

STEEL VALLEY DOLPHINS



USS Alabama SSBN-731



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

17 OCT 2026 @ 1230 hours

Golden Corral Restaurant
Hermitage, PA

BASE LOCATION



American Legion Post 641
271 State St
Baden PA 15005

FROM THE EDITOR

Please send ideas for articles or copies of articles, with full credit information to me for consideration of submission in the SVD. We are a SUBMARINE group. As such, the articles should be SUBMARINE or NAVY-related.

**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	jjagues@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
Secretary	Jeff Simon	920-217-8633	jeffsimon@zoominternet.net
Treasurer	Lee M. Bookwalter	412-795-8337	booky143@verizon.net
Storekeeper	Frank Nicotra	412-835-6540	nicotrafrank@gmail.com
Chaplain	Frank T. Vereb	412-328-3390	fvereb2@gmail.com
Past Base Commander	Hubert C. Dietrich	412-486-2635	hueyfromglenshaw@aol.com
Newsletter Editor	Frank T. Vereb	412-328-3390	fvereb2@gmail.com
Webmaster	Lee M. Bookwalter	412-795-8337	booky143@verizon.net
COB/Historian	Bob Meyers	724-282-1524	bmeyers@zoominternet.net
Photographer	Rick Flaugh	412-779-0497	flaughre@comcast.net
Holland Club Chairman	Joe Campisi	412-322-3201	jcampisi654@comcast.net
Asst. Holland Club	Dick Geyer	724-822-0401	dqdiving@gmail.com
Technology Chair	Lou Hamill	412-445-3998	itgeek8088@gmail.com
Eagle Scout Chair	Eric Greenwald	412-770-7329	ericjgreenwald@gmail.com
Awards Chair	Dick Geyer	724-822-0401	dqdiving@gmail.com
Public Affairs Chair	Ed Derr	724-854-0781	rredde@gmail.com
Kap(SS)4Kid(SS) Chair	Bob Meyers	724-282-1524	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 September

USS S-5 (SS-110)

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

USS Grayling (SS-209)

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

USS Pompano (SS-181)

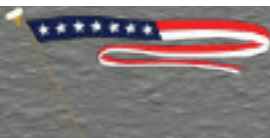
Pompano was sunk (between Sept 17 and Oct 5) with the loss of 77 men while on her 7th war patrol. Possibly lost on Sept 17, 1943. Japanese records show that a submarine was sunk in her patrol area on 17 September by air & depth charge attack off the Aomori Prefecture near Shiriya Zaki. Before being lost,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

USS S-51 (SS-162)

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

USS Cisco (SS-290)

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



Man Our Ship and Bring Her to Life!



Submarines Commissioned During the Month of September

Plunger SS-2	9/19/1903	Wikipedia	NavSource	
Porpoise SS-7	9/19/1903	Wikipedia	NavSource	
Shark SS-8	9/19/1903	Wikipedia	NavSource	
D-3 SS-19	9/8/1910	Wikipedia	NavSource	
K-6 SS-37	9/9/1914	Wikipedia	NavSource	
L-2 SS-41	9/29/1916	Wikipedia	NavSource	
N-1 SS-53	9/26/1917	Wikipedia	NavSource	
N-2 SS-54	9/26/1917	Wikipedia	NavSource	
N-3 SS-55	9/26/1917	Wikipedia	NavSource	
H-6 SS-149	9/9/1918	Wikipedia	NavSource	
R-18 SS-95	9/11/1918	Wikipedia	NavSource	
H-5 SS-148	9/30/1918	Wikipedia	NavSource	
R-27 SS-104	9/3/1919	Wikipedia	NavSource	
R-11 SS-88	9/5/1919	Wikipedia	NavSource	
R-12 SS-89	9/23/1919	Wikipedia	NavSource	Eternal Patrol
S-10 SS-115	9/21/1922	Wikipedia	NavSource	
S-39 SS-144	9/14/1923	Wikipedia	NavSource	Eternal Patrol
S-47 SS-158	9/16/1925	Wikipedia	NavSource	
Bass SS-164	9/26/1925	Wikipedia	NavSource	Eternal Patrol
Tunny SS-282	9/1/1942	Wikipedia	NavSource	
Gurnard SS-254	9/18/1942	Wikipedia	NavSource	
Scamp SS-277	9/18/1942	Wikipedia	NavSource	Eternal Patrol
Archerfish SS-311	9/4/1943	Wikipedia	NavSource	
Darter SS-227	9/7/1943	Wikipedia	NavSource	Eternal Patrol
Burrfish SS-312	9/13/1943	Wikipedia	NavSource	
Flasher SS-249	9/25/1943	Wikipedia	NavSource	
Robalo SS-273	9/28/1943	Wikipedia	NavSource	Eternal Patrol
Devilfish SS-292	9/1/1944	Wikipedia	NavSource	
Kraken SS-370	9/8/1944	Wikipedia	NavSource	
Boarfish SS-327	9/23/1944	Wikipedia	NavSource	
Charr SS-328	9/23/1944	Wikipedia	NavSource	
Pomodori SS-486	9/11/1945	Wikipedia	NavSource	
Spinax SS-489	9/20/1946	Wikipedia	NavSource	
Tiru SS-416	9/1/1948	Wikipedia	NavSource	
Nautilus SSN-571	9/30/1954	Wikipedia	NavSource	
Swordfish SSN-579	9/15/1958	Wikipedia	NavSource	
Robert E. Lee SSBN-601	9/15/1960	Wikipedia	NavSource	
John C. Calhoun SSBN-630	9/15/1964	Wikipedia	NavSource	
Von Steuben SSBN-632	9/30/1964	Wikipedia	NavSource	
Seahorse SSN-669	9/19/1969	Wikipedia	NavSource	
Pintado SSN-672	9/11/1971	Wikipedia	NavSource	
Sand Lance SSN-660	9/25/1971	Wikipedia	NavSource	
Batfish SSN-681	9/1/1972	Wikipedia	NavSource	
Guitarro SSN-665	9/9/1972	Wikipedia	NavSource	
Michigan SSGN-727	9/11/1982	Wikipedia	NavSource	
Houston SSN-713	9/25/1982	Wikipedia	NavSource	
Chicago SSN-721	9/27/1986	Wikipedia	NavSource	
Key West SSN-722	9/12/1987	Wikipedia	NavSource	
Pennsylvania SSBN-735	9/9/1989	Wikipedia	NavSource	
Asheville SSN-758	9/28/1991	Wikipedia	NavSource	
Charlotte SSN-766	9/16/1994	Wikipedia	NavSource	
Cheyenne SSN-773	9/13/1996	Wikipedia	NavSource	

Man Our Ship and Bring Her to Life!

Submarines Commissioned During the Month of September

Louisiana SSBN-743	9/6/1997	Wikipedia	NavSource	
Texas SSN-775	9/9/2006	Wikipedia	NavSource	
Minnesota SSN-783	9/1/2013	Wikipedia	NavSource	
Indiana SSN-789	9/29/2018	Wikipedia	NavSource	
New Jersey SSN-796	9/14/2024	Wikipedia	NavSource	



USS Alabama Conducts Patrol

210617-N-CT127-0427 PACIFIC OCEAN (June 17, 2021)- Sailors man the bridge aboard the Ohio-class ballistic-missile submarine USS Alabama (SSBN 731) (Blue) while conducting operations in the Pacific Oce... [Read more](#)

Jun 30, 2021

Journalist: josue escobosa
Unit: Commander, Submarine Force, U.S. Pacific Fleet
Branch: Navy **Country:** Pacific Ocean



BINNACLE LIST		ETERNAL PATROL		IN REMEMBRANCE	
Dave Halliday		Gwen Bushko		Donald L. Miller	TM2(SS) 9/7/2011
John Swords				Donald R. Lennox	MOMM3(SS) 9/11/2014
				Marion Irons	9/18/2014
				Monty Silvers	SN(SS) 9/2/2015
				James T. Lasher	EM3 (SS) 9/8/2018
				Salvatore A. Molitierno	TME3 (SS) 9/18/2018
				Robert A. Klein	QM3(SS) 9/1/2019
				Carsten "Carl" Stigers	MMC (SS) 9/24/2021
				Ronnie Horton	LCDR (SS) 9/14/2022
				Richard Biemer	RMSN (SS) 9/12/2023
				David Bonnett	LCDR (SS) 9/16/2024
MEMBER BIRTHDAY		SPOUSE BIRTHDAY		WEDDING ANNIVERSARY	
Eric Bookmiller	10/2	Deborah Kerch	10/4	Lisa & Jeffrey Thompson	10/1
Carl Humes	10/2	Jennifer Halliday	10/9	Elli Anne Karras & Kyle Glaser	10/6
Donald Wood	10/2	Kathleen Dolgos	10/15	Judy & Richard Elster	10/9
John Ewald	10/3	Kathy Schmidt	10/19	Kathy & Donald Wood	10/9
Jon Bruce	10/4	Lisa Thompson	10/19	Eloyse & Hubert Dietrich	10/15
Paul McKenzie	10/6	Elli Anne Karras Glaser	10/21	Danielle & Eric Greenwald	10/17
Albert Cialone	10/17	Kela Gary Gasparovic	10/25	Jean & Robert Moore	10/19
Rick Flaugh	10/18	Emma Wolbrueck	10/26	Beth Klebache & Kyle Lacey	10/20
William Freshwater	10/20	Debra Davis	10/29	Karen & Allen McGee	10/21
Steven Kerch	10/21			Barbara & Larry Boutelle	10/22
Jeffrey Biel	10/26			Sheila & Thomas Burdin	10/24
Daniel Busby	10/26			Mary Beth & Rick Flaugh	10/24
Charles Loskoch	10/29			Janice & James Johnston	10/24
Shawn McGinty	10/30			Marianne & James Phelan	10/24
Jason Deichler	10/31			Cathy & Thomas Clark	10/26
Edward Perlowitz	10/31			Patricia & Lawrence Day	10/27
				Peggy & Christopher Gibson	10/28





Requin Base
Commanders Column
September 2026

Shipmates,

Thank You to everyone that came to the meeting.

A special thank you and BZ to Bob & Jude Meyers and all those that helped make our annual picnic a great success. The picnic really is a great time to just sit around and get to know our fellow shipmates better and enjoy everyone's company in a relaxed social environment.

I want to remind everyone of the 5K Patriots on September 26, 2026 at the North Park Boat House. Please be on station by 7:30 AM. The event itself is much more than a 5K. They are bringing together veterans, military families, veteran-serving organizations, businesses, active-duty service members, and community members for a full day centered around **remembrance, veteran mental health and suicide prevention, service, and community**. We will have our Nautilus Float on station and members of our base will be on hand to support and represent.

I just received word that the Requin Base Endowment has received a donation of \$10,000. This donation along with a few received this week put us at \$48,000. Our initial goal of \$50,000 is just within reach. Once we reach \$50,000 the fund will be named and invested. Everyone that donates to the initial goal will be referred to as plank owners. A plank owners plaque will be created and placed aboard the boat and in the Science Center.

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



USS Alabama (SSBN 731) Blue Crew Returns to Naval Base Kitsap-Bangor

BANGOR, Wash. (Sep. 5, 2017)

Electronics Technician 2nd Class Cody Lewis, from Godfrey, Illinois, is surprised with a gender reveal on the pier as the Blue crew of the Ohio-class ballistic-missile sub... [Read more](#)

Sep 6, 2017

Journalist:

Amanda Gray

Unit:

Commander, Submarine Group Nine

Branch:

Navy

Country:

United States



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

September 12, 2026

American Legion Post 641 Baden, PA

Base Commander Lou Hamill called the meeting to order.

Attendees: Willard Ashmore, Lee & Patsy Bookwalter, Clair & Nancy Bouts, Don Bright, George Brown, Joe Campisi, Huey & Edie, Dietrich, Dick Geyer, Kyle Glaser, Bob & Lynn Gourley, Dave Grudi, David Halliday, John Held, Jean Lemieux, Lou Hamill, Vince Metz, Bob & Jude Meyers, Frank Nicotra, Mike Pellegrino, Ed Perlowitz, Chuck Shrump, Jeff Simon, Jack & Karen Sutherin, Jim Taylor, Chad Underkoffler.

COB Bob Meyers led the Pledge Of Allegiance.

Shipmate Mike Pellegrino gave the Invocation.

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-5 (SS 110) September 1, 1920
- USS GRAYLING (SS 209) September 9, 1943
- USS POMPARO (SS 181) September 17, 1943
- USS S-51 (SS 162) September 25, 1925
- USS CISCO (SS 290) September 28, 1943

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

Quote Of The Day: "Do what you can, with what you have, where you are"

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

Members' Introduction

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

Other Reports:

Binnacle List:

Eternal Patrol: None. Thanks to members who attended services for John Bistolas and Gwen Bushko

Base membership stands at 181. Notices for Base dues will go out when calendars are received. Calendars normally ship from National after the annual convention.

Storekeeper, many submarine items on sale. Dave Halliday has vest inserts for sale.

Eagle Scouts

PA License Plates

Floats

Kap(SS)4Kids(SS)

Mush Morton awards -

Requin Endowment, fund raising stands at \$37,701.54 towards a goal of \$50,000

Charitable Foundation

Social Committee, next event will be the Christmas Party

Past Events

- Summer Picnic at the home of Bob & Jude Meyer
- Base members attended Pittsburgh Council On Foreign Relations and Navy League dinner and meeting

Upcoming Events

- September 26 - In honor of Shipmate Jerry Ondo, the Base will bring the Nautilus float to the Veterans Resource Fair.
- October 10 – Columbus Day parade
- October 16 – Navy Ball at Edgewood Country Club

Old Business:

- Patriots 5K Race, Base is donating a plaque, gift basket and \$500.
- USS Idaho Legacy Foundation

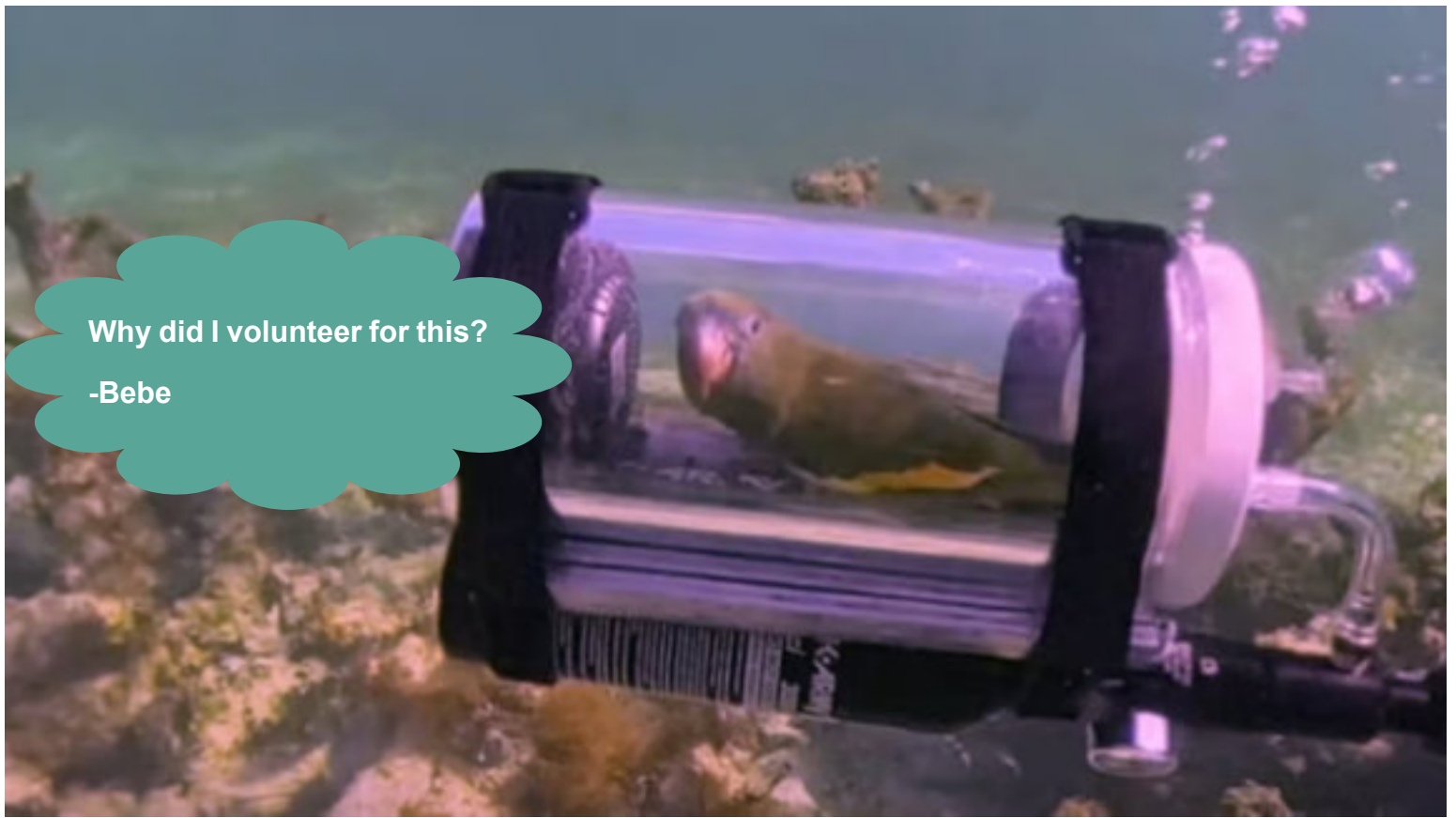
New Business: A volunteer is needed to head the Base fundraising efforts.

Good of The Order: September is National Suicide Prevention Awareness Month. Call 988 for help in moments of crisis.

Shipmate Mike Pellegrino gave the Benediction.

Adjournment: The meeting was adjourned.

Next meeting: Golden Corral restaurant, Hermitage PA at 1230 hours on October 17, 2026



Why did I volunteer for this?

-Bebe

MONTH IN REVIEW

Updates from National



National Kap(SS)4Kid(SS) Chair John "Sid" Sidlovsky

Shipmates,

I'm honored to have relieved John Riley earlier this year as your National Kap(SS)4Kids Chairman. I sincerely thank John for his years of dedication to this program.

Please save the date for Thursday, 9/24/2026 at 1900 EST for our first semi-annual K4K Zoom Meeting. All K4K Chairmen, K4K Team Members, and interested parties are invited. Please help me update my National K4K Mailing List by emailing me at kapss4kidss@ussvcf.org with your POC information. I will send out a Zoom Link later this month. Thank you all for supporting the K4K community outreach program.

Please feel free to reach out to me with any K4K questions that you have by calling my cell: (757) 328-9796

John "Sid" Sidlovsky
2026 Kap(SS)4Kid(SS) Chair



USSVCF Newsletter

August 2026

The Convention is only three weeks away!

**Last day to register and get the
USSVI hotel rate is August 18th!**

Come visit us in Corpus Christi!



Come and meet our team.

Grab some bargains in the silent auction!

Get chances to win prizes in our drawing!

Pick up some great new USSV CF merchandise!

**Remember to get a coin and
one of Ileene's new cookbooks!**



Learn more at ussvcf.org or scan the QR Code





Monuments & Memorials News

Scott Gerber Fund Mgr.



What is it about a memorial to our lost shipmates that makes it so easily ignored?

That's exactly what shipmate John Murphy of Groton and Marblehead Bases asked himself when he undertook revitalizing the monument to USS Trout SS-202 and all Massachusetts WWII submariners lost to eternal patrol. Located on Scenic Highway at Bourne Mass, John was concerned that people seem to speed by without pausing to learn about the exploits of one of the most illustrious US submarines ever built ... or revere the men who were lost. He decided to do something about it.

The problem is that the monument itself is a cold piece of granite. It honors Trout and her three Presidential Unit Citations, earned during eleven terrifying war patrols, and lists her date of loss, February 29th, 1944. But other than the list of Mass submariners who were lost during the war there is nothing in the stone that speaks of the individuals who served in her. Nothing personalizes them or their exploits.

John has developed a proposal to change all that. His idea is to provide a QR code at the monument which will take a visitor to a host of information about Trout, her people and their brave efforts to bring the Japanese Empire to its knees.

Trout's isn't the only monument to benefit from the effort. Any of our monuments could benefit from this kind of treatment and what John learns along the way toward completing this effort will be available to share with all our monument keepers. Click on the link below to see his proposal which was just approved. He's still working on phase two of the project and we'll keep you up to speed on his progress.

<https://ussvcf.org/wp-content/uploads/newsletters/Trout%20Proposal.docx>

Along a similar vein, several museum efforts have expressed interest in obtaining surplus submarine uniforms and memorabilia to create meaningful displays featuring mannequins dressed in authentic uniforms - I've shown three examples (next page)- authentic uniforms, accompanied by the sailor's name and the boat on which they served.



John and his bride Bonnie
at the Trout Memorial

These exhibits can be enhanced through our ongoing video documentary project, run by Jess Hult, interviewing members and spouses. By incorporating QR codes linked directly to these recorded interviews and histories, visitors can engage with a more complete and interactive account of a submariner's service and legacy.

If you have surplus , memorabilia—such as uniforms, insignia, photographs, or other artifacts—and would like to contribute to this effort, please contact me at memorials@ussvcf.org for information on how to donate.

Together, we can preserve these stories and honor the service of our submariners. Let us ensure these treasured memories are not lost to time or allowed to slip away into the abyss.





Qual Quiz Question for August



There has been a healthy rivalry between US Navy submariners ever since the advent of (shudder) nuclear power in 1954. Yes, USS Nautilus marked a turning point in how we looked at our submarine brethren. It even spawned an unauthorized-but-widely-circulated breast device. You've seen them I'm sure. **Diesel Boats Forever** was more than just a device; it was a mantra.

If you look into the history of submarines and how we "make them go" it seems that the two main methods are summed up by the rivalry between the DBF submariners and the Nukes. That may be the crux of things today but it ignores the pre-diesel era and the things we learned that culminated in what we have now. This month's qual question is written to make you delve into that history.

What method of submarine propulsion has been most influential in the design of our current US Navy submarines (those still at sea and those currently on the building ways)?

- A. Even though the gasoline (petrol for the Brits) engine was considered dangerous at the time, it accounted for all the early classes of submarine mobility.
- B. The adoption of the Diesel engine in 1912 aboard the E Class was the forerunner of the engines that would allow US submarines to defeat the Japanese empire.
- C. Heavens no! It was the adoption of steam powered engines aboard USS Nautilus in 1954 that would be the forerunner of all US submarine power plants from the 1960s until today.
- D. Don't dismiss the contributions of manual mechanical powered submarines in our history. Turtle and Hunley both had their successes.
- E. You all missed the crux of the question. The electric motor drive has been most influential and the proof is that the Columbia Class submarines will have electric motor drive.

When you think you know the answer go to our website www.ussvcf.org and click on the Answers to Qual Questions button for the explanation. Hint: there are elements of correctness in each answer but only one is totally correct. Make sure to browse our store while you're there.



Turtle photo courtesy of Wikipedia
Hunley photo courtesy

https://greatamericanships.com/submarine_history/





Bits & Pieces

August is Make A Will Month

Last year we began offering a free will making service to our members and their family members over 18 years of age. So far only 103 of you have taken advantage of it. Some of those who have even decided to leave bequests to our community after they embark on Eternal Patrol. To use the service all you have to do is go to our website ussvcf.org and find the Free Will Preparation button at the bottom of the white section of the home page (just scroll down you'll find it). The button takes you directly to the service. From there out it's pretty easy. Just fill in the blanks and at the end you can print out your new will. Just make sure you have it notarized.

Need help with mortgage costs?

Veterans facing financial hardship now have another option to help them avoid foreclosure and stay in their homes. VA recently launched the VA Partial Claim Program, authorized by the VA Home Loan Reform Act signed into law on July 30, 2025. Veterans having trouble making mortgage payments should contact VA at 877-827-3702, option 6, for assistance.



The guy who started it all.

A Bit of Nostalgia

The Shooting Solution Heard 'Round The World

It was just after 0700 on July 10th, 1975, when my friend Jack, OOD aboard *USS Finback*, gave the order. "Let the festivities begin." With that the infamous Cat Futch - noted Cork Club go-go dancer at Port Canaveral, FL - incident occurred on the port sail plane. Her topless dance lasted a mere ten minutes but the repercussions played out for years. Finback's CO, CDR Connely (Connie) Stevenson, was relieved in an overabundance of bombastic bureaucracy. But that wasn't the end of it.

Almost immediately the Navy sent the elephants around to trumpet displeasure with whatever smacked of the appearance of a casual attitude toward anything with the word NUCLEAR in its nomenclature, principally nuclear weapons and nuclear submarines.

I'd just gotten off watch as Duty Officer aboard *USS John Marshall* - then in the Mare Island Naval Shipyard for a 15-month refueling overhaul - and was looking forward to a Hollywood shower and a leisurely lunch with my family when the XO stopped me. "George get cleaned up and be at the O-Club for lunch with the wardroom by 1100. Admiral Cowhill will have lunch with us after his address." That didn't sound like an invite to a fun thing at all but I knew enough to be there on time and in my best khakis. Our family quarters were on the way so it wasn't a big imposition, besides lunch would be on the mess.

I arrived almost at the same time as the admiral and we chose seats opposite each other across the table. I wasn't on the XO's golden list at the time so I resolved to be seen but silent. The admiral had brought another officer along with him and I noted his collar devices: a Legal Officer, CDR. I didn't give it much thought at the time.

After the soup the admiral began his short speech. "Who knows about the 'Cat Futch Incident?'" I did. My friend Jack had written me about the sad event and how he'd tried to talk his CO out of giving the crew what they'd wanted as a reward for months of hard work during their own shipyard overhaul. The admiral's eyes rested on mine when he noted my nod and drew me out. "Yes, Admiral. The CO was relieved for displaying bad judgement regarding the serious business of operating a nuclear submarine." He smiled warmly as if to say; "My work here is done."

But his next words were. "Good. Who wants to talk about something else?" Throwing caution to the wind and notwithstanding the daggers the XO was casting my way I jumped in with both feet. "Well, Admiral I do. What are we doing about the drug problem in submarines?"

I could tell I'd touched a nerve when he responded. "What's your name Lieutenant" - I was a JG at the time. "George Palmer, Admiral."

He nodded and smiled. "Well, George what's your solution?"

I had to admit I liked his style. Get a stupid question, toss it right back at the questioner. So I shot from the hip. "I think we should shoot the bastards and stack their bodies on the pier like cordwood as examples to others, Admiral."

He absorbed my words and quickly turned to his JAG officer. "Think you could get him off?"

I could see bad news on JAG guy's face even before his words came. "No, Admiral. I can't think of a defense that would come close to working."

Nostalgia cont.

Admiral Cowhill shook his head sadly but his facial expression was warm. "Sorry, George that's probably a non-starter. But at least you came up with *something*." I can't remember what they served for dessert but the rest of the lunch was excellent even though the XO continued to mentally eviscerate me.

Three things happened as a result of that short exchange between Admiral Cowhill and me. The first was "shoot the bastards and stack their bodies on the pier like cordwood ..." became the go-to charade at every wardroom party for the rest of my tour on board. The second was the warm personal note he included with my Weapons Officer Qualification Certificate a year later.

I had to wait another year for the third. It happened when a visiting admiral passed through the headquarters at SUBGRU Eight in Naples, Italy. He was asked his impression of things at the end of our morning Ops Briefing. He answered: "I think overall we're doing better and I just heard our solution to the submarine drug problem. We're gonna shoot the bastards and stack their bodies on the pier ..." He was more than a little curious when every officer in that room turned – and looked straight at me.

I like to think of it as the "shooting solution heard 'round the world."

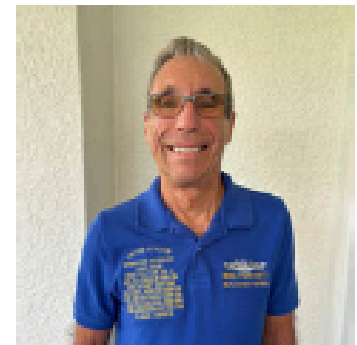


I turned up this photo on Google but there was no attribution so I'm not sure it's genuine. Only the *Finback's* and *Alexander Hamilton's* crews know for sure.

Know a shipmate in distress because of a natural disaster or a run in with Murphy's Law? Contact your Base Ambassador and have him contact our Brotherhood Fund Manager. Members at Large email Mike directly at brotherhood@ussvcf.org.



Mike Ferranti
Fund Mgr.



A Nifty Idea

Thank Ileene Davis for this nifty tip. It's a little plastic "vial of life" that you can tailor to your own situation. All your essential documents (wills, birth certificates, etc.) are loaded on the flash drive and essential tools and survival gear go in with it. Keep it on top of your fridge ready to grab if you have to evacuate in an emergency. A checklist follows on the next page. We'll also put on our webpage in the Brotherhood Fund section..



VIAL OF LIFE – EMERGENCY PREPAREDNESS CHECKLIST

Tailor this checklist to your family/household and individual emergency needs.

Vial will be kept: _____

Ensure it is accessible but not easily found for intruders.

Item	Purpose / What to Include	Included?	Review / Update
USB Flash Drive	Store scanned copies of important documents: will, Social Security card, insurance cards, deeds, identification, medical information, emergency plans, and other essential records.	☐	Review regularly
Reusable Zip Ties	For securing, organizing, fastening, or temporary emergency repairs.	☐	Inspect periodically
Emergency Whistle	Use to signal rescuers or attract attention when calling out may be difficult.	☐	Test periodically
Military-Style Can Opener	Compact manual can opener for emergency food supplies.	☐	Keep in Vial- no need to check
Glow Sticks / Glow-in-the-Dark Fishing Floats	Portable emergency markers or low-light visibility aids. Floating glow items may also help mark a location.	☐	Check expiration
Permanent Marker (Sharpie)	For labeling, leaving emergency messages, marking supplies, or writing important information.	☐	Check ink
Small Mirror	For signaling or attracting the attention of rescuers, especially in daylight.	☐	Protect from breakage
Written Emergency Contacts	Paper copy of important phone numbers and contacts in case a phone is unavailable, damaged, or loses power.	☐	Update as needed
Compressed Towel	Compact towel that expands with water; useful for basic hygiene, cleanup, or other emergency needs.	☐	Keep sealed/dry (replace if needed)
Out-of-Area Contact Sheet	Include an out-of-area contact person, phone numbers, household meeting locations, and other emergency communication information.	☐	Update as needed: Ensure you OOA Contact is aware they are your POC for Emergencies

Other Items you added:	Purpose / What to Include		Notes:
		☐	
		☐	
		☐	
		☐	

Veteran Cruise

This cruise took place on September 8 and 9 on the Gateway Clipper in Pittsburgh. I was invited to attend to represent American Legion District 36, along with the VFW and a BUNCH of older and disabled veterans from across the state and region including a 102-year-old WW2 Vet.

I also ran into one Sub Vet from Holidaysburg, PA. I tried to recruit him but he is already a life member of the USSVI

PS - They made me wear that ridiculous little hat for a wreath laying ceremony, if you can believe it.







- ◆ 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

Hello, Shipmates!

As we head into Autumn season, I feel the relief we all must feel from the burdensome heat and humidity of this past summer. Looking at it from a macro view, there is a twinge of sadness. The leaves will change and fall. Blooms will shrivel and fall. Harvest time.

That said, I enjoy Fall. Really. Like all things in life, the only thing that remains constant is change. Some changes I like more than others, but eventually, all changes happen. And there is always the other side, the rebirth.

And I started thinking about the recent Eternal Patrol ceremony for Gwen Bushko. The solemnity, respect, and emotion involved were palpable. When you lose somebody, like a spouse, it is debilitating. When you try to comfort the survivor, it is very difficult if not possible to find the words. Sometimes they never come.

At the time of this publication, peeking into Autumn, I can offer Psalm 30:5.

For his anger endureth but a moment; in his favour is life: Weeping may endure for a night, but joy cometh in the morning.

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?

Ahead Frank Crap on Plate: Refers to when a Submarine orders up All Ahead Flank Cavitate, without rigging for high speed.

Anchors and Spurs: Famous dance club at NAVSTA San Diego where many-a lonely Navy wife has broken the seventh commandment. Many sailors find this amusing until it happens to them.

Angles and Dangles: Placing the boat in extreme angles (also known as 'up and down bubbles') soon after leaving port, to see whether anything breaks loose. Similar consequence noises while on patrol are not desired. Usually results in plates just cleaned, half the bug juice machine, and that night's dessert ending up on the floor and aft/forward bulkhead.



UPCOMING EVENTS

Base Meeting

Golden Corral Restaurant

Hermitage, PA

1230 hours on October 17, 2026

Base Activities

- September 26 - In honor of Shipmate Jerry Ondo, the Base will bring the Nautilus float to the Veterans Resource Fair.
- October 10 – Columbus Day parade
- October 16 – Navy Ball at Edgewood Country Club



MEMBERSHIP

Primary:	152	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:	181	Joined Base This Year:	4		

NEW MEMBERS:

None.



FEATURED BOAT: [USS Alabama SSBN-731](#)

History



United States

Name	<i>Alabama</i>
Namesake	State of Alabama
Ordered	27 February 1978
Builder	General Dynamics Electric Boat , Groton, Connecticut
Laid down	14 October 1980
Launched	19 May 1984
Commissioned	25 May 1985
Home port	Naval Base Kitsap, Washington
Motto	<i>Audemus Jura Nostra Defendere</i> ("We dare defend our rights")
Status	in active service



General characteristics

Class & type	<i>Ohio-class ballistic missile submarine</i>
Displacement	16,764 long tons (17,033 t) surfaced ^{[1][2]} 18,750 long tons (19,050 t) submerged ^[1]
Length	560 ft (170 m)
Beam	42 ft (13 m) ^[1]
Draft	38 ft (12 m)
Propulsion	1 × S8G PWR nuclear reactor ^[1] (HEU 93.5% ^{[3][4]}) 2 × geared turbines ^[1] 1 × 325 hp (242 kW) auxiliary motor 1 × shaft @ 60,000 shp (45,000 kW) ^[1]
Speed	Greater than 25 knots (46 km/h; 29 mph) ^[5]
Test depth	Greater than 800 feet (240 m) ^[5]
Complement	15 officers ^{[1][2]} 140 enlisted ^{[1][2]}
Armament	MK-48 torpedoes 20 × Trident II D-5 ballistic missiles



THIS MONTH IN US SUBMARINE HISTORY

09/02/1944

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

09/06/1997

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

09/07/2013

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

09/08/1944

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

09/09/1944

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

09/09/1989

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

09/09/2006

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

09/11/1942

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

09/11/1944

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

09/11/1982

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

09/12/1944

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

09/12/1987

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

09/13/1996

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

09/15/1944

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

09/16/1944

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

19/16/1958

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

09/16/1994

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

09/19/1944

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

09/19/1957

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

09/20/1943

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

09/21/1944

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

09/21/2017

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

09/22/1959

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

09/24/1943

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

09/25/1925

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

09/25/1944

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

09/25/1982

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

09/26/1944

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

09/27/1944

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

09/27/1986

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

09/28/1964

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

09/28/1991

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

09/29/1944

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

09/30/1943

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

09/30/1944

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

09/30/1954

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

09/30/1981

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

09/14/2024 USS New Jersey SSN-796 Commissioned.



USS Alabama (SSBN 731) Returns to Naval Base Kitsap-Bangor

BANGOR, Wash. (May 14, 2016) – Lt. Tim Markley, from Mohnton, Pennsylvania, assigned to the Blue crew of the Ohio-class ballistic-missile submarine USS Alabama (SSBN 731), meets his newborn baby for the first time, as the boat returns to Naval Base Kitsap-Bangor following a routine strategic deterrent patrol. Alabama is one of eight ballistic-missile submarines stationed at the base providing the most survivable leg of the strategic deterrence triad for the United States. (U.S. Navy photo by Mass Communication Specialist 2nd Class Amanda R. Gray/Released) [Read less](#)



ARTICLES OF INTEREST

Did Iran capture a US submarine? What we know about the underwater drone

By Al Jazeera Staff

Published 09 SEP 2026



An unmanned US submersible that Iran's Islamic Revolutionary Guard Corps says it captured at the entrance of the Strait of Hormuz, at an undisclosed location in Iran, in this picture obtained on September 8, 2026 [IRGC/West Asia News Agency Handout via Reuters]

Iran's Islamic Revolutionary Guard Corps (IRGC) said its naval forces have captured an unmanned United States submarine near the Strait of Hormuz, as Tehran and Washington continue to exchange tit-for-tat attacks on ships to exert control over the crucial waterway that connects the Gulf and the Arabian Sea.

Iranian state media identified the vessel as a Dive-LD – an autonomous underwater vehicle built by California-based defence firm Anduril Industries. The submersible, about six metres (20ft) long, is designed for long-duration missions such as surveillance, seabed mapping, and mine detection.

Washington insists that the vessel “had malfunctioned a day ago”.

The US military, meanwhile, on Tuesday evening said it destroyed five Iranian crude oil carriers in response to Iran's attack on the US Navy warship with ballistic missiles. Escalating the situation further, Iran said it attacked two US vessels and eight oil tankers.

So, what do we know about Dive-LD and what does its capture mean for Iran?

Did Iran capture the submersible?

On Tuesday evening, the IRGC said in a statement that its naval forces have “trapped one of the most modern, intelligent, unmanned submarines of the terrorist US army at the entrance to the Strait of Hormuz”.

Without divulging specific details, the IRGC added it was a “complex intelligence and operational mastermind operation at dawn today”.

“This smart submersible features the latest technology in the submersible field in the world, and was delivered to the US terrorist army fleet in 2025,” the IRGC said in its statement.

The US has yet to issue an official statement on the incident, but an unnamed Pentagon spokesperson confirmed to the Reuters news agency the loss of the submersible, which he said was sent to survey regional waters in support of ongoing operations.

“The defective drone was an older model that neither collected sensitive data nor carried any classified sonar or radar equipment,” the spokesperson said.



Iranian crude oil carriers before being struck, which US Central Command says it hit after attempted Iranian missile attacks on a US Navy warship over the past two days, at an unknown location in this still image taken from video released September 8, 2026 [US Central Command/Handout via Reuters]

So, what is Dive-LD?

Dive-LD is a large, unmanned, autonomous underwater vehicle and a reusable platform designed to carry different sensor and mission packages.

Anduril Industries, the submersible's manufacturer, put its maximum depth at 6,000 metres (19,700ft) and endurance at up to 10 days. It reportedly costs nearly \$2.5m, according to US media reports. To put things in perspective, the OceanGate Titan submersible imploded near the Titanic's wreck in June 2023 at a depth of some 3,346 metres (11,000ft) – nearly half of Dive-LD's advertised depth.

Anduril has confirmed the loss of one of its vessels but downplayed the significance of the incident.

"Dive-LD is an attritable autonomous system, meaning it is designed from the outset to operate in dangerous environments where loss of the vehicle is an expected possibility," a company spokesperson said on Wednesday.



An unmanned US submersible that Iran's Islamic Revolutionary Guard Corps says it captured at the entrance of the Strait of Hormuz, at an undisclosed location in Iran, in this picture obtained on September 8, 2026 [IRGC/West Asia News Agency Handout via Reuters]

On its website, Anduril says that Dive-LD possesses "open software, mechanical, and electrical interfaces [allowing] for seamless integration and rapid configuration of multiple payloads and sensors at a time".

The company says it can deliver "relevant, impactful, and affordable capability in weeks, not months or years, for missions to include: mine warfare; intelligence preparation of the operational environment; intelligence, surveillance, and reconnaissance; and precision placement".

Has the Iran war drained US military power?

Since the US attacked Iran in late February, joined by Israel, Tehran has faced devastating attacks over the months that began with the killing of Supreme Leader Ayatollah Ali Khamenei. His son Mojtaba Khamenei succeeded him.

However, Tehran's retaliatory attacks on US bases and assets in the region have dealt a strong blow to Washington, coupled with hits on critical energy infrastructure, upending global energy prices.

At least 18 US soldiers have been killed during the conflict. Nearly 8,000 people have been killed in Iran and Lebanon in Israeli and US attacks.

The Iranian targets included bases like Al Udeid in Qatar, Ali Al Salem in Kuwait, and Al Dhafra in the UAE, which host US military forces. Bahrain, which hosts the US Fifth Fleet headquarters, has also been hammered by Iranian attacks. Officials in Washington believe that repairs here alone could run into billions.

The US has also reportedly been running short on munitions stockpiles. US President Donald Trump has repeatedly rejected the media reports. His administration has subjected senior US defence staff to polygraph tests for leaking information about the munitions to the media.

For context, the US fired more Patriot missiles in the first four days of the Iran war than it supplied to Ukraine over the past four years. Each of those missiles in the defence system costs \$4m – and they were shooting down Iran's Shahed drones worth not more than \$50,000 each.

In July, US Defense Secretary Pete Hegseth said the Iran war is estimated to have cost some \$37bn. He asked for twice that amount to continue the war, which Trump initially said would last four to five weeks.

In June, Trump had said that Iran downed a US Apache helicopter in the Strait of Hormuz, while Tehran has claimed to have shot down several US-operated drones near the waterway.

Iranian infrastructure near the Strait of Hormuz has become the central war theatre over the last few weeks. The US is targeting surveillance and naval assets to deter Tehran from attacking ships trying to evade its blockade of the Strait of Hormuz, through which a fifth of global oil and gas passed before the war began.

Meanwhile, a US naval blockade on Iranian ports and a slew of economic sanctions continue to hurt Tehran's economy.



315 Weapons Squadron X tours USS Alabama

250915-N-MZ309-1060 SILVERDALE, Wash. (Sept. 15, 2025) - Students and instructors assigned to the U.S. Air Force 315th Weapons Squadron tour the Ohio-class ballistic missile submarine USS Alabama (SSB... [Read more](#)

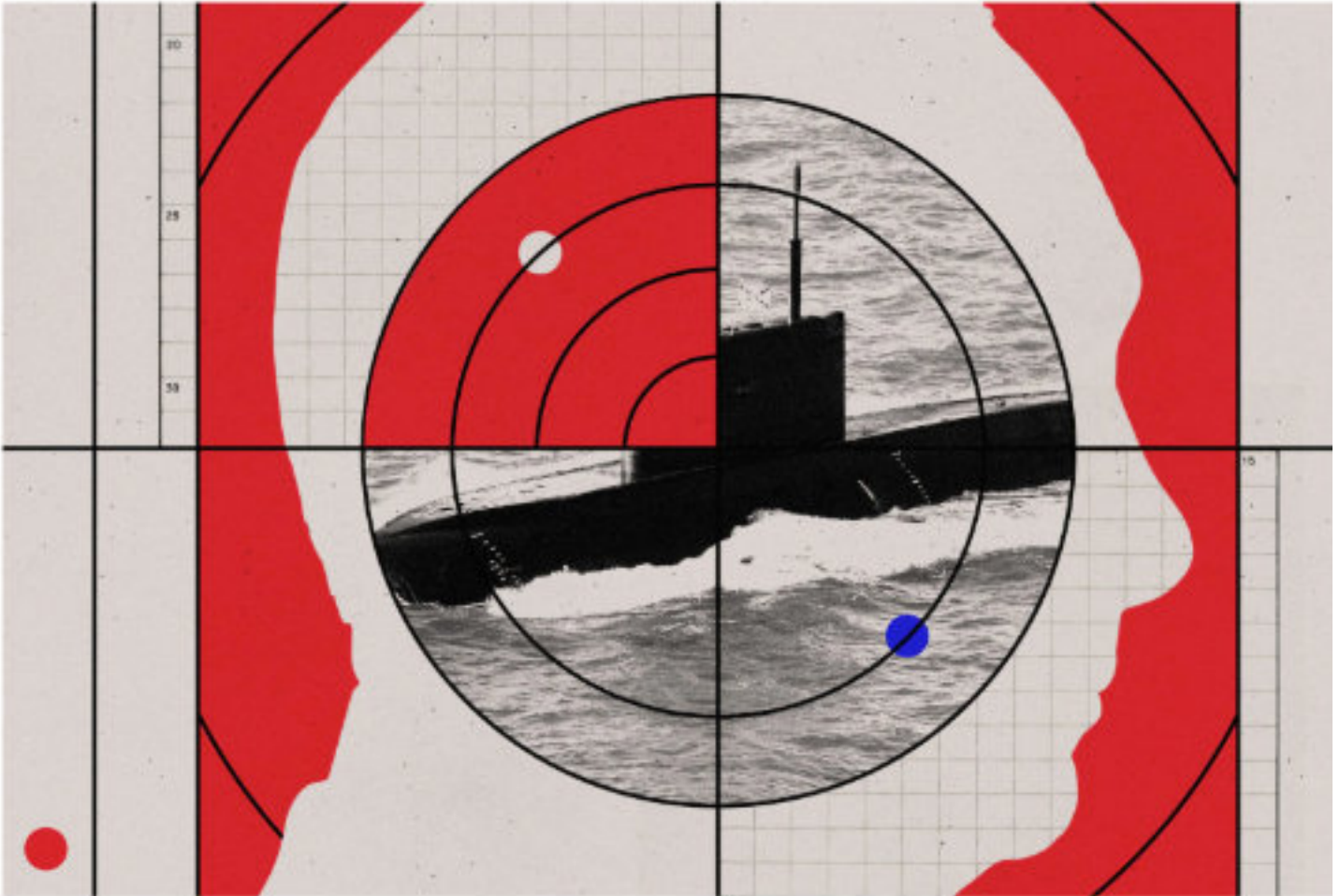
Sep 29, 2025

Journalist: Ryan Riley **Unit:** Commander, Submarine Group Nine
Branch: Navy **Country:** United States

The cheap submarine-detection kits set to expose Putin's invisible force

By Tom Cotterill

Published 21 AUG 2026



Britain's civilian ships could be fitted with experimental new sensors to reveal Russian submarines in the Channel, The Telegraph can disclose.

Fibre-optic cables carrying a series of underwater acoustic receivers are already being used by the Dutch military and they have been tested by the Royal Navy.

Touted as the first of its kind in the world, the Dutch military says it has a "higher sensitivity than traditional arrays" and can spot targets more than 60 miles away.

The OptiArray system, built by Dutch technology firm Optics11, uses a large spool of cable that can be unwound behind a ship to detect the tell-tale sounds of submarines and warships at sea.

Traditionally, such technology has been reserved for specialist submarine-hunting warships, such as the UK's Type 23 frigates.

But Paul Heiden, Optics11's chief executive, said the system could be contained in a portable 10ft-long box and fitted to warships of any size, giving them an "unparalleled" ability to hunt submarines.

How submarine-detection kits works



Speaking to The Telegraph from his office in Amsterdam, Mr Heiden said the system could also be fitted to civilian cargo ships to bolster Britain's defences, amid fears the country could be drawn into a war with Russia by 2030.

He added: "Just imagine you equip every civilian ship with a towed array. It won't use energy or cost anything ... This is anti-submarine warfare in a box."

Towed arrays have been used for decades and offer a major advantage compared with hull-mounted systems, which sit close to machinery and propellers that can make it hard to detect faint sounds.

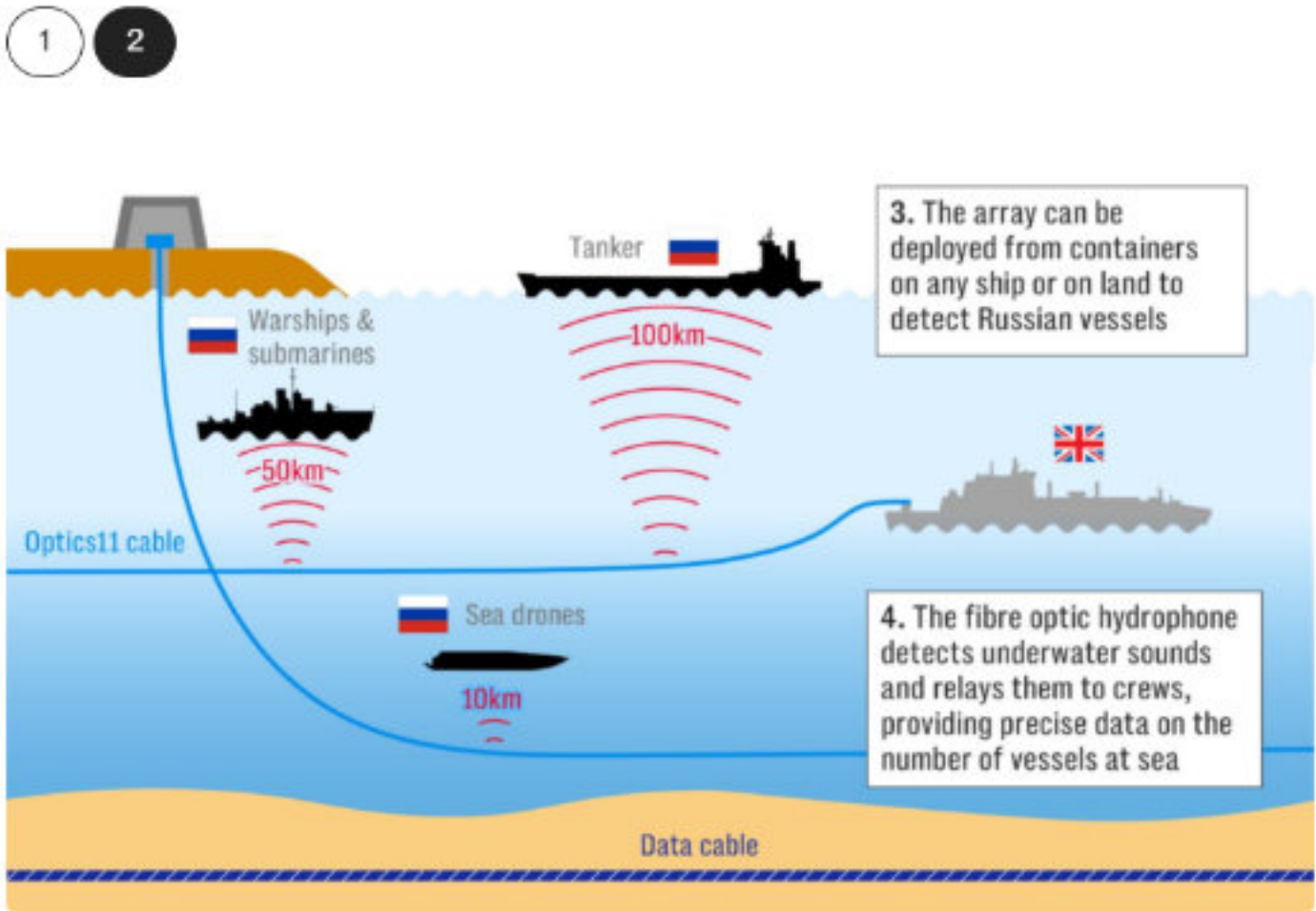
Current systems are electronic, meaning they emit a faint electromagnetic field that could theoretically be detected. Mr Heiden said his fibre-optic system, which passes a beam of light through its sensors, emits no detectable signal.

The systems can also be deployed from land and run on the sea floor to protect critical underwater cables.

"We are selling an unfair advantage," he said. "We can pick up an oil tanker at 100km (62miles) and a frigate at about 50km. Particular unmanned surface vessels have a high motor sound. We can quickly pick that up in the tens of kilometres. That's really different from anything provided currently."

The Navy is under intense pressure to defend against Russian warships and submarines, which have stepped up their activity around the UK by a third in the past year.

How submarine-detection kits works



A key area for surveillance is the vast gap between Norway and Greenland. The expanse is the gateway to Europe and the Atlantic for submarines of Russia's northern fleet.

Patrolling it is a significant task for the Navy, which has witnessed its surface fleet shrink to its smallest size in living memory.

Towards the end of the Cold War, the UK had 50 frigates and destroyers at its disposal along with about 30 submarines. Today, there are six destroyers and five frigates alongside six Astute-class submarines and four Vanguard boats carrying nuclear weapons.

At the same time, Russian warships are increasingly sailing through the Channel to guard sanctioned tankers of Vladimir Putin's shadow fleet illegally ferrying oil across the globe.

It has piled additional pressure on the Navy, which in July spent 21 days monitoring Russian naval activity.

The need for better technology to monitor submarines intensified this week after the Kremlin unleashed its latest underwater weapon.

Moscow's first Khabarovsk nuclear-powered submarine departed for sea trials in the White Sea.

The 443ft boat is the newest in Vladimir Putin's fleet and is designed to carry Russia's latest weapon of mass destruction, the Poseidon autonomous nuclear torpedo.

The Poseidon "Doomsday" weapon is intended to devastate coastal cities by creating radioactive tsunamis. Powered by a nuclear reactor, it theoretically has unlimited range, putting every coastal city in Nato within reach. It can also travel at speeds of up to 80mph.



Optic11's towed array sensor cable can be deployed from any warship or civilian vessel Credit: Dutch Military Defence/Sjoerd Hilckmann

The torpedo can carry a two-megaton nuclear warhead – more than 100 times more powerful than the atomic bomb dropped on Hiroshima in 1945. The Khabarovsk is reportedly configured to carry six Poseidons.

Russia's navy appeared to further intensify operations around Europe this week. Admiral Levchenko, a destroyer, escorted a sanctioned cargo ship and oil tanker through the Baltics to Egypt. The vessels are expected to pass through the Channel this weekend.

Moscow also prompted alarm after it deployed the Admiral Kasatonov, a frigate equipped with nuclear-capable Zircon hypersonic missiles, close to the German island of Fehmarn.

British naval sources brushed off the ship's deployment, claiming it was "routine". However, the action is part of a wider campaign that defence analysts are growing increasingly concerned about.

"We are seeing a real uptick in activity; a Russian warship stationed almost permanently in the Channel firing guns; (Dmitry) Medvedev (deputy chairman of Russia's security council) saying we will seize ships – this graph is going in the wrong direction," said Matthew Savill, director of military sciences at the Royal United Services Institute, a London think-tank.

Russia has also been accused of deploying submarines, spy ships and vessels from its shadow fleet to locate Britain's network of subsea fibre-optic cables which carry more than 99 per cent of international data traffic.

Sabotaging such systems could cause chaos and temporarily cripple the UK's economy, making the fibre-optic arrays vital for defence.

Britain is spending £1.5bn to develop a hybrid navy fleet, made up of various drone ships including some that can carry missiles and others built with sophisticated sensors.

Eight new Type 26 submarine-hunting frigates and at least five Type 31 frigates are also being built. Billions of pounds are also being invested in two new classes of submarines, including the UK's new fleet of



The Khabarovsk nuclear submarine is undergoing sea trials Credit: Russian Defence Ministry Press Service

Dreadnought nuclear deterrent boats and 12 hunter-killer submarines.

As part of the defence investment plan, the Government has committed £330m over four years to protect critical underwater infrastructure, including subsea cables and energy pipelines.

A Ministry of Defence spokesman added: “In the face of growing Russian threats, our Royal Navy warships and helicopters continue to monitor and deter Russian activity in UK waters.”

The Dutch ministry of defence said it was “collaborating closely” with Optics11 to develop the new technology which would offer “higher sensitivity than traditional arrays”.

Hailing the technology as “potentially groundbreaking ... in the field of underwater detection”, a spokesman added: “We are monitoring this development and actively supporting Optics11, including by assisting with the execution of tests.

“The system can contribute to anti-submarine warfare and the monitoring of subsea infrastructure.”



The Royal Navy shadows the Russian frigate Neustrashimy in the English Channel in September 2025 Credit: MoD/Reuters

WAR PATROL!

Editor's Note: In this month's WAR PATROL!, we follow the [S-37 \(SS-142\)](#) as she engages the Japanese Navy just Pear Harbor, in [January 1942](#). As she moves in to engage a destroyer-guarded transport ship, she spot additional destroyers. Should they target the juicy transports, or take shots at the deadly destroyer groups? Check it out in this issue of WAR PATROL!



History	
	United States
Name	USS S-37
Builder	Union Iron Works, San Francisco, California
Laid down	12 December 1918
Launched	20 June 1919
Sponsored by	Miss Mildred Bulger
Commissioned	16 July 1923
Decommissioned	6 February 1945
Fate	Broke tow and sank 20 February 1945
Stricken	23 February 1945
General characteristics	
Class & type	S-class submarine
Displacement	854 long tons (868 t) surfaced 1,062 long tons (1,079 t) submerged
Length	211 ft (64 m) w/l 219 ft 3 in (66.83 m) o/a
Beam	20 ft 9 in (6.32 m)
Draft	16 ft (4.9 m) ^[1]
Propulsion	NLSE diesels, 1,200 hp (890 kW); ^[2] General Electric motors, 1,500 hp (1,100 kW); ^[2] 120 cell Exide battery; ^[2] 2 shafts
Speed	14.5 knots (16.7 mph; 26.9 km/h) surfaced 11 kn (13 mph; 20 km/h) submerged
Range	168 tons oil fuel ^[2]
Complement	42 officers and men
Armament	1 × 4 in (100 mm)/50 caliber deck gun 4 × 21-inch (533 mm) forward torpedo tubes 12 torpedoes
Service record	
Part of	United States Asiatic Fleet United States Pacific Fleet
Victories	<i>Natsushio</i>
Awards	5 battle stars

Excerpt from Ship's history:

By the end of the month, Japanese forces in Borneo had moved south into Balikpapan while those forces located in the Celebes moved into Kendari. On 2 February, S-37 departed Soerabaja and headed back to Makassar Strait. By the 5th, she was off Cape William. The next day, she shifted southward to patrol the southern approaches to Makassar City; and, on the evening of the 8th, she sighted a destroyer, which was thought to be an advance guard unit for enemy forces en route to that city.

At 1800, the destroyer, allowed to pass unmolested, disappeared to the northwest. Thirteen minutes later, the mast and upper works of three destroyers in column were sighted: distance 5 miles, estimated speed-15 knots.

A half-hour's wait brought no transports or cargo-men into view, and S-37 went after the destroyer formation. Moving on the surface, she closed the destroyers, all four in column, distance 8,000 yards. All torpedoes were readied; and, at 1946, she commenced her approach. A minute later, she sighted another, closer, formation of four destroyers, distance 4,000 yards, plus the dim outlines of three large ships resembling transports, distance three miles, on a northerly course.

At 1951, S-37 changed course to go after the transports. By 2010, however, the destroyers to the submarine's starboard had increased speed to maintain cover for the transports as the formation turned and crossed ahead of the submarine at 4,000 yards. By 2030, S-37, unable to gain an unimpaired shot at the transports, shifted to attack the destroyers. Between 2036 and 2040, she fired one torpedo at each destroyer. Thirty seconds after firing the third torpedo, she observed a hit between the stacks of the third destroyer, and, as black smoke rose, the destroyer buckled in the middle and the mid-ship portion rose approximately 20 feet above the bow and stern. Natsushio was going down.

The fourth destroyer, however, sighted S-37 as the fourth torpedo was fired and turned to starboard. At 2041, S-37 dived and rigged for depth charging. By 2043, the three remaining destroyers were overhead, pinging. S-37 ran silent. Between 2050 and 2215, the searching destroyers dropped depth charges at 10-15 minute intervals. S-37 reached 267 feet as she evaded permanent damage. By 2230, the destroyers had moved out of the area. S-37, reloaded, resumed her hunting.



(Imperial Japanese Navy Destroyer NATSUSHIO, First Japanese Destroyer Sunk In WWII)

~~CONFIDENTIAL~~

U.S.S. S-37

1. BRIEF NARRATIVE:

February 2, 1942:-

- 1440 - Underway in accordance Comsubs patrol instructions dated February 1, 1942, for patrol station in deep water channel off Cape William, passing thru daylight positions as listed in referenced patrol instructions. Four officers and forty-two men aboard. Four torpedoes in tubes, depth settings 6, 8, 8, and 12 feet. Full capacity lub oil, normal plus one ballast tank of diesel oil. All machinery in operation except port C&R compressor which was being assembled.
- 1831 - Cleared west entrance minefield channel and submerged on course 007. Sighted friendly convoy of four merchant ships, bearing 340, distant 10 miles from lightship. Convoy on various courses, apparently awaiting escort. At outer entrance minefield channel, sighted small sailing schooner on westerly course and Dutch patrol ship patrolling entrance.
- 1905 - Changed course to 076(T).
- 1935 - When 4 miles north of North lightship, noted Dutch patrol ship in flames. At 1946 heard loud explosion from same ship. Concluded ship had suffered from boiler explosion, since flames had been sighted long before explosion was heard and therefore did not investigate. Upon return to Sourabaya, this conclusion was confirmed by Dutch authorities.
- 1956 - Surfaced and went ahead 6.5 knots, charging main storage battery, increasing speed to 10.5 knots when battery charge completed. Overcast, no stars.

February 3, 1942:-

- 0300 - Sighted dark object, tentatively identified as a submarine bearing 035(T), distant 2 miles, on opposite parallel course. Concluded submarine was probably the Dutch K-14 enroute Sourabaya but since visibility did not permit positive identification and not desiring to initiate recognition signals, changed course 185(T) to put submarine astern and to clear area.
- 0320 - Resumed course 075(T) - Submarine drew out of sight on bearing 345(T), still on southeasterly course.
- 0535 - Submerged on course 075(T). Maintained periscope depth at speed 3 knots. Seas choppy with white caps, visibility good.
- 1859 - Surfaced. Speed 6.5 - 10.5 knots charging batteries. Pressure in boat 4.0" after submerged run of 13 hours 24 minutes, a vast improvement over the 10" - 12" pressure endured during previous patrol. Pressure builds up at rate of 0.3" per hour.
- 1930 - Obtained star sight for navigational fix. Poor fix (15 mile triangle)

February 4, 1942:-

- 0515 - Submerged on course 075(T) in DR posit 05-48 South, longitude 115-56 East. Sky overcast, no stars. No fix since departure on North

~~SECRET~~ CONFIDENTIAL

U.S.S. S-37

BRIEF NARRATIVE (Continued):

- lightship 2000, February 2.
- 1400 - Sound reported land noises on starboard bow. DR posit in vicinity of Sibbalds Bank. Sky cloudy, no opportunity for sunline. Continuous reports of land noises necessitated maneuvering ship and retracing course to escape reefs. Decided remain submerged because of reported presence Japanese submarines this vicinity. Decided not to use submerged anchor for sounding since it might hang up on coral reef. To surface and use hand lead necessitated stopping due depth water (4 - 140 fathoms) likely to be encountered. Averaged all sets and drifts encountered by submarines previously making this passage, as noted from their patrol reports, used this information to obtain E.P. and proceeded on course 000(T).
- 1800 - Changed course to 075(T).
- 1845 - Surfaced and observed stars for navigational fix. Resultant position 60 miles from DR. Attempted soundings using both hand lead and submerged anchor. Depth of water 45 - 140 fathoms prevented obtaining even a fair estimate of depth. Disregarded star fix, assumed E.P. to be correct and maintained station within 2 miles of present position, awaiting chronometer tick and star sights.
- 2330 - Obtained star sights and correct chronometer error, fixing position 5 miles south Aurora Reef. Changed course 090(T).

February 5, 1942:-

- 0130 - Changed course 028(T) to pass 6 miles abeam of Sibarua Island.
- 0512 - Submerged on course 028(T). Depth 60 feet, periscope observations every 15 - 20 minutes. Posit latitude 04-52 South, longitude 117-18 East.
- 1848 - Surfaced. Posit latitude 04-27 South, longitude 117-32 East.
- 1930 - Commenced running thru USS STURGEON area. USS STINGRAY patrolling this ship's assigned area west of Cape William.
- 2245 - Changed course 280(T) upon sighting submarine bearing 098(T), distant 3 - 5 miles on Southeast or Northwest course. Silhouette resembled that of STURGEON. Decided submarine sighted was STURGEON and increased speed to 10.5 knots to clear area. The submarine disappeared on bearing 102(T). Recognition signals not exchanged.
- 2300 - Changed course 028(T) enroute assigned area west of Cape William.

February 6, 1942:-

- 0155 - Decoded Comsouwespac despatch 051335 directing S-37 to patrol south entrance to Makassar City along 100 fathom curve east of longitude 119-10 East.
- 0200 - Changed course 131(T) to make landfall on Kapoposing light enroute new area.
- 0205 - Sighted submarine bearing 345(T) distant 3 miles on either northerly or southerly course.

BRIEF NARRATIVE (Continued):

- 0210 - Changed course 340 to reduce silhouette and to be in position to fire torpedoes. Since own position was in STURGEON area, concluded submarine sighted to be STURGEON.
- 0220 - Submarine disappeared on bearing 000(T). Submarine was probably on northerly course at speed greater than 10 knots.
- 0230 - Changed course 131(T).
- 0310 - Decreased speed to 7 knots due to main engine air compressor casualty.
- 0505 - Changed course 180(T), having decided to head west of Taka Bekang reef and make landfall on Marasende Island.
- 0513 - Submerged on course 180(T) to depth 60 feet, periscope observations every 20 minutes.
- 1848 - Surfaced. Obtained star fix.
- 2000 - Changed course 217(T) to make landfall on Marasende Island.
- 2345 - Sighted Marasende Island bearing 242(T), distant 12 miles. Excellent visibility due bright moonlight. Position latitude 05-05 South, longitude 118-17.6 East.

February 7, 1942:-

- 0015 - Changed course 131(T) enroute area via Dewakang Kechil and Bankauluang Islands both of which were sighted at distances 10 - 12 miles.
- 0350 - Changed course 120(T).
- 0508 - Submerged on course 120(T) to depth 60 feet. Periscope observations every 20 minutes. Submerged running at 60 feet saved wear on trim pump which was considered of more importance than the possibility of chance sighting by enemy aircraft.
- 1615 - Arrived in assigned area and changed course 090(T) to patrol parallel 100 fathom curve.
- 1858 - Surfaced and patrolled a line 7 miles long along 100 fathom curve east of 119-10 East. Courses 090(T) and 270(T), reversing each hour.
- 2300 - Moonrise - excellent visibility.

February 8, 1942:-

- 0012 - Submerged to 44 feet on course 270(T) upon Officer's of the Deck sighting of ship believed to be submarine, bearing 292(T), distant 2000 yards. Officer of the Deck believed submarine to have S-37 silhouette against moon. Upon submerging, sound heard nothing, and altho excellent moonlight prevailed, could sight nothing thru periscope. Commanding Officer did not sight object prior submerging. Object sighted could have been a tree on island of Tana Keke.
- 0036 - Surfaced on course 270(T).
- 0210 - Obtained fix by land bearings. Position 4 miles south of 100 fathom curve and 5 miles east of south entrance to Makassar City.
- 0300 - Changed course 000(T) to adjust position.
- 0415 - Changed course 270(T).
- 0504 - Submerged on course 270(T) and commenced patrol at depth 55 feet

BRIEF NARRATIVE (Continued):

- along 100 fathom curve. Periscope observation every 20 minutes.
- 1015 - Changed course 090(T).
- 1620 - Changed course 270(T).
- 1700 - Changed course 180 and increased speed to 6 knots upon sighting upper works of destroyer bearing 120(T), distant 7 miles on course 270(T) at estimated speed 18 knots.
- 1730 - Decreased speed to 3 knots and changed course 120(T) to allow destroyer to pass at estimated range 3000 yards, having decided that single destroyer was probably advance guard either for the expected enemy landing at Makassar City or the junction of enemy forces in Makassar Strait. Destroyer used echo ranging equipment continuously but did not slow to listen.
- 1800 - Destroyer changed to northwesterly course and disappeared over horizon.
- 1813 - Changed course 260(T) upon sighting masts and upper works of 3 destroyers in column bearing 196(T), distant 5 miles on course 290(T) at estimated speed 15 knots.
- 1830 - Distinguished smoke of 3 or more ships on horizon bearing 200(T), and moving in a northwesterly direction. Periscope visibility was decreasing rapidly. The column of 3 destroyers changed to an estimated course of 260(T).
- 1840 - Column of destroyers disappeared from view on westerly course. Visibility about 4 miles. From previous despatch information and the movements of the destroyers observed, the commanding officer reasoned that the force sighted might have as its mission either an attempted landing near Makassar City approaching from any entrance except the south entrance, or a junction with another enemy force believed south-bound thru Makassar Strait. Decided to abandon close patrol of any one entrance to Makassar City and to head in a southeasterly direction to contact force sighted.
- 1855 - Changed course 230(T), surfaced and went ahead standard on both engines. Visibility about 8000 yards and decreasing.
- 1940 - Sighted outline of ships bearing 230(T) distant 5000 yards, on northwesterly course. Made all torpedo tubes ready.
- 1945 - Distinguished ships as a formation of 4 destroyers in column on course 355(T), approximate speed 6 - 8 knots.
- 1946 - Changed course 270(T) and decreased speed to 5 knots to approach on approximate track of 90 degrees.
- 1947-50 - Sighted another formation of 4 destroyers in column bearing 080(T) distant 4000 yards on course 300(T), speed 10 knots. Also sighted smoke and dim outline of three large ships, resembling transports, bearing 340(T) distant about 3 miles, on a northerly course.
- 1951 - Changed course to 355(T) and increased to maximum speed, 9 knots, having decided to attack transports.
- 1953 - At this time, the bearing of the leading destroyer to port was 260(T), distance 1600 yards, while the rear destroyer of the starboard column bore 040(T), distance 4000-5000 yards. It appeared feasible to attempt attack upon transports since the destroyers to starboard were apparently the port screen for transports and the destroyers to port

BRIEF NARRATIVE (Continued):

would act as starboard screen for the same transports. If the S-37 arrived at the transports' position before the destroyer division, attack on the unscreened starboard flank of the transport column could be made.

- 2010 - Destroyer division to starboard apparently increased speed, crossed ahead of S-37 at a range of 4000 yards and disappeared from sight. Bearing of leading ship of division to port was now 250(T) distance about 2000 yards. Transport course was approximately 010(T) with no change in ranges.
- 2025 - Transports showed large quantity of smoke and appeared to increase speed. Decided it was impossible to overtake transports (range 7000 yards), so shifted to motors and changed course 260(T) to attack destroyer division.
- 2036-2040 - Fired one torpedo at each of 4 destroyers (FUBUKI class) in column, from estimated ranges of 600 - 800 yards. Observed one hit between stacks of third ship in column approximately 30 seconds after firing third torpedo. Following the flash and detonation, large quantities of black smoke were observed coming from stacks and from that portion of ship where torpedo had struck. Destroyer buckled in middle and mid-ship portion rose about 20 feet above bow and stern giving general impression that the ship had broken in half. Fourth ship in column apparently sighted S-37 just as fourth torpedo was fired and turned toward. Approximate position latitude 05-39 South longitude 119-05 East.
- 2041 - Submerged on course 220(T) to 150 feet, and rigged for depth charge.
- 2043 - Changed course 180(T) and ran silently. Three destroyers overhead, all pinging.
- 2050-2215 - Depth charged by three destroyers at 10-15 minute intervals. In effort to conserve battery and avoid pumping, reached depth of 207 feet.
- 2215-2230 - Reloaded torpedoes, courses 270(T) and 180(T).
- 2320 - Surfaced, sent contact report and lay to charging battery, and checking damage.

February 9, 1942:-

- 0005 - Secured battery charge because of full voltage grounds. Checked for cracked jars.
- 0200 - Located grounds and started charge. No apparent damages to ship. Several light bulb filaments broken and numerous small electrical grounds, including engine order telegraphs.
- 0340 - Shifted charge to one engine, changed course 000(T) and went ahead 6.5 knots.
- 0415 - Changed course 025 to approach southwest entrance to Makassar City.
- 0425 - Submerged to 100 feet having sighted destroyer bearing 035(T), distance 3000-4000 yards.
- 0427 - Sound reported pinging.
- 0430 - Changed course 090(T). Destroyer passed overhead, but did not attack S-37.

BRIEF NARRATIVE (Continued):

- 0435 - Depth increased to 180 feet. Discovered auxiliary induction flooded.
- 0450 - Changed course 120(T) to clear area and examine auxiliary induction outboard valve.
- 0530 - Surfaced and examined auxiliary induction valve, valve closed and apparently tight. Concluded induction piping in superstructure fractured by depth charging.
- 0533 - Submerged to 60 feet on course 120(T) to check induction. Shored auxiliary induction inboard flapper. Altho induction piping was flooded, only slight leakage occurred thru inboard flapper.
- 0607 - Changed course 270(T) to approach southwest entrance to Makassar City.
- 0645 - Changed course 325(T) depth 55 feet. Periscope observations every 15-20 minutes.
- 0700 - Sighted several dark objects in water bearing 045(T). Identified two objects as bodies of Japanese sailors, apparently dead. They did not appear to be wearing any visible lifejackets.
- 0714 - While at 55 feet, heard and felt aircraft bomb explode close aboard. Increased depth to 100 feet and changed course 180(T). Approximate position latitude 05-45 South, longitude 119-07 East.
- 0725 - Heard screws (180 RPM) and pinging on bearing 094(T).
- 0730 - Ran silent. Depth increased to 204 feet. Auxiliary induction inboard flapper held pressure satisfactorily.
- 0800-1000 - Two destroyers apparently tracking S-37, echo ranging and running back and forth overhead. No depth charges. Steered courses 150(T), 180(T), and 090(T) and ran silent at depths 100-200 feet.
- 1020 - Steadied on 090(T) and came to periscope depth. Sighted nothing.
- 1130 - Changed course 000(T). Depth 100 feet, periscope observations every 30 minutes.
- 1230 - Changed course 270(T).
- 1400 - Changed course 180(T).
- 1427 - While at depth 70 feet and about 1 minute after a periscope observation, sound reported fast screws, resembling torpedo, passing astern from port to starboard. Sound tracked bearing of screws until 1430. Did not hear detonation, nor could sound locate any ship's propeller noises.
- 1435 - Observed nothing thru periscope.
- 1500 - Changed course 090(T) and patrolled in vicinity southwest entrance Makassar City.
- 1834 - Surfaced. Discovered auxiliary induction outboard valve gasket inside of induction piping. Repaired.
- 1845 - Visibility decreased to 500 yards, due heavy rain. Lay to and charged batteries.
- 2100 - Visibility about 1000 yards. Circled on station, speed 3 knots, charging batteries.
- 2200 - Visibility about 4000 yards. Changed course 000(T) to approach 100 fathom curve.

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



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290 368 481

641 902

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191 249 311

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