the firerooms of the U.S.S. GILLIS and U.S.S. VEGA for drying, obtained from the VEGA eight us mattresses, eight blankets, one 15 lb. carbon dioxide fire extinguisher, and six 2 lb. extinguishers. Disconnected the forward battery. Made minor repairs and worked to make forward part of ship habitable. Connected storage batteries to our low frequency radio receiver to provide for its use while returning to DUTCH HARBOR. Received from the GILLIS CTF 8 secret despatch directing the Senior Naval Officer at ADAK to order the U.S.S. KANE to escort the S-35 to DUTCH HARBOR along a route close to the chain.

12/27 Returned dry gear to the boat. Made minor repairs and preparations for getting underway. Received CTG 8.5 secret despatch directing me to arrange departure with the U.S.S. KANE, and directing the GILLIS to report our departure and ETA at DUTCH HARBOR.

1423(W) Underway from along side starboard side of U.S.S. GILLIS SWEEPERS COVE, KULUK BAY, ADAK ISLAND, ALASKA. Met U.S.S. KANE, our escort, in KULUK BAY and at

1515(W) Set course 029°T.

2000(W) Lat. 52-16 N; Long. 175-46 W.

12/28 Proceeding toward DUTCH HARBOR with U.S.S. KANE.

0800(W) Lat. 52-44 N; Long. 172-53 W.

1055(W) Plane contact #14 PBY came out of low clouds on port bow westerly course, altitude 500 feet (Lat. 52-46 N; Long. 172-12 W.).
Exchanged recognition signals.

1200(W) Lat. 52-47 N; Long. 171-57 W.

2000(W) Lat. 53-13 N; Long. 169-45 W.

12/29 Proceeding along north coast of UNALASKA ISLAND with U.S.S. KANE.

0800(W) Lat. 54-07 N; Long. 166-48 W.

1135(W) Entered DUTCH HARBOR astern of U.S.S. S-34, and at Moored port side to Southwest Dock, U.S. Submarine Base, ILIULIUK HARBOR, ALASKA.

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	VFW Posts
80 106 249	191 249 311
290 368 481	1821 3945 7505
641 902	8168 9199

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

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

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

Teutonia Männerchor
857 Phinneas Street
PGH, PA 15212

The Bulldog Pub
1818 Morningside Ave
PGH, PA 15206

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

Huntz's Tavern
645 Butler Street
PGH, PA 15223

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

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

Talor Garden Scaping
1728 Crosby Avenue
PGH, PA 15216

Z Florist
804 Mt Royal Blvd
PGH, PA 15223

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

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

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

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

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Pat McConville
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American Legion Post 145
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Joe Campisi
Lou Hamill
Ralph Stroede
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C&R Roofing & Heating
American Legion Post 156
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SHIPMATE

Jason Rinker (State Farm)