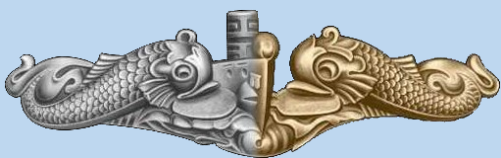
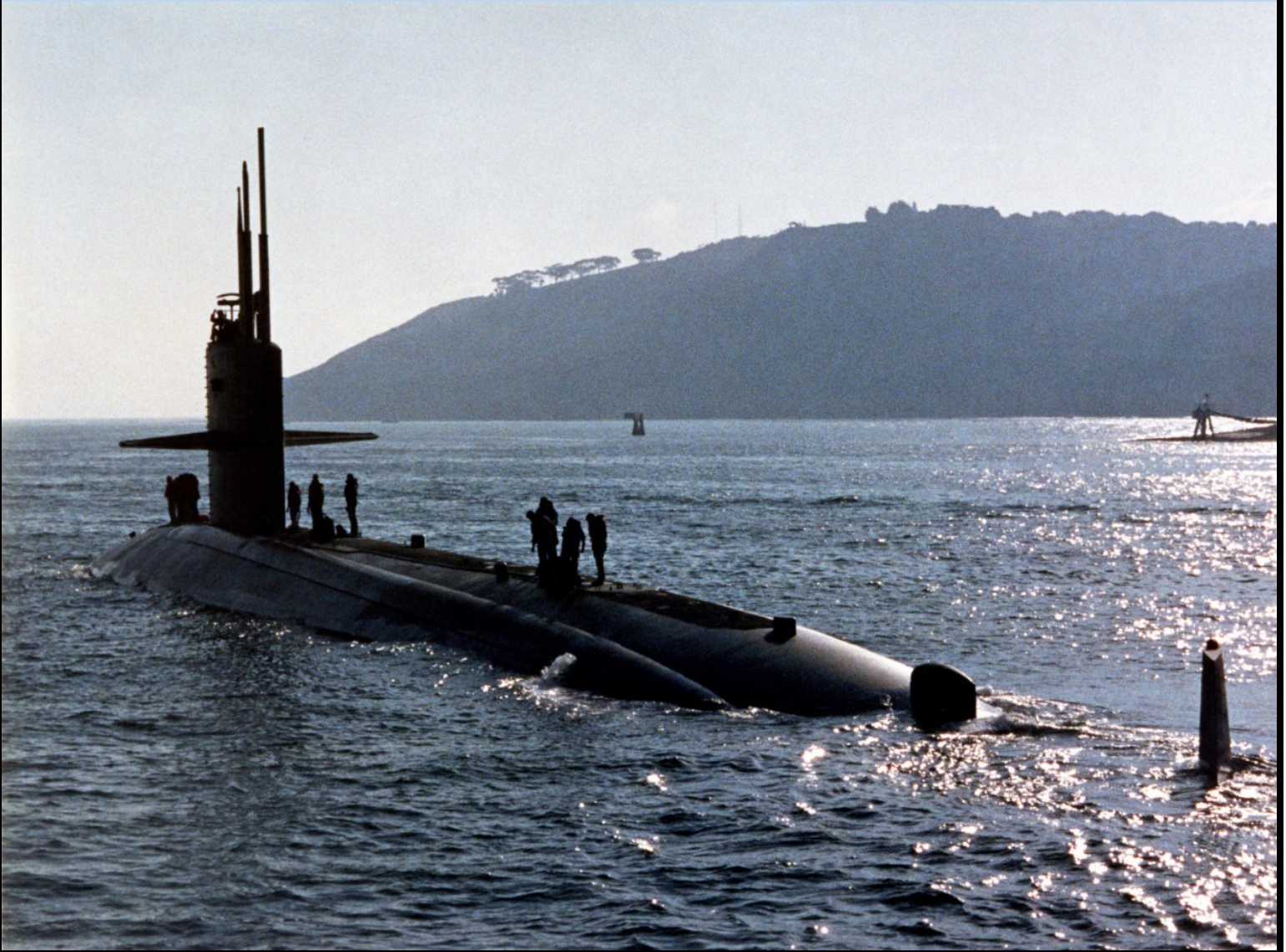


# Steel Valley Dolphins

Monthly Newsletter



## USS Guitarro (SSN-665)



## 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**

April 08, 2023 @ 1230 hours

At Houston American Legion Post 902

### 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.

Lou Hamill - [itgeek8088@gmail.com](mailto:itgeek8088@gmail.com)

## MAKE A DIFFERENCE, ATTEND A MEETING!

### Our Website

For additional information about what is happening at **YOUR** base, go to

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





## USSVI National Officers

Office	Officer	Phone	eMail
National Commander	William Andrea		<a href="mailto:wcandrea@bellsouth.net">wcandrea@bellsouth.net</a>
Senior Vice Commander	Jon Jaques	615-893-7800	<a href="mailto:jjaques@bellsouth.net">jjaques@bellsouth.net</a>
Junior Vice Commander	Steven Bell	704-824-3510	<a href="mailto:usnret82@carolina.rr.com">usnret82@carolina.rr.com</a>
Secretary	Raymond Wewers	479-967-5541	<a href="mailto:raywewers@gmail.com">raywewers@gmail.com</a>
Treasurer	Paul Hiser	910-691-5650	<a href="mailto:paulhiser664@gmail.com">paulhiser664@gmail.com</a>
Past Commander	Wayne Standerfer	972-298-8139	<a href="mailto:lwaynes@charter.net">lwaynes@charter.net</a>
Chaplain	James Sandman	615-975-4792	<a href="mailto:Jsandman85@gmail.com">Jsandman85@gmail.com</a>
Region Director Northeast	Leslie Altschuler	917-748-2275	<a href="mailto:CdrNJNorthBase@hotmail.com">CdrNJNorthBase@hotmail.com</a>
District Commander EN3	Thomas Denton	301-845-0049	<a href="mailto:gcmfish@verizon.net">gcmfish@verizon.net</a>
National Office		360-337-2978	<a href="mailto:office@ussvi.org">office@ussvi.org</a>



## USS Requin Base Officers

Office	Officer	Phone	eMail
Base Commander	Hubert C. Dietrich	412-486-2635	<a href="mailto:hueyfromglenshaw@aol.com">hueyfromglenshaw@aol.com</a>
1st Vice Commander	Joe Campisi	412-322-3201	<a href="mailto:jcampisi654@comcast.net">jcampisi654@comcast.net</a>
2nd Vice Commander	Chuck "Bat" Masterson	724-869-1938	<a href="mailto:mastersoncf@aol.com">mastersoncf@aol.com</a>
Secretary	Jeff Simon	920-217-8633	<a href="mailto:jeffsimon@zoominternet.net">jeffsimon@zoominternet.net</a>
Treasurer	Lee M. Bookwalter	412-795-8337	<a href="mailto:booky143@verizon.net">booky143@verizon.net</a>
Storekeeper	Frank Nicotra	412-835-6540	<a href="mailto:nicotrafrank@gmail.com">nicotrafrank@gmail.com</a>
Chaplain	Eric Bookmiller	724-485-2341	<a href="mailto:ebookmiller@comcast.net">ebookmiller@comcast.net</a>
Past Base Commander	Joe Campisi	412-322-3201	<a href="mailto:jcampisi654@comcast.net">jcampisi654@comcast.net</a>
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Photographer	Rick Flaugh	412-779-0497	<a href="mailto:flaughre@comcast.net">flaughre@comcast.net</a>
Holland Club Chairman	Joe Campisi	412-322-3201	<a href="mailto:jcampisi654@comcast.net">jcampisi654@comcast.net</a>
Asst. Holland Club	Dick Geyer	724-822-0401	<a href="mailto:dgdiving@gmail.com">dgdiving@gmail.com</a>
Technology Chair	Lou Hamill	412-445-3998	<a href="mailto:itgeek8088@gmail.com">itgeek8088@gmail.com</a>
Eagle Scout Chair	John Held	724-331-2479	<a href="mailto:petecompost@aol.com">petecompost@aol.com</a>
Awards Chair	Dick Geyer	724-822-0401	<a href="mailto:dgdiving@gmail.com">dgdiving@gmail.com</a>
<b>Master at Arms</b>			
Public Affairs Chair	Ed Derr	724-854-0781	<a href="mailto:rredde@gmail.com">rredde@gmail.com</a>



## Tolling of the Boats for March

### USS Perch (SS-176)

Lost on March 3, 1942 near Java with no immediate loss of life, while on her 1st war patrol. She survived 2 severe depth chargings in less than 200' of water by 3 Japanese destroyers. The crew abandoned ship and scuttled her. Of the 59 officers and men taken prisoner, 53 survived the war and six died as POWs.

### USS Grampus (SS-207)

Lost on March 5, 1943 with the loss of 71 officers and men, on her 6th war patrol. She was lost in Vella Gulf, sunk after engaging 2 Japanese Destroyers.

### USS H-1 (SS-28)

Lost on March 12, 1920 with the loss of 4 men as they tried to swim to shore after grounding on a shoal off Santa Margarita Island, off the coast of Baja California, Mexico. Vestal (AR-4), pulled H-1 off the rocks in the morning of 24 March, only to have her sink 45 minutes later in some 50 feet of water. She was originally named the USS Seawolf before becoming H-1.

### USS Triton (SS-201)

Lost on March 15, 1943 with the loss of 74 men. She was sunk north of the Admiralty Islands during a fight with 3 Japanese Destroyers. Triton was the 1st boat to engage the enemy in December 1941 off Wake Island, sinking 9 ships, 1 submarine and a destroyer.

### USS Kete (SS-369)

Lost on March 20, 1945 with the loss of 87 officers and men at the end of her 2nd war patrol. Probably sunk near Okinawa, by a Japanese submarine that itself was subsequently lost.

### USS F-4 (SS-23)

Lost on March 25, 1915 with the loss of 21 men. She foundered 1.5 miles off of Honolulu when acid corrosion of the lead lining of the battery tank let seawater into the battery compartment, causing loss of control. She was raised in August 1915.

### USS Tullibee (SS-284)

Lost on March 26, 1944 with the loss of 79 officers and men, on her 4th war patrol. It's believed she was a victim of a circular run by one of her own torpedoes. The lookout was the only survivor and he survived the war as a Japanese prisoner.

### USS Trigger (SS-237)

Lost on March 26, 1945 with the loss of 89 officers and men, on her 12th war patrol. She was lost during a combined attack by Japanese antisubmarine vessels and aircraft. Trigger ranked 7th in total tonnage sunk and tied for 8th in number of ships sunk.





## Submarines commissioned during the month of March

G-3 SS-31	3/22/1915	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
K-1 SS-32	3/17/1914	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
R-4 SS-81	3/28/1919	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
S-5 SS-110	3/6/1920	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	<a href="#">Eternal Patrol</a>
S-17 SS-122	3/1/1921	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
S-45 SS-156	3/31/1925	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
Tarpon SS-175	3/12/1936	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
Permit SS-178	3/17/1937	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
Salmon SS-182	3/15/1938	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
Stingray SS-186	3/15/1938	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
Squalus/Sailfish SS-192	3/1/1939	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	<a href="#">Eternal Patrol</a>
Mackerel SS-204	3/31/1941	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
Grayling SS-209	3/1/1941	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	<a href="#">Eternal Patrol</a>
Growler SS-215	3/20/1942	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	<a href="#">Eternal Patrol</a>
Haddock SS-231	3/14/1942	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
Cobia SS-245	3/29/1944	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
Muskallunge SS-262	3/15/1943	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
Paddle SS-263	3/29/1943	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
Pompon SS-267	3/17/1943	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
Dragonet SS-293	3/6/1944	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
Roncador SS-301	3/27/1945	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
Seahorse SS-304	3/31/1943	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
Sealion SS-315	3/8/1944	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
Catfish SS-339	3/19/1945	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
Diodon SS-349	3/18/1946	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
Hammerhead SS-364	3/1/1944	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
Macabi SS-375	3/29/1945	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
Sterlet SS-392	3/4/1944	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
Queenfish SS-393	3/11/1944	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
Spadefish SS-411	3/9/1944	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
Stickleback SS-415	3/29/1945	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	<a href="#">Eternal Patrol</a>
Cutlass SS-478	3/17/1945	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
Diablo SS-479	3/31/1945	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
Amberjack SS-522	3/4/1946	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
Trigger SS-564	3/31/1952	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
Grayback SSG-574	3/7/1958	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
Seawolf SSN-575	3/30/1957	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
Abraham Lincoln SSBN-602	3/11/1961	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
Jack SSN-605	3/31/1967	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
Sam Houston SSBN-609	3/6/1962	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	
Thomas A. Edison SSBN-610	3/10/1962	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>	

Sturgeon SSN-637	3/3/1967	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>
Sunfish SSN-649	3/15/1969	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>
Billfish SSN-676	3/12/1971	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>
Omaha SSN-692	3/11/1978	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>
Cincinnati SSN-693	3/11/1978	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>
New York City SSN-696	3/3/1979	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>
Bremerton SSN-698	3/28/1981	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>
Minneapolis–Saint Paul SSN-708	3/10/1984	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>
Atlanta SSN-712	3/6/1982	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>
Montpelier SSN-765	3/13/1993	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>
New Mexico SSN-779	3/27/2010	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>
Colorado SSN-788	3/17/2018	<a href="#">Wikipedia</a>	<a href="#">NavSource</a>





### Binnacle List

### Eternal Patrol

### In Remembrance

James Koontier  
Rick Elster  
Chad Underkoffler  
Beverly Geyer

Paul Wassenberg

Dr. Carol Sawyer

Sponsor of  
USS Pittsburgh SSN-720

Bernard "Bernie" Sigler	RM2 (SS)	3/13/2020
Mathias J. Holzer	CS2(SS)	3/15/2016
George P. Elder	EM1(SS)	3/24/2015

### Birthdays

#### Member

#### Spouse

#### Anniversaries

Jared Lawrence	4/3	Patricia Goron	4/2	Linda & Mike Allen	4/1
Regis Dugan	4/4	Carol Poninsky	4/4	Alexandra Good & Brian Linville	4/1
Rufino Guntang	4/4	Beverly Geyer	4/8	Charlene & Jimmy List	4/2
Jean Lemieux	4/7	Helga Iden	4/10	Heidi & Jeffrey Iloff	4/3
John Mack	4/7	Jacquelyn Kuhn	4/12	Kathleen & George Dolgos	4/4
Richard Simpson	4/10	Charlene List	4/17	Nancy & Robert Clark	4/6
Evelyn Kudlic	4/11	Barbara Zdarko	4/18	Elizabeth & Robert Davis	4/6
Jimmy List	4/11	Susan Ireland	4/23	Rose & Frank Nicotra	4/7
Merlin Larsen	4/14	Liz Harris	4/25	Carol & M. David Cochenour	4/8
Gerald Gaylor	4/15	Debby Shrump	4/28	Jacquelyn & Blaine Kuhn	4/13
Ronald Campbell	4/19	Nancy Clark	4/29	Elisabeth & Merlin Larsen	4/14
Gary Ireland	4/19			Cassandra & Joshua Sewell	4/14
Lee Bookwalter	4/20			Mary & Gregory Bayne	4/16
Scott Holzwarth	4/25			Diane & Floyd Underkoffler	4/18
Robert Laird Jr.	4/26			Connie & Jon Bruce	4/24
				Kela Gary & Michael Gasparovic	4/24
				Robert & Sandra Carman	4/27
				Debby & Charles Shrump	4/27
				Amy & Robert Goldman	4/29







## Commanders Corner

The St. Patrick's Day Parade was a great success in the city of Pittsburgh. This is the first time that our members rode our new transporter. Lou Hamill and his construction committee have done a wonderful job in constructing the three benches that can hold up to nine shipmates/first mates. So, there is no excuse not being able to attend future parades, like us old salts, who have difficulty walking, we can ride. As we passed the reviewing the stand – we were introduced along with a great introduction of our base activities. They estimated that there were around 150,000 in attendance.

The crowd was so happy and friendly to each and every one of us. We wondered if they loved us as much as they showed it or was it the spirits they were drinking. They thanked us for our service and the veterans in attendance saluted us as we passed. This is a great beginning of a great parade season!

On a more serious note – If you ever receive an e-mail from me or another base member requesting a donation- PLEASE DIS-REGARD! A few members received one asking for gift cards – we were not sucked in - Thank God!!! Keep us informed if you or any other member receives one.

Our next meeting is scheduled on April 8<sup>th</sup>, at the American Legion Post 902 in Houston, Pa. The following shipmates will be inducted into the Holland Club –

Ken Crosby	Mike Pellegrino
Robert Laird	Dan Plunkett
Joe Monteleone	John Swords
John Mack	Charles Warren

Since this a traveling meeting, the caterer requests that we notify him by April 3<sup>rd</sup> on the total amount of attendees/first mates/guests who will be in attendance. The official meeting notification will be sent April 1<sup>st</sup>.





## Meeting Minutes

**Base Commander Huey Dietrich** called the meeting to order.

**Attendees:** John Bistolas, Eric Bookmiller, Lee & Patsy Bookwalter, Clair & Nancy Bouts, George Tim & DJ Boyle, Brown, Ron Campbell, Joe Campisi, Tom Clark, Joe Capito, Ken Crosby, Huey & Edie Dietrich, Rick Flaugh, Dick Geyer, Bill & Donna Greenlee, Marl Hoag, Jean Lemueax, Bill Lindsey, Chuck & Nancy Loskoch, Bat Masterson, Vince Metz, Joe Monteleone, Frank Nicotra, Mike Pelegrino, Chuck Schrupp, Harry Sills, Jeff & Eileen Simon, Jack & Karen Sutherin, Chuck Warren, Mike Wyckoff.

**USSVI 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 towards greater accomplishments. To pledge our loyalty and patriotism to the United States of America and its Constitution.

**Base Commander Huey Dietrich:** Quotes of the day: “If the officers that skipper my submarines can’t go outside of protocol or bend the rule book then they are not needed in my submarine fleet (Nimitz)”

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

### **Boats Lost:**

USS PERCH (SS 176) March 3, 1942  
USS GRAMPUS (SS 207) March 5, 1943  
USS H-1 (SS 28) March 12, 1920  
USS TRITON (SS 201) March 15, 1943  
USS KETE (SS 369) March 20, 1945  
USS F-4 (SS 23) March 25, 1915  
USS TULLIBEE (SS 284) March 26, 1944  
USS TRIGGER (SS 237) March 26, 1945

We also honor our departed shipmate of the Requin Base lost in March, George Elder, Matt Holzer and Bernie Sigler. Finally let us remember all the brave submariners who died performing their duties aboard submarines, some individually and some in groups, but where the submarine itself was not lost.

**Chaplain Eric Bookmiller** gave the Invocation

**COB Chad Underkoffler** lead the base in the Pledge Of Allegiance  
Members introduced themselves and the boats they qualified on.

**Secretary Jeff Simon** reported that Minutes of the previous base meeting were published in the SVD. With no objections, the minutes were approved as published.

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

### **Other Reports:**

Binnacle List: James Kontier, Beverley Geyer, Chad Underkoffler, Rick Elster  
Eternal Patrol: Paul Wassenberg, Dr. Carol Sawyer (Sponsor of USS Pittsburgh), Admiral Clark (brother of Tom Clark)

Base membership stands at 195, National at 11,495.

**Storekeeper Frank Nicotra** reported on available small stores items.

**Shipmate Vince Metz** reported on Eagle Scouts presentations.

**Social Events:**

VFW Post 3945 Fish Rodeo on May 10 was discussed. Motion to donate \$100 was approved by the members present.

American Legion Baden Home Association. Motion to donate \$200 due to cancellation of December meeting was approved by the members.

**Old Business:**

St. Patrick's Day Parade was attended by the Base.

Scheduled parades/events:

May 28 – Memorial Service on USS Requin

May 28 – Carnegie Memorial Day Parade

May 29 – Sewickley Memorial Day Parade

May 29 – Coraopolis Memorial Day Parade

**New Business:**

Members are cautioned about phony emails from other base members.

Rick Self promoted to rear Admiral, Commander of Submarine Force Pacific Fleet, Pearl Harbor, Hawaii  
Holland Club Inductees for 20234 are Ken Crosby, Joe Monteleone, Robert Laird, Mike Pelegrino, Dan Plunkett, John Swords and Charles Warren, Ceremony at the American Legion Post 902, Houston PA at the April 8<sup>th</sup> Base meeting.

**Good of The Order:**

National Vietnam War Veterans Day is being observed on March 29

Beer tap handles continue to be a good source of income to the Base.

Due to limits on attendees, the Base officers will be attending the USS Requin Birthday Party in April.

WWII veteran Victor Mihal turned 101 years young on February 17. Cards were sent to honor this event.

**Chaplain Eric Bookmiller** gave the Benediction and blessing of today's meal.

**Adjournment:** The meeting was adjourned.

**Next meeting:** American Legion 902 Houston PA at 1230 hours on April 8, 2023







# Month in Review

**THANK YOU** to those that took pictures and shared them. "If there are no pictures then it didn't happen."

To see pictures from the St. Patrick's day parade, go to <https://requinbase.org/basephotos/>

**A special shout out and Bravo Zulu to the German Club for providing chow and hosting our pre and post parade gathering.**





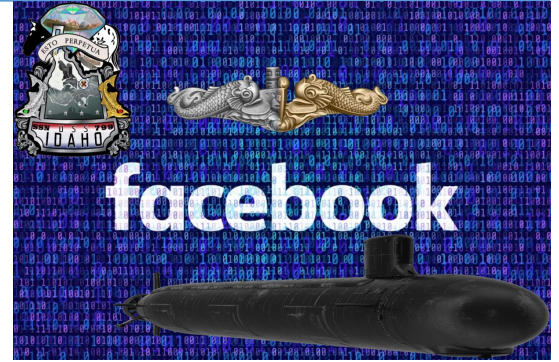


You can see more customer photos at:  
<https://requinbase.org/customer-photos/>

Thank You to Danny's Bar and Grill  
in West View

Thank You to the Main Street Bar  
In Sharpsburg

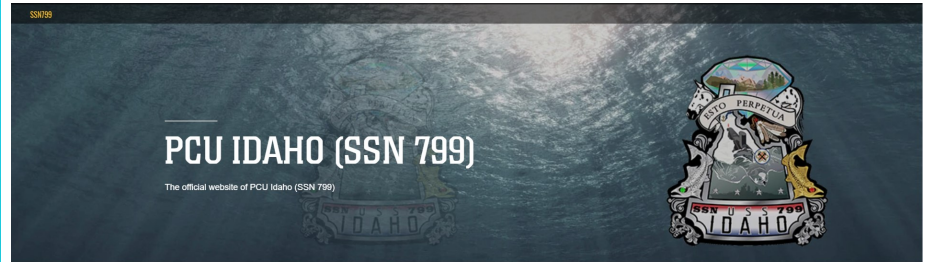




<https://www.facebook.com/SSN799>

**USS Idaho Support Fundraiser**  
 Jan 8, 2022

As I said, we are Submariners, and by nature, we are over achievers.  
 Thank you to everyone that helped us reach our goal of \$15,000  
 The crew and their families appreciate the support.



<https://www.sublant.usff.navy.mil/SSN799/>

Here is the link to the customer photos.  
<https://requinbase.org/customer-photos/>



If you would like to order a submarine beer tap handle [with or without the stand], a challenge coin holder or a newly added cribbage board.

contact [Huey Dietrich](#) or

Place your order for these and other USS Idaho items at

<https://requinbase.org/product-category/uss-idaho/>





# Say What???

**Brain Fart** - a condition when, under stress, one cannot recall or perform something that would normally be easy or second nature.

**Check Valve** – Also known as a “one way check valve”. A submariner who does things for himself/herself but does not reciprocate.



## Chaplain's Column

Greetings to all my fellow Requin Base shipmates, spouses, and associate members.

As always, I would like to ask everyone to keep those on the binnacle list in our thoughts and prayers this month.

Remember we are only as good as the information we get. If we don't know of a member passing, we cannot provide the appropriate honors for a fallen shipmate. If you know anyone who is sick or goes on eternal patrol, please give me a call at 724-485-2341 or email at [ebookmiller@comcast.net](mailto:ebookmiller@comcast.net). If you call and I don't answer, please leave a message. This is a land line phone so do not text this number.

If you wish to be placed on the binnacle list but do not want to disclose the specifics, I will maintain your confidentiality.

Eric Bookmiller



## Store Keepers Report

Please visit our online store at

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



2015 Convention



Challenge Coins



Hats



Non Specific



Patches



Pins



Requin Base



USS Idaho

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.





## Upcoming Events

### Meeting

April 08, 2023  
1230 hours

Houston American Legion  
124 W Pike Street  
Houston, PA 15342

### Base activities

May 28 – Memorial Service on USS Requin  
May 28 – Carnegie Memorial Day Parade  
May 29 – Sewickley Memorial Day Parade  
May 29 – Coraopolis Memorial Day Parade



## Membership

Primary Members	166	Holland Club	88	USSVI Life Members	76
Secondary Members	13	WWII	2	Base Life Members	57
Associate Members	16	Eternal Patrol	75	Joined Last Year	7
Total Members	195			Joined This Year	17



### New Member

Carl Capito qualified on the USS POLLACK SSN-603 in 1982 as an E5. He left the navy in 1983. Carl lives in Chester, W.V., with his first mate Lindy. He is the quartermaster of the VFW in Chester. Please e-mail Carl and welcome him aboard – [joecapito@hotmail.com](mailto:joecapito@hotmail.com) His nick name is JOE!



## Eagle Scouts

Please direct all Eagle Court of Honor requests to <https://requinbase.org/eagle-coh>

Congratulations to:

Gabriel Manchini T-134  
Justin Maxwell Savko T- 023

Kiel William Criner T-186  
Ian Jonathan Love T-186  
Mason James Powell T-186  
Vionno Rocque Pugliese T-186  
Elliot Ryan Vunora T-186



AKA - Mare Island Mud Puppy

Guitarro was used as the primary test bed for Submarine Launched Tomahawk Cruise Missile testing from 1977 through 1984. Primary GD test conductor was Wiley Huffman. All torpedo tube launches were successful. The majority of test flights were successful. A manufacturing related issue resulted in one unsuccessful flight. The resolution of this resulted in successful follow-on flights. Guitarro was instrumental in the development essential documentation: Weapon Handling procedures (from factory to submarine, from Torpedo Weapons Facility to submarine, from Submarine Tender to submarine); Launch Procedures; Targeting Procedures and Guidelines. Following test bed used was USS-705 City of Corpus Christi with Roy Keely as test conductor. All Tomahawk tests completed successfully.

History		General characteristics	
<b>Name</b>	USS <i>Guitarro</i>	<b>Class and type</b>	<i>Sturgeon-class submarine</i>
<b>Namesake</b>	The <u>guitarro</u> , a <u>ray</u> of the <u>guitarfish</u> family	<b>Displacement</b>	<ul style="list-style-type: none"> <li>• 3,860 long tons (3,922 t) light</li> <li>• 4,268 long tons (4,336 t) full</li> <li>• 408 long tons (415 t) dead</li> </ul>
<b>Ordered</b>	18 December 1964	<b>Length</b>	292 ft 3 in (89.08 m)
<b>Builder</b>	Mare Island Naval Shipyard, <u>Vallejo</u> , <u>California</u>	<b>Beam</b>	31 ft 8 in (9.65 m)
<b>Laid down</b>	9 December 1965	<b>Draft</b>	28 ft 8 in (8.74 m)
<b>Launched</b>	27 July 1968	<b>Installed power</b>	15,000 <u>shaft horsepower</u> (11.2 <u>megawatts</u> )
<b>Sponsored by</b>	Mrs. John M. Taylor	<b>Propulsion</b>	One <u>S5W nuclear reactor</u> , two <u>steam turbines</u> , one <u>screw</u>
<b>Commissioned</b>	9 September 1972	<b>Speed</b>	15 <u>knots</u> (28 km/h; 17 mph) surfaced <ul style="list-style-type: none"> <li>• 25 knots (46 km/h; 29 mph) submerged</li> </ul>
<b>Decommissioned</b>	29 May 1992	<b>Test depth</b>	1,300 feet (400 meters)
<b>Stricken</b>	29 May 1992	<b>Complement</b>	108
<b>Nickname(s)</b>	"Mare Island Mud Puppy"	<b>Armament</b>	4 × 21-inch (533 mm) <u>torpedo tubes</u>
<b>Fate</b>	Scrapping via <u>Ship and Submarine Recycling Program</u> completed 18 October 1994		



**03/02/1945**

USS Bowfin (SS 287) sinks Japanese transport Chokai Maru, and patrol bombers PB4Y-2 (VPB 119) sink transport Nichirin Maru in East China Sea.

**03/03/1942**

USS Perch (SS 176), after being depth-charged and irreparably damaged by Japanese destroyers Ushio and Sazanami, is scuttled by her crew in the Java Sea. All hands survive but are taken prisoner.

**03/04/1945**

USS Baya (SS 318) sinks merchant tanker Palembang Maru off Cape Varella, French Indochina, and USS Tilefish (SS 307) and sinks Japanese fishing vessel ShikoMaru.

**03/05/1945**

USS Sea Robin (SS 407) sinks three Japanese gunboats and USS Bashaw (SS 241) sinks two Japanese tankers.

**03/06/1944**

USS Nautilus (SS 168) attacks a Japanese convoy approximately 240 miles north-north west of Saipan and sinks transport (ex-hospital ship) America Maru.

**03/07/1942**

USS Grenadier (SS 210) torpedoes Japanese Asahisan Maru south of Shioya Saki, causing damage to the transport ship.

**03/07/1958**

USS Grayback (SSG 574) is commissioned. She is the first submarine built from the keel up with guided missile capability to fire the Regulus II missile.

**03/08/1961**

USS Patrick Henry (SSBN 599) returns from patrol to become the first ballistic missile submarine to use Holy Loch, Scotland, as a refit and upkeep anchorage.

**03/09/1944**

USS Lapon (SS 260), while pursuing a Japanese convoy in the South China Sea, sank two freighters and survived a counterattack by Japanese gunboat.

**03/10/1944**

USS Kete (SS 369) attacks a Japanese convoy and sinks one cargo and two transport ships while dodging counterattacks.

**03/13/1993**

USS Montpelier (SSN 765) is commissioned at Naval Station Norfolk. The boat is the 15th in the Los Angeles-Improved class of attack submarines.

**03/14/1945**

USS Bream (SS 243) sinks the Japanese auxiliary submarine chaser Kihin Maru in the Java Sea, south of Borneo. Also on this date, USS Trepang (SS 412) sinks the Japanese guardboat Kaiko Maru off Inubo Saki, Japan.

**03/17/1898**

John Holland's submarine, Holland IV, performs the first successful diving and surfacing tests off Staten Island, N.Y.

**03/17/1945**

USS Sealion (SS 315) sinks Bangkok-bound Thai oiler Samui off Trengganu coast, while USS Spot (SS 413) attacks a Japanese convoy and sinks army cargo vessel Nanking Maru off Yushiyama Island and damages cargo Ikomasan Maru, beached off Matsu Island.

**03/17/1959**

USS Skate (SSN-578) becomes the first submarine to surface at the North Pole, traveling 3,000 miles in and under Arctic ice for more than a month.

**03/19/1945**

Submarine USS Balao (SS 285) attacks a Japanese convoy and sinks one troopship and three fishing vessels and damages another off the Yangtze estuary about 90 miles north-northwest of Shanghai.

**03/20/1944**

USS Angler (SS 240) completes the evacuation of 58 U.S. citizens, including women and children, from the west coast of Panay, Philippine Islands. The sub had been told there were only 20 people, straining the boats supplies until it arrived at Fremantle April 9.

**03/21/1943**

USS Herring (SS 233) sinks the German submarine U 163 off the Bay of Biscay. The German submarine was responsible for sinking USS Erie (PG 50) on Nov. 14, 1942.

**03/21/1945**

USS Baya (SS 318) sinks the auxiliary netlayer Kainan Maru off Cam Ranh Bay.

**03/22/1943**

USS Gudgeon (SS 211) attacks a Japanese convoy 30 miles north Surabaya, Java, sinking an army cargo ship while surviving the depth charge attack by her escort vessels. Also on this date, USS Tambor (SS 198) damages a Japanese transport in the Sulu Sea, off Negros, Philippines.

**03/23/1944**

USS Tunny (SS 282) sinks the Japanese submarine I 42 off the Palau Islands.

**03/24/1944**

USS Bowfin (SS 287) attacks a Japanese convoy, sinking both a transport and army cargo ship.

**03/25/1915**

The submarine, F-4 (SS 23) sinks off Honolulu, Hawaii, with the loss of 21 lives. It is the first commissioned submarine loss for the U.S. Navy.

**03/27/1944**

USS Hake (SS 256) torpedoes and sinks Japanese merchant tanker Yamamizu Maru about 75 miles south of Borneo. Also on this date, USS Rasher (SS 269) attacks a Japanese convoy and sinks army cargo ship Nichinan Maru about 50 miles north of Bali.

**03/28/1944**

Submarines USS Barb (SS 220) and USS Silversides (SS 236) sink Japanese cargo freighter Fukusei Maru off Rasa Island and Japanese cargo ship Kairyu Maru off Manokwari, New Guinea, respectively.

**03/29/1944**

USS Haddo (SS 255) torpedoes and sinks Japanese army cargo ship Nichian Maru in South China Sea. Also on this date, USS Tunny (SS 282) torpedoes the Japanese battleship Musashi off Palau, necessitating for her to be repaired in Japan.

**03/30/1944**

USS Darter (SS 227) sinks a Japanese army cargo ship near New Guinea, despite the presence of an escort vessel. Also on this date, USS Picuda (SS 382) attacks a Japanese convoy and sinks a transport ship near Guam while USS Stingray (SS 186) sinks a transport ship near Saipan.



[#OTD](#) in 1945, the Balao-class submarine USS Lancetfish (SS-296) flooded and sank at the Boston Navy Yard after a worker opened a torpedo tube. The Lancetfish had the shortest service history among all U.S. Navy vessels, lasting just 41 days between commissioning and decommissioning.





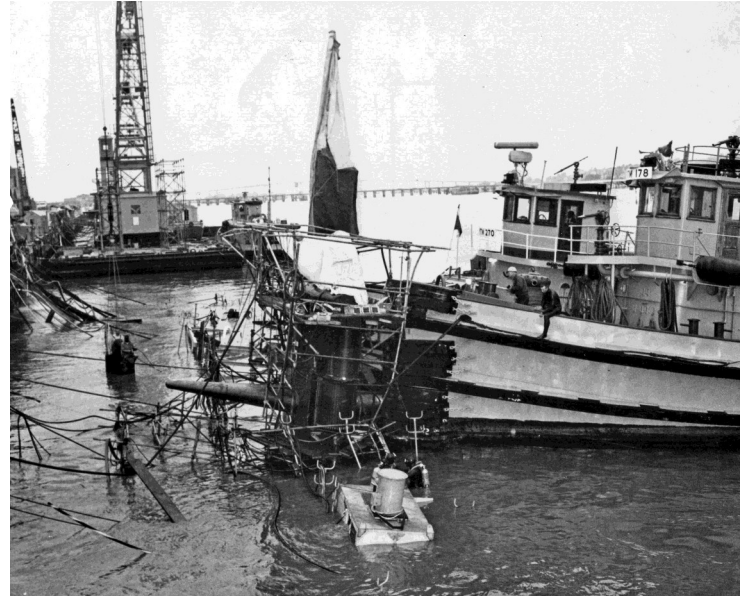


### The Sinking of the USS *Guitarro*

<https://www.history.navy.mil/research/library/online-reading-room/title-list-alphabetically/s/sinking-of-the-uss-guitarro.html>



The *Guitarro* (SSN-665) is on the bottom of the Napa River after her accidental sinking at Mare Island on 15 May 1969. (Note: The reactor had not been installed). Other vessels in the picture are from left to right; unknown *YD*, *YD-33* (150 Ton Crane), and *Satanta* (YTM-270). *Satanta* is preventing the *Guitarro* from capsizing



Navy tugs *Satanta* (YTM-270) and *DeKaury* (YTM-178) with the shipyard's diving barge alongside the sail of the *Guitarro* (SSN-665) on the morning of 16 May 1969 looking north.

#### Background

At approximately 8:30 P.M. (Pacific Daylight Time), Thursday, May 15, 1969, the nuclear powered attack submarine *Guitarro* (SSN-665) sank while tied up to the dock at the Mare Island site of the San Francisco Bay Naval Shipyard. The ship had been under construction since August 1965, and was due to be commissioned in January 1970. Sinking was caused by uncontrolled flooding within the forward part of the ship. It was refloated at 11:18 A.M. (PDT), Sunday, May 18, and after inspection damages were estimated at between \$15.2 million and \$21.85 million.

#### Discussion

On May 19, Chairman Rivers directed the staff of the Armed Services Investigating Subcommittee to begin an immediate preliminary inquiry into the sinking of the *Guitarro*. On May 22, he announced that he had appointed the following Subcommittee Members to carry out the investigation:

- Samuel S. Stratton, (D-N.Y.) Chairman
- William J. Randall (D-Mo.)
- John E. Hunt (R-N.J.)

The Subcommittee traveled to Mare Island and on May 26, 27, and 28 made a careful inspection of the *Guitarro* (then in drydock), examined all pertinent available records and took 605 pages of testimony, under oath, from those witnesses deemed most knowledgeable as to those facts bearing on the sinking.

#### Findings and Conclusions

As a result of its investigation the Subcommittee has concluded that, although the sinking of the USS *Guitarro* was accidental, the immediate cause of the sinking was the culpable negligence of certain shipyard employees. This, together with the contributing factors of inadequate coordination of both the ship construction activities and the assignment of specific responsibilities, will be discussed more fully in the body of this report.

## Recommendations

That the Secretary of the Navy take immediate action to:

1. provide that during the construction of any Navy ship, whether nuclear or nonnuclear, there shall be at all times on duty at the site one single individual who shall have full responsibility and authority for its construction and safety;
2. insure that at Mare Island, as well as in all other construction yards, there is full and complete interchange of information on a regular duty basis with regard to all construction operations between nuclear and nonnuclear groups. Such interchange and coordination procedures should include the full and regular participation of both the single individual charged with the top authority for ship construction and safety, and the ship's prospective commanding officer;
3. require the establishment and *enforcement* of clear-cut lines of responsibility, at all construction yards, for ship safety and sound ship construction procedures;
4. have assigned to ship security billets only personnel fully trained and briefed on the requirements of their positions and with appropriate authority to enforce strict safety procedures;
5. consider the development and utilization of fittings for lines and cables which, in the event of an emergency, could be quickly disconnected at those points where, during construction, they are temporarily run through watertight door openings; and
6. instruct the Naval Ship Systems Command to undertake an immediate and thorough survey of the construction practices and procedures in effect in all Navy shipyards, to ensure the implementation and oversight of directives establishing clear-cut lines of authority and responsibility and providing for adequate exchange of information among all construction groups, in line with the recommendations set forth above.

## Chronology of Events

During the afternoon and early evening of May 15, 1969, the following events occurred at the approximate times indicated:

4:00 P.M.: A civilian construction group (nuclear) began an instrument calibration assignment which required the filling of certain tanks, located aft of the ship's pivot point, with approximately five tons of water.

4:30 P.M.: A civilian construction group (nonnuclear) began an assignment to bring the ship within a half degree of trim. This entailed the adding of water to tanks forward of the ship's pivot point, to overcome a reported two degree up-bow attitude.

4:30 to 7:50 P.M.: The nuclear group continued to add water aft.

4:30 to 7:45 P.M.: The nonnuclear group continued to add water forward.

7:00 P.M. and again at 7:30 P.M.: A security watch advised the nonnuclear group that by that time the *Guitarro* was riding so low forward that a one and a half foot wave action, stirred up by boats operating in the river, was causing water to enter an uncovered manhole in the most forward and lowest portion of the ship's deck. These warnings went unheeded.

7:45 P.M.: The nonnuclear group stopped adding water to the ballast tanks in preparation for their lunch break.

7:50 P.M.: The nuclear group completed their calibrating assignment and began to empty the tanks aft.

8:00 P.M.: The nonnuclear group left for lunch.

8:30 P.M.: The nuclear group emptying the water from the aft tanks and a member of the group noticed " sudden down angle being taken by the boat." At approximately the same time, the nonnuclear group and others, returning to the ship from lunch, observed in down sharply at the bow with a massive flooding taking place through several large open hatches.

8:30 to 8:45 P.M.: Efforts made to close watertight doors and hatches were unsuccessful due to lines and cables running through them.

8:55 P.M.: The *Guitarro* sank.

## Discussion of Events

The *Guitarro* should not have sunk. It was not overwhelmed by cataclysmic forces of nature or an imperfection in design or an inherent weakness in its hull. Rather, it was sent to the bottom by the action, or inaction, of certain construction workers who either failed to recognize an actual or potential threat to the ship's safety or assumed that it was not their responsibility.

Certainly, the tragedy was not caused by any lack of formal directives. Over 300 pages of instructions, guidelines and organizational charts meticulously detailed and parceled out responsibilities and authorities. A review of material furnished the Subcommittee by the shipyard discloses the organizational structure which includes:

Three principal offices-Shipyard Commander, Management Engineer and Information, and Industrial Relations; Ten departments; Nine groups; Seventy-five divisions; One hundred and seven branches; Two hundred and five sections; and Thirty shops.

In spite of the elaborate formulation of policies and procedures, something was lost in their translation into practice and the *Guitarro* went down. Its sinking could have been prevented by the timely exercise of very little commonsense and the taking of a few simple precautions.

### The *Guitarro's* Achilles' Heel

In the most forward part of the ship is the bow structure sonar dome which contains the ship's sonar sphere. Entrance to the dome is through a manhole which has a bolted cover. At the time of launch, this opening was also protected by a cofferdam approximately three and a half feet high. This additional precaution was taken to make sure that occasional water did not run down onto the electronic gear which was exposed at that time.

The sonar's operation is dependent on a number of large electronic components known as transducers. Sometime after the sonar equipment was installed it was discovered that some of these components were faulty and would have to be replaced. To facilitate this work, the cofferdam and the bolted manhole cover were removed. *This occurred in early March 1969 and neither the cofferdam nor the cover was ever replaced.* At the time the *Guitarro* went down, *the manhole cover was on the dock and the cofferdam was in the storage warehouse.*

From the testimony and records before the Subcommittee, it can be reasonably concluded that on May 15 a simultaneous trimming operation and calibrating test caused a sufficient change in the *Guitarro's* draft to permit water to enter in quantity through the open sonar dome manhole. As the sonar dome became flooded, its weight caused the ship to further settle by the bow which permitted additional water to enter other openings. This soon allowed massive flooding through the large bow access and at this point the *Guitarro* was doomed.

Both the nonnuclear Ship Superintendent and the General Foreman No. 1 on the *Guitarro* had a responsibility for the safety of the ship. This included a responsibility for protecting it from the threat posed by the open sonar dome manhole. The Ship Superintendent testified that the bolted manhole cover should not have remained off without a cofferdam around the hole. However, he further testified that although he made daily inspections of the *Guitarro* he never noticed the uncovered sonar dome manhole and that no one ever brought the matter to his attention. The Subcommittee considers this to be an incredible bit of testimony in view of the fact that the dangerous condition had existed for two months.

A cofferdam could have been installed quickly and easily, but the general foreman testified that, although he recognized the open manhole as a potential threat to the safety of the ship, he felt a sufficiently close watch of it was being maintained and, therefore, there was need for a cofferdam. Unfortunately, no one was watching the night the *Guitarro* sank.

### Conflicting Operations

In the chronology section of this report, reference has been made to two operations which were under way simultaneously on the *Guitarro* during the late afternoon and early evening of May 15. One operation was



being performed aft by a nuclear group and the other was being performed in the forward part of the ship by a nonnuclear group. *Neither group knew what the other was doing nor were they apparently aware of each other's presence.*

As necessary background, it should be understood that in the construction of a nuclear submarine the work is divided into nuclear construction and nonnuclear construction. Each is done by a separate group and separation of responsibilities and operations is complete. However, of necessity, there is a mutual dependency which should require constant communication if operations are to be coordinated and scheduled in the most effective and efficient manner.

On or about May 13, the nuclear group had progressed to a point where Atomic Energy Commission test procedures required the calibration of certain tanks by filling them with water in increments of 100 gallons, recording various data and then blowing them down and venting them. The particular tanks involved hold approximately 1200 gallons of water, weighing approximately five tons. Although the actual tests were to be performed by the nuclear group, it was the responsibility of the nonnuclear group to place the ship in the required trim condition.

Early on the morning of May 14, the *Guitarro* was put in trim and during that day tests were run. However, on May 15, at approximately 3:50 P.M., a representative of the nuclear side advised the nonnuclear Foreman that the tests had to be rerun and requested that the ship be checked for required trim. A nonnuclear man was sent to make the check and he reported that the *Guitarro* was one degree down at the bow. Therefore, although the day shift was about to go off, they began to move water from the forward trim tanks to the aft trim tanks in an effort to correct the reported down-bow attitude. The work was then turned over to the swing shift for completion.

The swing shift Foreman to whom this work was assigned *testified before the Subcommittee that he had never before attempted to trim a ship and did not feel qualified to do so*, although he had participated to some extent in the trimming operation on the 13th. He stated that although he was told that the *Guitarro* was bow down he had it checked by one of his workers who reported the bow *up* two degrees.

Obviously, someone was wrong and it is not beyond the possibility that both the day shift and the swing shift measurements were in error and that as a matter of fact the *Guitarro* was still in trim from the operation just completed the day before. This latter possibility finds ample support in the draft entries in the *Guitarro*'s log and in the vessel's below-decks check-off sheet and the below-deck security log. As of 11:30 P.M. on May 13, the entries in both of the said logs and the check-off sheet showed the draft of the *Guitarro* to be 21 feet, 11 inches forward and 29 feet, eight inches aft. On May 14, during the graveyard shift (midnight to 8:00 A.M.) the *Guitarro* was put in trim and at that time the three aforesaid records all agree on the new draft readings, 23 feet, six inches forward and 28 feet, seven inches aft.

The check-off sheet for May 15 has not been located. However, the ship's log and the security log for the 15th show that as of 3:30 P.M. on that day the relative positions of the bow and stern had remained unchanged for the past 24 hours. It shows a draft of 23 feet, eight inches forward and 28 feet, nine inches aft, an increase in draft of 2 inches at both the bow and stern. Since the Assistant Chief Design Engineer for Naval Architecture at Mare Island testified that the *Guitarro*'s bow would have to go down two feet and the stern come up two feet to make a half degree change in trim, and since the draft had only changed 2 inches, it can be reasonably be concluded from the draft entries in the ship's log that on the afternoon of May 15 the *Guitarro* was still in trim. This possibility becomes a virtual certainty when we consider the fact that no witness before the Subcommittee was able to offer any reasonable suggestion to explain how the ship could have gotten out of trim in that 24-hour period. Nevertheless, the swing shift, assuming the correctness of their own readings, proceeded to reverse the flow of water in the trim tanks, moving it forward in an attempt to bring the bow down.

At or about the same time, the nuclear group began filling tanks aft. Ironically, the success of their assignment was dependent on the ship being first in trim. However, at least two factors would have led them to believe that this condition already existed:

1. they knew that the ship had been placed in trim only 24 hours previous; and

2. they were advised by the nuclear day shift, whom they were relieving, that preparations for the calibration tests were complete. This would necessarily include the required trim condition of the vessel.

The Nuclear Power Superintendent of the shipyard testified that he would also have interpreted this latter advice to mean that the ship was in trim. Later, however, he stated he would have expected the nuclear calibrating group to make an independent check as to the truth of what they had been told. If, as this indicates to the Subcommittee, such a lack of confidence exists as to the validity or correctness of orders or assignments among the nuclear construction personnel, then something is sadly lacking in the quality of their supervision and administration.

It further appears from the testimony before the Subcommittee that only the Nuclear Ship Superintendent and a subordinate knew on the afternoon of May 15 that the nonnuclear side had been requested to recheck the ship's trim-and there is no evidence that they brought this intelligence to the attention of the swing shift nuclear group slated to run the calibration tests or to anyone else on the nuclear side. This suggests that communication *within* the nuclear section was no better than communication *between* the nuclear and nonnuclear groups.

Meanwhile, in the forward part of the ship the nonnuclear group was not having much success in reducing the up-bow attitude they believed to exist. Moving the water to the forward trim tanks had not produced the desired result and, therefore, they decided to put water in the forward ballast tanks.

As is normal in a submarine under construction, plates are welded over the ballast tanks flood ports to prevent water from getting into the tanks and putting the submarine in an unsafe condition. Therefore, in order to frustrate this safety measure, it was necessary for the nonnuclear group to put a fire hose down the tank's vent pipe and force it past the check valve.

There are three pairs of ballast tanks forward and the group found that two pairs had already been filled the night before. Therefore, they proceeded to fill the remaining tanks, 3A and 3B. Their method was to turn the hose on full for five minutes first in one tank and then in the other and then check the trim. This continued until 7:45 P.M., by which time, according to their calculations, the bow still had a three-fourths degree up angle. At this point they shut off the hose, removed it from the vent pipe and went to lunch. They estimated that by that time they had put approximately 3,000 gallons in the tanks. As has already been noted, on two occasions during this operation the security watch informed the group that wave action was causing water to enter the sonar dome, but nothing was done to stop it.

Had the security watch stander adhered strictly to the regulations then in effect, he would have also made a telephone report of the submarine's condition to his superior. However, he did not do so. One can therefore only speculate whether such a call would have saved the *Guitarro*. The chances are it would not for the Subcommittee was informed that there was seldom a rapid response to security watch reports. Just why this should be is not entirely clear, although the Subcommittee noted the existence of several factors which could contribute to this negative attitude. For example, despite the importance of their job, the security watch standers are, for the most part, among the lowest paid of the Shipyard workers. And from the testimony it received, the Subcommittee was also given the distinct impression that throughout the Shipyard there exists a presumption that at least the senior employees know their respective jobs and can be counted upon to do them in a proper manner. Such an assumption tends to result in a rather casual attitude toward the reportings of the security watch.

The Subcommittee also learned that the security watch is given no course of formal training. Nor is the performance of his duties subject to periodic review and evaluation. He is furnished with a copy of the printed text which delineates his responsibilities and general procedures to be followed in carrying them out. From that point on, he is on his own.

At about the same time as the nonnuclear group went to lunch, the nuclear group, having 1,200 gallons in the tanks aft and having completed their calibration test, began to empty the tanks. This latter operation took 30 or 40 minutes and just as it was completed the submarine assumed a sudden down-bow attitude. This was the beginning of the massive flooding.

The alarm was sounded and personnel began an effort to close the hatches and the watertight doors in the bulkheads to prevent further flooding. However, numerous cables and lines running through these openings made futile this last ditch effort to save the submarine.

The Subcommittee does not intend to suggest that in a submarine the size of the *Guitarro* the amount of water added to its tanks on the afternoon and evening of the 15th would cause any large change in the vessel's trim. However, it is obvious that water added aft would have an offsetting effect on water added forward. Furthermore, instead of obtaining maximum expected reduction of the up-bow angle, such an operation would have more of a tendency to cause the entire submarine to sink lower in the water and thus make it more vulnerable to wave action and flooding through the open sonar manhole. This latter condition was becoming more critical with each passing minute and *the Subcommittee is convinced that the relatively rapid emptying of the tanks aft was the final straw which tipped the bow the last fraction of an inch needed for rapid flooding of the sonar dome.*

### **Improper Trimming Procedure**

To examine the correctness of the method used to trim the *Guitarro* the Subcommittee questioned a submariner with extensive experience in submarine construction and operation. Because of its importance, portions of his testimony on this point are set forth below:

"To put water into a main ballast tank, to a person in submarines, is-you don't do this unless you want to submerge, or unless it is a very deliberate, controlled evolution.

"At times in port we will put water into ballast tanks to list the ship or to flood down forward, but it is an evolution where you have people, personnel stationed throughout the ship. Usually the captain is on the bridge when it happens. It is very deliberate. You have phone talkers throughout the ship and you have officers spread throughout the ship. It is something you don't do very often and when you do, you make sure it is done [only] under extreme conditions."

There was no such supervision on the *Guitarro*. The witness also testified that in the shipyard there is a multitude of concrete weights which you can normally place on deck in the position necessary to give you the trim you desire.

Another witness testified that submarines submerge by filling ballast tanks and by no other means. He further stated that by flooding the forward ballast tanks, as was done in this case, the submarine was put in a dive posture. It therefore occurs to the Subcommittee that what the *Guitarro* did thereafter was only what it had been designed to do-sink.

### **The End**

After reviewing all pertinent facts, it is still difficult to understand how all the circumstances which had to be present in order to sink this vessel fell into place on the evening of May 15. One would surely expect that with all the security and precautionary directives such a disaster just could not happen. However, there was one vital defect in the system-a lack of centralized control and responsibility for all construction.

A memorandum dated March 27, 1969 describes a meeting held on March 15 at which the prospective commanding officer (i.e. the naval officer who would be given command of the ship after completion of construction) urged an agency of this nature. According to the memorandum this suggestion was opposed by the shipyard representatives. One enlightening paragraph of that memorandum reads:

"CO 665 [the prospective commanding officer] pointed out the need for a central controlling agency in the nonnuclear construction areas of the ship. Shipyard representatives (Lampson and Sheldon) pointed out the fact that the shipyard had been building ships for a long time without the need for such a procedure and no one had been killed or equipment damaged yet. CO 665 replied that they had been lucky."

On May 15, the shipyard's luck ran out.

After a 32-month delay, GUITARRO was finally commissioned in January of 1970. The "Mare Island Mud Puppy" was in service until 1992.



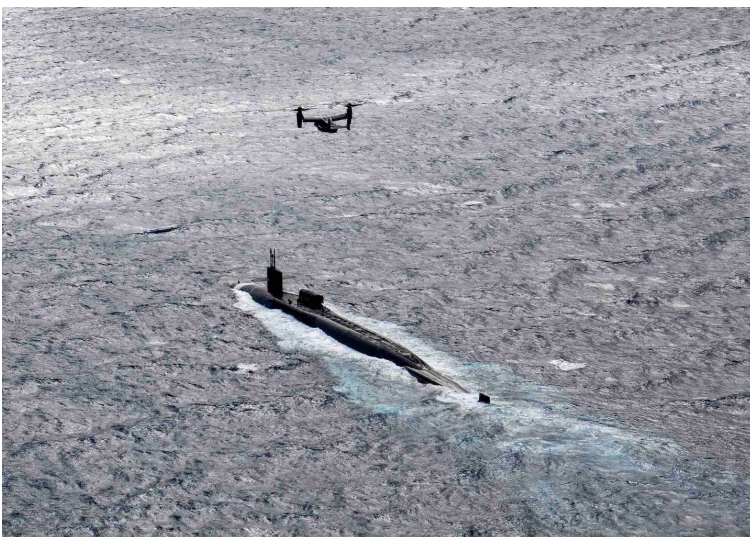
# Navy SEALs Boarding Submarine Via Osprey Seen In Stunning Photos

<https://www.thedrive.com/the-war-zone/navy-seals-boarding-submarine-via-osprey-seen-in-stunning-photos>

BY OLIVER PARKEN | PUBLISHED MAR 18, 2023



The Department of Defense has [released some vivid images](#) of [SEALs](#) performing an exercise with a U.S. Navy nuclear-powered guided missile submarine (SSGN). The exercise saw East Coast-based Navy SEALs participate in a special operations forces interoperability exercise aboard the *Ohio* class USS *Florida* (SSGN-728). This took place on February 26 in the Mediterranean Sea, although the DoD only released the images on March 17. As you can see below, a [CV-22 Osprey](#), assigned to the USAF's 7th Special Operations Squadron, 352nd Special Operations Wing, approaches USS *Florida*. Navy SEALs then prepare to be winched down onto the submarine.



CV-22 Osprey approaches USS *Florida*.  
U.S. Air Force photo by Tech Sgt. Westin Warburton

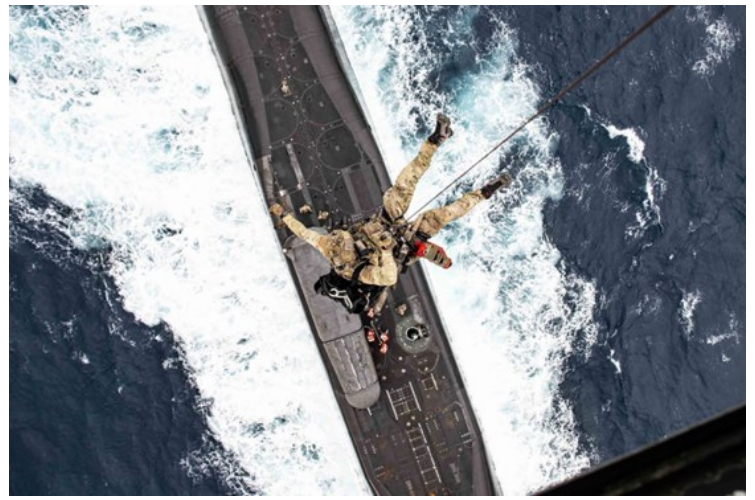


A Navy SEAL overlooks USS *Florida* from the CV-22 Osprey.  
U.S. Air Force photo by Tech Sgt. Westin Warburton





The view above USS Florida.  
U.S. Air Force photo by Tech Sgt. Westin Warburton



Navy SEAL being winched.  
U.S. Air Force photo by Tech Sgt. Westin Warburton

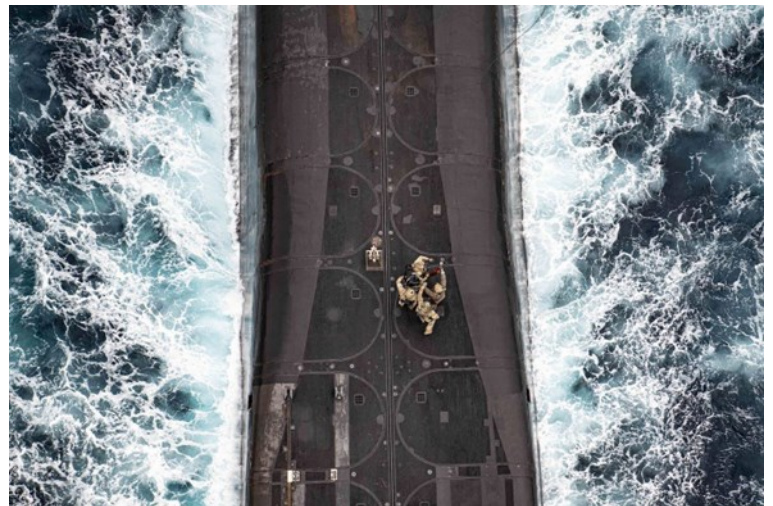
As many will quickly remember, the general maneuver was made famous in *The Hunt For Red October*. The good news is that the SEALs appear to have had an easier time boarding than Jack Ryan did. Several of the images give clear views of the Navy SEALs as they are winched down to the sub below. They are kitted-out with their rifles and wear night-vision goggles. They also have smart phone-sized computer tablets attached to their chests which can also record video. Close-up images of the Navy SEALs' faces have been blurred to obscure their identities.



Navy SEAL begins to winch down to USS Florida.  
U.S. Air Force photo by Tech Sgt. Westin Warburton



U.S. Air Force photo by Tech Sgt. Westin Warburton



U.S. Air Force photo by Tech Sgt. Westin Warburton

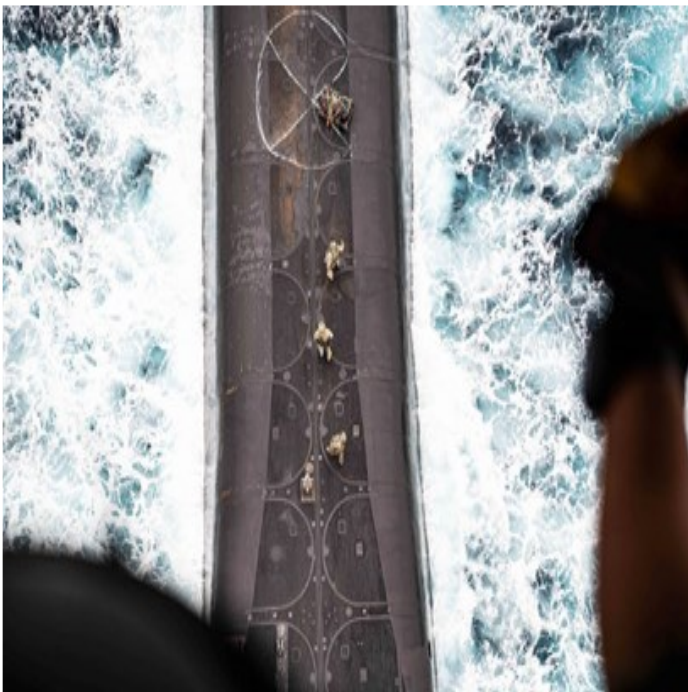




Navy SEAL winching down to USS Florida.  
U.S. Air Force photo by Tech Sgt. Westin Warburton



A Navy SEAL. Note the phone-sized tablet with a U.S. flag patch attached to its back.  
U.S. Air Force photo by Tech Sgt. Westin Warburton



A large, circled x appears to have been painted on the submarine's upper hull, where its missile tubes are, as an improvised target for winching-down loads.

While the rappelling shots do appear to feature Navy SEALs, a [second set of images](#) released by the DoD shows Navy SEALs and Greek Special Operations Forces (SOF) landing a Combat Rubber Raiding Craft (CRRC) aboard the submarine.

Another view above USS Florida.  
U.S. Air Force photo by Tech Sgt. Westin Warburton



Navy SEALs and Greek Special Operations Forces (SOF) landing a Combat Rubber Raiding Craft (CRRC) aboard USS Florida.

U.S. Navy photo by Mass Communications Specialist 2nd Class Matthew Dickinson



U.S. Navy photo by Mass Communications Specialist 2nd Class Matthew Dickinson





U.S. Navy photo by

Mass Communications Specialist 2nd Class Matthew Dickinson

USS *Florida* was also accompanied by two patrol boats during the exercise. The official DoD image captions on the first set of images indicate that these are NATO special operations forces [MK-V patrol boats](#). On inspection, they appear to be Greek MK-Vs.

According to the official image captions on both sets of images, the exercise “demonstrate[s] U.S. European Command’s ability to rapidly deploy Special Operations Forces throughout the theater at a time and place of our choosing, and the U.S. commitment to train with Allies and partners to deploy and fight as multinational forces and SOF to meet today’s challenges.”

As we highlighted [in this past War Zone piece](#), the Osprey is particularly well-equipped in accessing U.S. nuclear submarines, such as USS *Florida*. From our 2022 article.



USS *Florida* accompanied by NATO special operations forces MK-V patrol boats.

U.S. Air Force photo by Tech Sgt. Westin Warburton

The type's range and speed allow it to go where helicopters cannot and do so faster, as needed. This could include executing medical evacuations, delivering small cargoes, or moving special operations personnel on or off a submarine. The latter is especially relevant for the Navy's four SSGNs, which have a fundamental special operations motherhip and command and control mission. Along with the Navy's three other *Ohio* class nuclear-powered guided-missile submarines, USS *Florida* is known for its ability to carry special operators into contested environments and work as command and control centers for those missions, as well as being able to sling up to [154 Tomahawk missiles](#). A more typical load for these submarines is [around 100 Tomahawk missiles](#).



USS *Florida* in the Mediterranean Sea.

U.S. Air Force photo by Tech Sgt. Westin Warburton



Originally a ballistic missile submarine (SSBN), the Navy began configuring USS *Florida* into a guided missile submarine (SSGN) in 2002 along with USS *Georgia*, USS *Michigan* and USS *Ohio*. Navy SEALs can depart USS *Florida* directly via two diver lockout chambers, or by using a [swimmer delivery vehicle \(SDV\)](#) via the installation of up to two [dry dock shelters \(DDS\)](#) that sit over the diver lockout chambers, as seen in the photo below from this new set of images.



Once deployed, USS *Florida* can support Navy SEALs via intelligence from its sensors and drones, and from a vast array of other sources via its advanced communications systems. It can also provide overall command and control and coordination of complex amphibious special operations missions. You can read more about the history of the Navy's *Ohio* class SSGN submarines [in this past War Zone feature](#).

As of March 16, USS *Florida* was located in the Bay of Naples, southwest of Italy. According to U.S. Sixth Fleet, the submarine stopped there for "personnel and provisions," as well as to demonstrate the continued strength of relations between the U.S. and fellow NATO member state Italy. As [we've discussed in the past](#), it's unusual for the Navy to reveal the locations of its SSGNs, but it does happen from time to time. This especially tends to occur at times of heightened international tension. The Navy has periodically let the presence of its SSGNs in the Mediterranean be known during the buildup to, and following, Russia's all-out invasion of Ukraine.

All in all, the images really give you a sense of the scale of the big SSGNs, and are a reminder of their embarked highly potent special operations teams which can quickly be put into action right in the enemy's own backyard.

A longer look at USS *Florida* from above.  
U.S. Air Force photo by Tech Sgt. Westin Warburton







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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.



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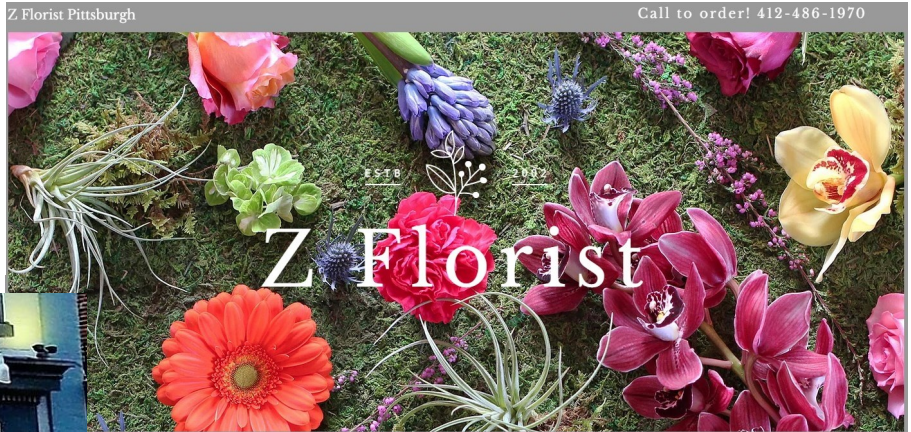


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