

Steel Valley Dolphins

Monthly Newsletter



USS Pogy SSN-647



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

March 09, 2024 @ 1230 hours

At Baden American Legion Post 641

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

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
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Past Commander	Wayne Standerfer	972-298-8139	lwaynes@charter.net
Chaplain	James Sandman	615-975-4792	Jsandman85@gmail.com
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District Commander EN3	Thomas Denton	301-845-0049	gcmfish@verizon.net
National Office	Dennis Nardone	360-337-2978	ussvi@telebyte.net



USS Requin Base Officers

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Technology Chair	Lou Hamill	412-445-3998	itgeek8088@gmail.com
Eagle Scout Chair	John Held	724-331-2479	petecompost@aol.com
Awards Chair	Dick Geyer	724-822-0401	dgdiving@gmail.com
Master at Arms	Chuck "Bat" Masterson	724-869-1938	mastersoncf@aol.com
Public Affairs Chair	Ed Derr	724-854-0781	rredde@gmail.com



Tolling of the Boats for February

[USS Scorpion \(SS-278\)](#)

Lost on Feb 1, 1943 with the loss of 77 officers and men in the East China Sea, on her 4th war patrol. It is assumed she was sunk by a mine.

[USS Barbel \(SS-316\)](#)

Lost on Feb 4, 1945 with the loss of 81 officers and men on her 4th war patrol. Based on Japanese records, she was bombed near the southern entrance to the Palawan Passage. The day before, she reported she survived 3 depth charge attacks.

[USS Shark I \(SS-174\)](#)

Lost on Feb 11, 1942 with the loss of 59 officers and men on her 1st war patrol. Shark was the 1st US submarine sunk by enemy surface craft in the Pacific. She was most likely sunk by depth charges.

[USS Amberjack \(SS-219\)](#)

Lost on Feb 16, 1943 with the loss of 72 officers and men on her 3rd war patrol. Off Rabaul, she was attacked by a Japanese patrol plane, attacked by a torpedo boat and then depth charged by a subchaser. One additional man was killed earlier on the last patrol.

[USS Grayback \(SS-208\)](#)

Lost on Feb 26, 1944 with the loss of 80 officers and men on her 10th war patrol. She appears to have been caught on the surface in the East China Sea by a Japanese carrier plane whose bombs made a direct hit. During this patrol she sank 4 ships totaling 21,594 tons and was tied for 11th in the number of ships sunk.

[USS Trout \(SS-202\)](#)

Lost on Feb 29, 1944 with the loss of 81 officers and men on her 11th war patrol. She was sunk by escorts in the middle of the Philippines Basin after sinking a passenger-cargoman and damaging another in a convoy. She carried out several notable special missions, including carrying over two tons of gold bullion out of Corregidor in February 1942.



Submarines commissioned during the month of February

C-5 SS-16	2/2/1910	Wikipedia	NavSource	
Jimmy Carter SSN-23	2/19/2005	Wikipedia	NavSource	
E-1 SS-24	2/14/1912	Wikipedia	NavSource	
E-2 SS-25	2/14/1912	Wikipedia	NavSource	
G-2 SS-27	2/6/1915	Wikipedia	NavSource	Eternal Patrol
L-5 SS-44	2/17/1918	Wikipedia	NavSource	
M-1 SS-47	2/16/1918	Wikipedia	NavSource	
S-9 SS-114	2/21/1921	Wikipedia	NavSource	
S-14 SS-119	2/11/1921	Wikipedia	NavSource	
S-44 SS-155	2/16/1925	Wikipedia	NavSource	Eternal Patrol
Sargo SS-188	2/7/1939	Wikipedia	NavSource	
Grouper SS-214	2/12/1942	Wikipedia	NavSource	
Cavalla SS-244	2/29/1944	Wikipedia	NavSource	
Mingo SS-261	2/12/1943	Wikipedia	NavSource	
Tullibee SS-284	2/15/1943	Wikipedia	NavSource	Eternal Patrol
Balao SS-285	2/4/1943	Wikipedia	NavSource	
Lancetfish SS-296	2/12/1945	Wikipedia	NavSource	
Shark SS-314	2/14/1944	Wikipedia	NavSource	Eternal Patrol
Carbonero SS-337	2/7/1945	Wikipedia	NavSource	
Carp SS-338	2/28/1945	Wikipedia	NavSource	
Cusk SS-348	2/5/1946	Wikipedia	NavSource	
Loggerhead SS-374	2/9/1945	Wikipedia	NavSource	
Piranha SS-389	2/5/1944	Wikipedia	NavSource	
Plaice SS-390	2/12/1944	Wikipedia	NavSource	
Pomfret SS-391	2/19/1944	Wikipedia	NavSource	
Runner SS-476	2/6/1945	Wikipedia	NavSource	
Conger SS-477	2/14/1945	Wikipedia	NavSource	
Grenadier SS-525	2/10/1951	Wikipedia	NavSource	
Shark SSN-591	2/9/1961	Wikipedia	NavSource	
Theodore Roosevelt SSBN-600	2/13/1961	Wikipedia	NavSource	
Henry Clay SSBN-625	2/20/1964	Wikipedia	NavSource	
Aspro SSN-648	2/20/1969	Wikipedia	NavSource	
Hawkbill SSN-666	2/4/1971	Wikipedia	NavSource	
Finback SSN-670	2/4/1970	Wikipedia	NavSource	
Cavalla SSN-684	2/9/1973	Wikipedia	NavSource	
L. Mendel Rivers SSN-686	2/1/1975	Wikipedia	NavSource	
Georgia SSGN-729	2/11/1984	Wikipedia	NavSource	
Pasadena SSN-752	2/1/1989	Wikipedia	NavSource	
Jefferson City SSN-759	2/29/1992	Wikipedia	NavSource	
Toledo SSN-769	2/24/1995	Wikipedia	NavSource	
Greenville SSN-772	2/6/1996	Wikipedia	NavSource	
South Dakota SSN-790	2/2/2019	Wikipedia	NavSource	



Binnacle List

Eternal Patrol

In Remembrance

Charlie Warren
Rick Elster
John Lukasik
Ed Derr

All Hands Present
And
Accounted For

John J. Mills Sr.	QM2(SS)	2/7/2010
Al Regits	IC2 (SS)	2/9/2022
Robert K Kaufman	CAPT	2/10/2019
Chuck Dreer	ETCM(SS)	2/10/2009
Hubert Brown	TM3 (SS)	2/12/2019
James S. Ross	QM3 (SS)	2/12/2018
John Donnelly	EN3 (SS)	2/23/2021
Richard R. Claypoole	FCS3(SS)	2/24/2009
Robert E. Vaughn	CAPT	2/25/2013
Devere Pyatte Jr	LT	2/27/2015

Birthdays

Member

Spouse

Anniversaries

Gregory Poole 3/1
Lyle Farmer 3/3
Edwin Derr 3/4
Reno Farina 3/4
Michael Pellegrino 3/4
Richard Elster 3/5
John Bistolas 3/6
Thomas Clark Jr 3/8
Mark Hoag 3/8
Eric Greenwald 3/10
David Alters 3/11
Mike Allen 3/14
Larry Huntsman 3/15
Gregory Bushko 3/18
Jeffrey Thompson 3/18
James Johnston 3/22
Thomas Calabrese 3/23
Thomas Weible 3/24
Michael Wyckoff 3/24
Steve Burelson 3/26
Robert Sampson, III 3/26

Patricia Koppenhaver 3/1
Cathy Clark Jr 3/9
Ashlee Amenti 3/10
Christine Gaines 3/10
Claudia Bistyga 3/12
Mary Bayne 3/15
Karen Lewis 3/17
Dorothy Bonnett 3/19
Diana Howton 3/19
Vicky Smith 3/19
Jacqueline Hall 3/20
Carol Lyons 3/21
Kimberly Swords 3/25
Margaret Ashmore 3/27
Laura Cherock 3/28
Eloyse Dietrich 3/30

Sheila & Richard McCullough 3/1
Valerie & James Wendell 3/15
Sherry & Charles Nixon 3/20





Shipmates:

Our February meeting was a great success! There was over forty members and first mates in attendance and they enjoyed the company and the great food. Especially the wonderful dessert! Thanks to all the first mates who made the excellent desserts. I was so happy to see our new members participating and have the opportunity to get to know them personally.

Our first two base activities in March fall on the same week end! The Saint Patrick's Day Parade is being held on Saturday, March 16th. Check in time is at 8:30 and the parade starts at 10 A.M. Jeff Simon will be coordinating all the parade activities. We will need a minimum of 5 shipmates to participate. The driver and four walkers, who have to walk beside the floats for safety reasons. More information will be forth coming.

In addition to the parade, during that week, the USS IDAHO will be christened in Groton, Conn. As a supporter of the IDAHO, we have been invited to attend. There are ten members who are interested on going. We plan on arriving on Thursday, March 14, mid-afternoon and departing Sunday, March 17th. Hopefully we all will enjoy the trip back to the home lands and the activities planned.

A special reminder, on April 11, "Submarine Birthday" the Veteran's Breakfast Club and the Science Center will be hosting a breakfast meeting and interviewing the submarine veterans and it a real tribute to be honored as submarine veterans.

Our next base meeting is scheduled on March 9th at 1230 - Baden's American Legion.





Meeting Minutes

February 17, 2024
American Legion Post 641, Baden, PA

Base Commander Huey Dietrich called the meeting to order.

Attendees: Willard Ashmore, John Bistolas, Eric Bookmiller, Lee & Patsy Bookwalter, Clair & Nancy Bouts, Don Bright, George & Cindy Brown, Joe Campisi, Joe Capito, Ken Crosby, Huey & Edie Dietrich, Dick & Beverly Geyer, Bill & Donna Greenlee, Bob & Lynn Gourley, David Halliday, Lou Hamill, John Held, Marl Hoag, Steve & Debbie, Kerch, Bill Lindsey, John Mack, Bat Masterson, Vince Metz, Bob & Jude Myers, Frank Nicotra, Chuck Schrump, Harry Sills, Jeff Simon, Keith & Connie Small, Jack Sutherin, Thomas Scott, Chad Underkoffler, Mike Wyckoff.

Quote Of The Day: "In the nuclear navy, there is an obsession with the exquisite over the practical.

Requin History: February 1, 1969, Requin was towed to Florida where she served as a Naval Reserve training ship. February 21, 1990 Senator John Hines introduced Senate Bill S2151 which allowed Requin to be transferred as an exhibit at the Carnegie Science Center in Pittsburgh PA.

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 BARBEL (SS 316) February 4, 1945
USS SHARK (SS 174) February 11, 1942
USS AMBERJACK (SS 219) February 16, 1943
USS GRAYBACK (SS 208) February 27, 1944
USS TROUT (SS 202) February 28, 1944

We also honor our departed shipmate of the Requin Base lost in February, Chuck Dreer, Herbert Brown, Richard Claypoole, John Donnelly, Robert Kaufman, John Mills, Devere Pratte, James Ross, Al Regrits, Robert Vaughn. 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: Elster, Lukasik, Derr
Eternal Patrol: None
Base membership stands at 201.

Storekeeper Frank Nicotra reported on available small stores items.

Vice Commander Joe Campisi reported on PA license plate program.



Shipmates John Held reported on Eagle Scouts presentations.

Old Business:

Veterans Breakfast Club is sponsoring a meeting on April 11 at the Science Center. Motion to purchase an ad in the VBC magazine for \$250 was approved by the members present.

Motion to purchase 2 pages of ads in the Lawrenceville Parage magazine for \$100 was approved by the members present.

Motion to donate \$100 to Morningside VFW 3945 Fish Rodeo (May 8) was approved by the members present.

New Business:

St. Patrick's Day parade on March 16th, muster at 0830.

Christening of USS Idaho will be held on March 14 thru March 17.

Our National Office is moving from Seattle WA to Groton CT on March 4th

Correction to Executive Board Meeting Minutes: April 13 Base meeting will be held at VFW Post 191, Canonsburg PA

Calendar Of Base Events:

March 16 - St Patrick's Day Pittsburgh

March 16 - USS Idaho Christening

April 11 - Submarine Birthday, Veterans Breakfast Club/Carnegie Science Center

May 8 - Fish Rodeo, Morningside VFW Post 3945

May 26 - Memorial Service USS Requin

May 26 - Carnegie Parade

May 27 - Sewickley Parade

May 27 - Lawrenceville Parade

May 27 - Coraopolis Parade

July 4 - Canonsburg Parade

July 19 -Deichler change of command

Aug 19/24 - SubVets National Convention, Cleveland

Sept 1 - USS Requin Birthday

Oct 5 - Columbus Day Parade

Nov 11 - Veterans Day Parade

Dec 7 - Pearl Harbor Day

Good of The Order:

Several veteran's organizations are holding weekly Moment Of Silence services:

Monday at 1500, American Legion Post 80

Tuesday at 2100, VFW Post 3945

Wednesday at 1700, American Legion Post 77

Friday at 1900, VFW Post 9199

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

Adjournment: The meeting was adjourned.

Next meeting: American Legion Post 641, Baden, PA at 1230 hours on March 9, 2024



Month in Review

Contratulations to:

LT John Mellgard - PWEPS on the USS Albany

LT Daniel Araki - PENG on the USS Scranton



Upcoming Graduations

19 APR 2024

21 JUN 2024

16 AUG 2024

11 OCT 2024

13 DEC 2024

21 FEB 2025

In this class there were two students that the chain of command felt were deserving of this award.





SSN 799 USS IDAHO COMMISSIONING COMMITTEE

<https://ussidahocommittee.org/>



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



Shipwright Shop

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



If you would like any of these items, contact Huey Dietrich or Frank Nicotra.
You may also place your order for these and other items at a base meeting.





**PROGRESSIVE
FIELD**



SAVE THE DATE USSVI 2024 CONVENTION CLEVELAND, OHIO USSVI COD BASE SPONSOR

DATE AUGUST 20-24 / 2024

EMBASSY SUITES ROCKSIDE

USSVI ANNUAL CONVENTION 2024 CLEVELAND, OHIO HOME OF THE USS COD SUBMARINE MEMORIAL

- SHUTTLE SERVICE TO EVENTS
- LAKE & RIVER CRUISES
- HELICOPTER TOURS
- JACK CASINO
- CLEVELAND FLATS
- ROCK & ROLL HALL OF FAME
- PLAYHOUSE SQUARE
- CLEVELAND MUSEUM OF ART
- SCIENCE CENTER
- CLEVELAND ZOO
- CLEVELAND AQUARIUM
- WOMENS AIR & SPACE MUSEUM
- CLEVELAND GUARDIANS
- FOOTBALL HALL OF FAME
- BREWERY TOURS
- INDOOR & OUTDOOR GOLF



REUNION DATES

8/17-8/19 & 8/25-8/27

CONTACT JOE MARAMELLI 440-295-6089 M-F

The perfect place for a convention

Central location easy access drive or fly / Embassy Suites Rockside host hotel

Come meet fellow submariners SAVE THE DATE AUGUST 20-24 2024 WWW.THISISCLEVELAND.COM



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. 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/>

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.



Eagle Scouts

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





Say What???

“Mind Your Bubble” - The indication of the ship's angle fore and aft. The Diving Officer of the Watch (DOOW - pronounced "Dive") controls the angle on the ship by various means. If the angle becomes too large he will be ordered to "Mind your bubble." In rough weather near the surface, maintaining the angle on the ship can be very difficult. When the Dive can no longer control the angle on the ship by the means at his disposal, he is said to have "Lost the Bubble."

No-Shitter - A sea story which is mostly (never completely) fictional, and unverifiable as well. Examples: "Hey, this is a no shitter, but I once blah blah blah..." or "Hey this is a no-shitter, I got a buddy who once blah blah blah..."



Upcoming Events

Meeting

Mar 09, 2023
1230 hours

American Legion Post 641
271 State St
Baden PA 15005

Base activities

- 03/16 Christening of USS Idaho SSN-799
- 03/16 St. Patrick's Day Parade
- 04/11 Submarine Birthday and Veterans Breakfast on USS Requin.



Membership

Primary Members	170	Holland Club	87	USSVI Life Members	83
Secondary Members	13	WWII	1	Base Life Members	66
Associate Members	18	Eternal Patrol	81	Joined Last Year	7
Total Members	201			Joined This Year	0

New Members



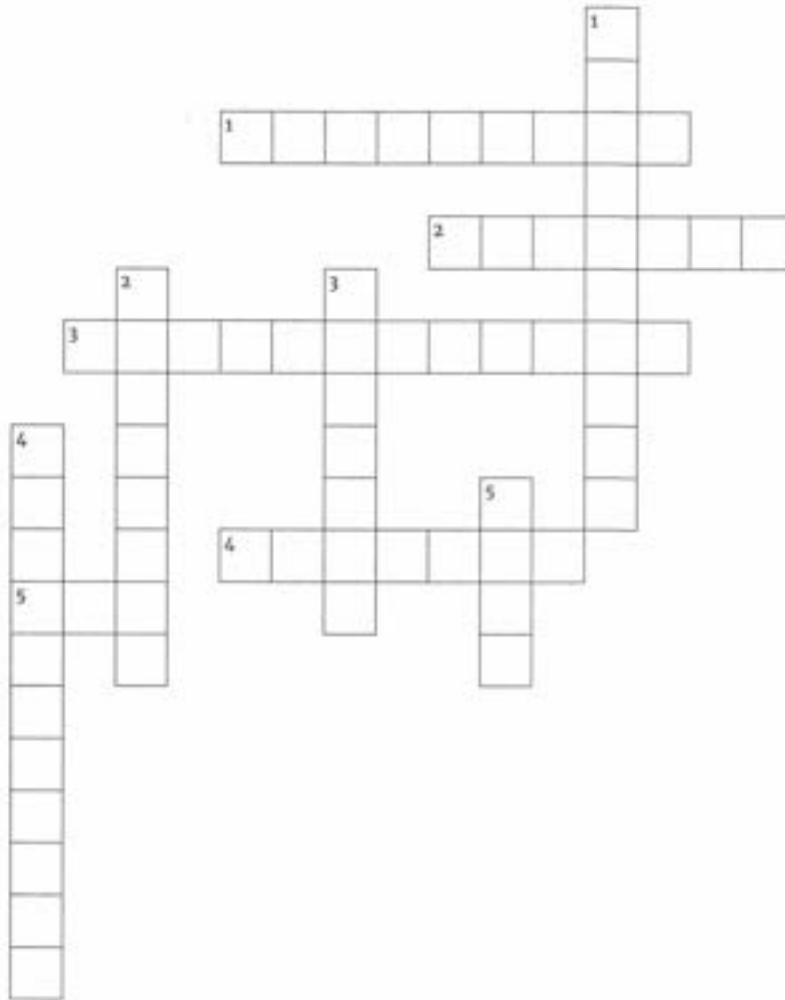
History	
Name	USS <i>Pogy</i> (SSN-647)
Namesake	The pogy
Awarded	23 March 1963
Builder	New York Shipbuilding Corporation , Camden , New Jersey Ingalls Shipbuilding , Pascagoula , Mississippi
Laid down	5 May 1964
Launched	3 June 1967
Sponsored by	Mrs. George Wales
Commissioned	15 May 1971
Decommissioned	11 June 1999
Stricken	11 June 1999
Homeport	Final Homeport San Diego, CA
Motto	No Ka Oi
Honors and awards	Various Unit Commendations, Expeditionary and Battle Efficiency Awards
Fate	Scrapping via Ship and Submarine Recycling Program completed 12 April 2000



General characteristics	
Class and type	Sturgeon-class submarine
Displacement	3,975 long tons (4,039 t) light 4,263 long tons (4,331 t) full 288 long tons (293 t) dead
Length	292 ft (89 m)
Beam	32 ft (9.8 m)
Draft	29 ft (8.8 m)
Installed power	15,000 shaft horsepower (11.2 megawatts)
Propulsion	One S5W nuclear reactor , two steam turbines , one screw
Speed	15 knots (28 km/h; 17 mph) surfaced 25 knots (46 km/h; 29 mph) submerged
Test depth	1,300 ft (396 m)
Complement	14 officers, 95 men
Armament	4 × 21-inch (533 mm) torpedo tubes Mark 48 torpedoes UGM-84A/C Harpoon missiles Mark 60 CAPTOR mines Mark 61 mines Mark 67 Submarine Launched Mobile Mines Various small arms and grenade launchers



US Navy Crossword Puzzle 2



ACROSS

- 1. What Was The First USN Vessel Named After A Woman Who Served In The Navy?
- 2. This Word Is A-Rank As Well As A Position. If You Are Actively In Command Of A Ship (Even If You Are Enlisted) You Are Referred To By This Title
- 3. USS _____ Is The Name Of The Oldest Commissioned Ship In The Us Navy. This Ships Still Sails And Is The Only Command Where Sailors Are Authorized To Wear Traditional 19th Century Uniforms.
- 4. This Tattoo, Named After A Small Bird, Indicates A Sailor Has Traveled Over 5000 Nautical Miles
- 5. The Colors Of The Lights On A Ship After Taps

DOWN

- 1. After A Few Words Of Conversation, John Mentions That He Is Currently Assigned To A "Tin Can." What Is A Tin Can?
- 2. A Naval Term For The Left Side Of The Ship
- 3. The Strike Fighter Tactics Instructor Program, More Popularly Known As "Top Gun" Or Top gun, Was Created During Which Conflict?
- 4. The U.S. Congress Bestowed The Title "Admiral Of The Navy" Upon Just One Person. Who Was It?
- 5. The Last Name Of The 38th Us President, And Namesake Of The Navy's Newest Carrier

TRANSFERRED

V	U	B	C	X	A	U	X	E	Y	Z	D	T	X	S
C	H	C	R	C	O	H	H	G	U	R	P	J	Q	V
I	O	Q	B	C	O	R	D	P	L	X	J	K	J	S
V	S	Y	A	Q	A	L	E	E	V	D	O	I	C	A
I	Q	P	R	G	I	W	O	T	T	B	U	E	L	Q
L	U	M	R	S	R	O	H	N	R	R	F	D	Z	M
I	A	V	A	A	P	E	S	U	I	E	A	D	F	A
A	D	G	C	G	L	A	T	N	F	A	A	P	P	J
N	R	V	K	B	A	J	T	H	O	U	L	T	E	O
H	O	B	P	D	N	K	U	H	G	I	A	I	K	D
N	N	U	U	Q	E	H	C	V	G	I	S	W	S	I
B	S	I	U	D	Q	F	Q	I	F	R	F	S	U	M
L	A	O	U	F	E	X	L	B	L	N	N	Z	I	B
L	Y	O	V	X	V	X	K	G	Y	U	A	I	I	M
Y	L	Q	A	P	K	C	P	S	H	S	E	A	J	D

AIRPLANE
BARRACK
CIVILIAN
COLONIALISM

DEPARTED
FIGHTER
MISSIONS
RETREAT

SQUADRONS

02/01/1902

USS Plunger (SS-2), the lead ship of the Plunger-class submarine, launches. She is commissioned Sept. 19, 1903, at the Holland Company yard at New Suffolk, Long Island, N.Y. Ensign Chester W. Nimitz is the submarine's final commander when Plunger is decommissioned Nov. 6, 1909 at the Charleston Navy Shipyard.

02/01/1944

Three US Navy submarines, Guardfish (SS 217), Hake (SS 256) and Seahorse (SS 304), attack Japanese convoys, sinking a destroyer, cargo ship and another vessel.

02/02/1942

USS Seadragon (SS 194) sinks Japanese army cargo ship Tamagawa Maru.

02/03/1944

USS Tambor (SS 198) attacks a Japanese convoy and sinks Goyu Maru and merchant tanker Ariake Maru about 200 miles southeast of Shanghai.

02/04/1942

While the battle for Bataan rages throughout the night, USS Trout (SS-202) loads 20 tons of gold bars and 18 tons of silver coins as ballast to replace the weight of ammunition they had just delivered to US and Philippine forces in Manila.

02/05/1944

USS Flasher (SS 249) sinks Japanese army cargo ship Taishin Maru off Mindoro. Also on this date, USS Narwhal (SS 167) lands 45 tons of ammunition and cargo to support Filipino guerrilla operations at Libertad, Panay, Philippines.

02/06/1945

U.S. Navy submarine USS Pampanito (SS 383) attacks a Japanese convoy and sinks merchant tanker Engen Maru about 200 miles northeast of Singapore. Also on this date, USS Spadefish (SS 411) sinks Japanese merchant passenger-cargo ship Shohei Maru off Port Arthur, Korea.

02/07/1943

USS Growler (SS 215) fights a desperate night battle with the Japanese supply ship Hayasaki, during which the boat's commanding officer, Lt. Cmdr. Howard W. Gilmore, rams the enemy ship, badly bending Growler's bow. Wounded by machine gun fire and unable to go below, Gilmore gives the order "Take her down!" sacrificing himself so his submarine could dive to safety. For his "distinguished gallantry and valor" on this occasion and earlier in the patrol, he is posthumously awarded the Medal of Honor and promoted one rank.

02/07/1945

USS Bergall (SS 320) attacks a Japanese convoy and sinks Coast Defense Vessel No. 53 off Cam Ranh Bay. USS Guavina (SS 362) attacks a Japanese convoy and sinks merchant tanker Taigyo Maru, off Saigon, French Indochina while USS Parche (SS 384) sinks Japanese army cargo ship Okinoyama Maru in Tokara Retto.

02/08/1942

A Japanese destroyer sinks after being torpedoed by Navy submarine S37 (SS 142) the day before off Makassar.

02/08/1943

USS Snook (SS 279) attacks a Japanese convoy off the west coast of Kyushu and sinks the transport Lima Maru and survives depth charges about 30 miles southeast of Goto Retto.

02/09/1960

USS Sargo (SSN 583) becomes the third submarine to surface through the ice at the North Pole.

02/10/1943

USS Pickerel (SS 177) sinks Japanese freighter Amari Maru off Sanriku.

02/10/1944

USS Pogy (SS 266) attacks a Japanese convoy and sinks destroyer Minekaze and freighter Malta Maru 85 miles north-northeast of Formosa.

02/10/1945

U.S. Navy submarine USS Batfish (SS 310) sinks three enemy submarines from Feb. 10-13.

02/11/1944

USS Gudgeon (SS 211) sinks Japanese freighter Satsuma Maru that was previously damaged by Chinese B-25s off Wenchow, China.

02/12/1945

USS Hawkbill (SS 366) sinks the small Japanese cargo vessel Kisaragi Maru and the two large boats she is towing, at Lombok Strait, N.E.I.

02/12/1947

The first launch of a guided missile, the Loon, takes place on board USS Cusk (SS 348).

02/13/1945

USS Sennet (SS 408) is damaged by gunfire of Japanese gunboat (No.8 Kotoshiro Maru or No.3 Showa Maru), east of Tanega Shima, but then Sennett sinks No.8 Kotoshiro Maru after it had been shelled by USS Lagarto (SS 371) and USS Haddock (SS 231). Haddock then sinks No.3 Showa Maru, which had already been shelled by Lagarto and Sennett.

02/14/1945

USS Gato (SS 212) sinks Japanese Coast Defense Vessel No.9 in the Yellow Sea and USS Hawkbill (SS 366) sinks Japanese auxiliary submarine chasers Cha 4 and Cha 114 in the Java Sea.

02/15/1943

USS Gato (SS 212) sinks Japanese stores ship Suruga Maru in Bougainville Strait and USS Pickerel (SS 177) attacks a Japanese convoy and sinks cargo vessel Tateyama Maru off the east coast of Honshu.

02/16/1944

USS Skate (SS 305) sinks the Japanese light cruiser Agano as she deploys from Truk, Caroline Islands.

02/20/1945

USS Pargo (SS 264) sinks Japanese destroyer Kokaze off Cape Varella, French Indochina and survives counter-attack by destroyer Kamikaze, which had been steaming in company with Nokaze during the attack.

02/21/1942

USS Triton (SS 201) sinks Japanese merchant cargo vessel Shokyū Maru in the East China Sea, 60 miles south of Quelpart Island.

02/22/1945

USS Becuna (SS 319) sinks Japanese merchant tanker Nichiyoku Maru off Cape Padaran Bay despite the presence of two escort vessels.

02/24/1945

USS Lagarto (SS 371) sinks Japanese submarine I 371 and freighter Tatsumomo Maru off Bungo Strait, Kyushu.

02/25/1944

USS Hoe (SS 258) attacks a Japanese convoy at the mouth of Davao Gulf, sinking the fleet tanker Nissho Maru and damaging the fleet tanker Kyokuto Maru, while USS Rasher (SS 269) sinks Japanese army cargo ship Ryusei Maru and freighter Tango Maru off the north coast of Bali.

02/27/1944

Three US Navy submarines sink three Japanese cargo ships: Grayback (SS 208) sinks Ceylon Maru in the East China Sea; Cod (SS 244) sinks Taisoku Maru west of Halmahera while Trout (SS 202) sinks Aki Maru.

02/27/1945

Submarine USS Scabbardfish (SS 397) sinks Japanese guardboat No. 6 Kikau Maru, 100 miles northeast of Keelung, Formosa, while USS Blenny (SS 324) attacks a Japanese convoy off French Indochina and sinks merchant tanker Amato Maru off Cape Padaran.

02/27/2017

The Los Angeles-class fast-attack submarine USS Albuquerque (SSN 706) is decommissioned after 33 years of service during a ceremony held at Keyport Undersea Museum.

02/28/1944

USS Balao (SS 285) and USS Sand Lance (SS 381) sink Japanese army cargo ship Akiura Maru, transport Shoho Maru about 90 miles northwest of Manokawari, New Guinea and transport Kaiko Maru just east of Musashi Wan, off Paramushir, Kurils.





USS Pogy SSN-647: A History Don Wood

The USS Pogy SSN-647 had an unusual construction history. The Pogy was laid down in May of 1964 at New York Ship Building in Camden, NJ and launched in June 1967. Two days after her launch, the construction contract was canceled and New York Shipbuilding went out of business shortly afterwards. The submarine was the last ship launched by New York Shipbuilding.

The Pogy was towed to Philadelphia Naval Shipyard and laid up. In December of 1967, the contract was reassigned to Ingalls Shipbuilding in Pascagoula, Mississippi. The Pogy was towed in January 1968 to Mississippi, but not without adventure. Seven days into the trip, the towline broke and the Pogy and the crew aboard found themselves adrift and several days were spent getting back under tow. The tow took 26 days. A firsthand account can be read at: <https://archive.navalsubleague.org/1994/the-saga-of-pogy-ssn-647>

Rumors told among Pogy crew members indicated that the tug involved was sunk when it came alongside the submarine to try and re-establish the tow. While that rumor was found to be incorrect, the tug did in fact suffer damage and returned to port and another vessel took over the tow.

Eventually, the Pogy was commissioned in May 1971, seven years after the keel was laid. This was the longest construction time for an American submarine until The USS Seawolf SSN-21 was commissioned in July 1997, which exceeded the Pogy's construction time by 9 months.

The Pogy did finally sink another submarine in April 1975 when it sank the USS Carbonero SS-337 used as a target to test a Mark 48 warshot. The noise maker on the Carbonero quit working **after** the wire between the Pogy and the Mark 48 broke, leaving a live torpedo searching for a target. But that's another story...



THE SAGA OF POGY (SSN 647)

Robert L. Huguenin, MMC(SS), USN

<https://archive.navalsubleague.org/1994/the-saga-of-pogy-ssn-647>

[Contributor's Note: Chief Petty Officer Robert Huguenin, MMC(SS) was serving on board the USS SEA ROBIN (SS 407) during an overhaul period in the Philadelphia Naval Shipyard in early 1968. He requested and was given permission to participate in the event described herein. As his Commanding Officer, I asked him to prepare an article describing the adventure. This was cheerfully done. Please enjoy a short 26 day sea-going tale as seen through the crusty eyes of an experienced top-performing submarine Machinist Mate.

Captain J. Denver McCune, USN (Ret.)]

The story you are about to read may seem a little far fetched during this day and age, but it's true all right.

This saga really starts on January 8th, 1968 when the towing crew of POGY, consisting of Lieutenant Victor P. Default (OIC), Robert L. Huguenin MMC(SS), George M. Papillard MMI(SS), John H. Ballard QM2(SS), David B. McCollum ETR2 and last but not least Terrence L. Howells EN3(SS) met together for the first time at Philadelphia Naval Shipyard. They were there to prepare USS POGY (SSN 647) for a tow of approximately 1800 miles from a berth at the Philadelphia Naval Shipyard, where she had laid idle from June until January, to a new constructing site at Ingalls Shipbuilding & Drydock Co., Pascagoula, Mississippi.

Preparing a ship like this (less than 50 percent complete) for a tow of that distance turns into a monumental task. Items that normally would be taken for granted on a submarine were not yet installed on POGY. There was no water, plumbing, or electrical systems, nor cooking or messing facilities, no berthing, no D.C. gear or emergency gear of any kind, and loose gear was adrift throughout the ship. All this had to be taken into consideration plus the fact of a tow past Cape Hatteras at the end of January, where weather could play havoc.

None of the men involved had ever been on a tow before, but all being good submarine men took to their new jobs with the typical naval *can-do* attitude and proceeded to get the job done. First of all, we had only seven full working days to get the numerous jobs done.

Three emergency diesel generators had been lowered into the upper level of the Operations Compartment. Two 10kw and one 30kw generator would be supplying all the power needed for lighting, refrigeration, hot plate electric griddle, space heaters, signal light, running lights and submersible pumps.

The next problem was fuel to keep the generators running for the 10+ days required for the trip. This turned into quite a headache. Six hundred gallons of #2 fuel oil was pumped into #1 MBT. The flood ports on all ballast tanks had been welded shut. Fuel lines were tapped into the main vent cover plate with a line extended into the fuel itself, a pressure of 12 psi was then put into the tank to provide the push to supply the fuel for our engines. The system was pressure tested and all leaks located and prepared one day prior to getting underway. The system was constructed so that it could be pressurized from below decks using installed nitrogen bottles. As an emergency back-up system, six 55 gallon drums were mounted topside and piped below decks.

A combination refrigeration/freezer was borrowed from the Reserve Fleet in Philadelphia and lowered into the upper level of Operations compartment to provide for the stowage of our food for the trip. (We intended to at least eat well). Our water problem was solved after much debate by buying 5 gallon poly bottles, with caps. These were set in the lower level of the Operations Compartment and filled with water. This gave us approximately 640 gallons of water, a little more than 10 gallons of water per man per day.

To solve our cooking problems we purchased a two-burner hot plate and an electric griddle (18" x 10"), three pots, a 30 cup electric coffee pot, 300 paper plates, 350 hot drinking cups, plastic knives, forks, and spoons. (Also in case we ran out of silverware we purchased 112 dozen stainless knives, forks and

spoons). To determine what to bring in the line of food, we enlisted the aid of the submarine barracks chief cook (Robert Smith, CSCS(SS)). He prepared our menu and planned what we would need to make this trip. The food was then purchased at the base commissary.

For a sanitary tank we purchased one of Sears & Roebuck's portable toilets. Also from Sears & Roebuck we purchased four 9-mile range two-way radios (two for use by the sea-going tug and two were to be used on board POGY). Using the radios below decks we had to install an antenna. We did this by running a wire from the outer edge of our sail planes to the top of the sail then down through a stuffing tube and into the galley where we set up our communications center.

We installed our hot plate, coffee pot and grill in the galley. For our mess deck we scrounged up an old table and benches from Shop 17 and had them installed in the wardroom. For our head we installed our portable party pooper in the wardroom pantry. For berthing we scrounged up some old bunks and mattresses and had them installed in the crews mess hall (keeping everything centrally located kept our lighting down to a minimum). Emergency equipment was borrowed from USS SEA ROBIN (SS407) and the Reserve Fleet in Philadelphia and loaded aboard.

The morning of January 18th arrived bright, sunny and crisp and at 0945 we tossed off our lines and bid farewell to the many people who helped us prepare for our long trip south. The trip down the Delaware River, through the Delaware Bay and out into the Atlantic proved uneventful and we settled down to our routine tasks of keeping the portable generator running, checking the towing rig, eating and sleeping. The temperature on the lower level of the Operations Compartment at this time was a chilly 41 °F. We spent the first two days checking for loose gear, preparing for what we expected to be a rough ride as we passed Cape Hatteras. As it turned out, the day we were towed past the Cape was a beautiful day, warm with a slight breeze and unbelievably calm seas. We then busied ourselves with adding some new comforts. We installed a shower (to the delight of all hands). Of course all water had to be hand carried in 5 gallon jugs to our new haven. We heated the water by placing the water jugs between the hot running emergency generator for a few hours. As we drew further south, heating was no longer a problem, and now we had to find ways to cool the ship down. The seas having been as smooth as silk enabled us to open our hatch on the main deck and we now devised a way to secure our 30kw and one 10kw and run with just one 10kw set on lighting. When we were cooking, we ran a second 10kw set. This reduced our beat load enough to keep the boat cool and habitable.

It might be noted that one member of the towing crew has to be a good cook. The food eaten on a trip is the only morale booster available, so if you eat well, morale will remain high. The cook also has to be a willing worker. His job under these conditions is no easy one. All the water has to be poured out of a 5 gallon jug. Washing dishes after a meal turns into quite a job.

All water has to be heated on the hot plate and there was no running water, hot or cold. In the galley we used anywhere from 25 to 30 gallons of water a day for cooking and washing pots and pans and dishes. With luck we were able to rig one of the deep sinks in the galley to drain into a sanitary tank or we would have had quite a job disposing of waste water from the galley.

The weather was so nice on the fifth day of our journey that we were able to go topside and sunbathe. After six days we discovered that no one had taken any lighter fluid for our lighters, so we made our own electric lighter using a battle lantern battery. It worked good! Our portable head provided us a source of amusement. On several occasions, while using this unique device, it collapsed, much to the delight of the non-users. Also our poly bags (used on the seat) were running short so we substituted our 5 gallon jugs and lined the southern U.S. Atlantic coast with some of the largest urine samples they have probably ever seen.

Seven days underway, just southeast of Cape Kennedy, Florida, our lives suddenly took on a new meaning. At 0300 on the morning of the 25th of January, the tow line parted and we were drifting free from our tug. The tow line parted on or near USS PAPAGO allowing approximately 1700 feet of 2" steel cable to drop into the sea. Our watch woke the remainder of the crew and all six of us dressed in our special deck shoes, life jackets and newly designed life lines (shoulder harness types) and rushed topside to be greeted

by a cool breeze and even cooler water.

Turning on our signal light in an attempt to light up our bow on this dark night enabled us to see to receive our shot line. To our dismay we found that the light had been mounted too far aft on the top of the sail and could not illuminate the main deck forward of the sail. But even so, it was an asset in the dark night. The sea rolled up over the deck, soaking the entire crew, and working was hard at best. The new life lines, combined with our Randy Boat Shoes were a welcome combination and work progressed until, at last, after several attempts we finally had a 7" nylon line attached to POGY. By now it was daylight and we attempted to retrieve the 2" steel tow cable. All attempts at this failed. To make matters worse, the 7" line snapped and we were again cast free of PAP AGO.

After what seemed like days of hauling line in, hand over hand, on a slippery cold wet deck we finally managed to get another 7" line made fast to us. During this last attempt PAPAGO and the POGY kissed which resulted in the building of several frames on PAP AGO and she started taking on a small amount of water. A radio message was now sent out and two other tugs were dispatched to assist us. The USS KIOWA arrived on the scene at approximately 1530, later the SS CABLE (a civilian salvage ship) arrived, then the USS PAIUTE arrived. With all this help and talent we figured our problems would now be solved.

With PAPAGO damaged it was decided to link up to KIOWA so she could take us the rest of the way to Mississippi. We had now been towed close to shore just north of Cape Kennedy into shallow water. KIOWA moved into position to get a tow wire on us. (We were held at anchor by our 1700 feet of steel cable now dragging on the bottom). On her first pass, KIOWA shot wide of her mark and although we received her shot line and about 1000 feet of her messenger we were unable to drag in any more line and the line was released. KIOWA made another approach on us. On this approach she came in too close for the wind conditions and before we could get a line aboard she drifted into our bow and damaged her hull and bent some of the blades on her screw.

Now with two tugs out of the picture (as far as towing was concerned) a new approach to the problem was tried. USS PAIUTE moved into position forward of us and dropped both her anchors. This allowed her to drift down to within approximately 400 feet of our bow. Next, she lowered a rubber boat into the water with an outboard motor, and drove over to us with four men and equipment with their messenger and a snatch block. The seas at this time were running about 8 to 10 feet and on occasion were up to 20 to 25 feet. During this operation, darkness overtook us and to make matters worse the rubber boat came up under our ladder and was punctured and sunk. But not before we recovered all her gear and men.

It was now decided to wait until dawn to complete the hook-up. At first break of light a tired but determined crew mustered topside for a tough days work and by 1610 we were made fast to PAIUTE and after dropping our 1700 foot of steel cable to the bottom, we were underway again for Mississippi. At this time, PAPAGO and KIOWA were released to head for port for repairs. SS CABLE was to stay with us. It was a tired worn-out bunch that crawled into their bunks that night, but all were happy to know that we were now on our way again with a secure rig enroute to Mississippi.

The next morning at approximately 0900 on 28 January (the day we were supposed to pull into Mississippi) under the watchful eyes of two members of the towing crew, PAIUTE made an unusual maneuver and ripped the bull nose right off the bow of POGY. The towing pad-eye at this time was still intact although weakened and bent at approximately a 300 angle. Radio contact was made with PAIUTE and this information was passed to them. The towing rig was now closely inspected by members of the POGY crew and the information relayed to the tug.

At approximately 0920 for some unknown reason~ the tug again changed course. When the towing cable came taut the towing pad-eye ripped free of the deck taking practically everything on the bow, with all the junk that flew everywhere. The back-up rig that had been installed never seemed to slow anything down, and once again those familiar words echoed across the sea: "POGY is drifting free again!". Only this time we had nothing to tie to for a tow except our retractable cleats and those had never been designed for towing.

It was a disgusted crew that finally hauled in a new 7" nylon line and made it fast to our retractable cleats. A new radio message had been dispatched for more help and once again we headed for shallow water. We arrived in shallow water off the shores of Fort Pierce, Florida and PAIUTE dropped her hook and it was decided to wait for help to arrive and also daylight to work in. We settled down for an uneasy night of watching the 7" line and weather. After approximately 2 hours, the watch, making his rounds discovered that the 7" line was fraying badly and a radio message was sent to the tug informing them of the situation.

The tug sent over a team of men to appraise the situation. It was decided to get underway again and shift POGY around and send over a 5" line (they had no more 7" line aboard). After things settled down again it was decided to wait until dawn to commence our temporary hook-up for towing us into Cape Kennedy for a permanent rig that would get us to Mississippi. The next morning arrived and it seemed like lady luck was finally on our side. The weather had calmed down and we proceeded to rig POGY for our tow to the Cape some 65 miles north of us. It had been decided to use 2-1/4" anchor chain looped around the conning tower.

Work progressed well and with the aid of the five salvage vessels now in our group we completed our hook-up and tied to USS RECOVERY. At 1610 we were underway for Cape Kennedy. The following morning after an uneventful night we were gallantly towed into Cape Kennedy. By now it was a very tired, dirty looking and disgusted crew that was seen topside of what must have looked like a rusted and battered looking hulk come limping into port.

Luckily for us, an FBM was in port and like any sub crew, they treated us like kings. Oh, how wonderful those hot showers and clean clothes felt. At least we felt human again. By now we should have been in Mississippi but here we were, only half way there and we had to be repaired before we could again put to sea. This gave us a chance to gather up more supplies and relax for a

couple of days. Finally after 5 days of round the clock work by welders and burners from Electric Boat, we were ready to cast off all lines and continue on our way for Mississippi. We left the Cape at approximately 1330 on 4 February. We bid farewells again and started on our last leg of what we hoped would be an uneventful tow the rest of the way to Mississippi. This time we were to be towed by USS RECOVERY (twin screw ship).

That night we lost our main supply oil line from #1 MBT (it had been washed away). We shifted to our emergency supply, our six 55 gallon drums in a rack topside. This lasted until noon the next day. When the seas picked up and a wave hit the oil drums and knocked three drums loose breaking the supply line. Oil was spilling out on deck. Being our only oil left, it was decided to send two men topside to salvage the three remaining oil drums. At this time waves were breaking over the ship's sail planes and footing on the main deck was at best extremely hazardous, but the remaining three drums had to be salvaged or we would have been without fuel for our diesels and therefore without lights. The job was accomplished without any injuries to any personnel and we rode out the remainder of the storm losing practically all of our gear topside and pushing in the forward part of the sail.

During the storm, a radio message was received by RECOVERY from Key West requesting we turn back and wait out the storm. However, it was requested by both from RECOVERY and POGY crew *to ride it out* – and ride it out, we did. We were glad we did, since now we could continue on to Mississippi and not lose any time. We finally arrived off the coast of Mississippi on 12 February, but due to strong wind and the coming of darkness it was decided to wait until daybreak to enter the narrow channel and up to the piers.

As luck would have it, we ran aground just south of buoy # 18. With the aid of two tugs and RECOVERY, we were finally pulled free of the soft bottom and continued on to the piers, arriving at approximately 1810. Our intended 10 day trip was over after 26 days. The actual time spent under tow was 21 days. When we pulled alongside the pier, we had enough fuel remaining for approximately 16 more hours of running time. We had enough food and water for 4 or 5 more days. But our hot plate had only one burner working and it only worked on medium range. Our sonar dome was flooded, our port running light had shorted out, our signal light had burned out, and our ballast tank was leaking fuel oil. But we had made it!

It was a happy crew that tied up the lines and prepared to leave POGY for the shipyard to build into the finest fast attack nuclear powered submarine ever to sail the seven seas!



DEPARTMENT OF THE NAV.
USS JAMES MONROE (SSBN 622)
CARE OF FLEET POST OFFICE
SEATTLE, WA. 98799-2012



FOR OFFICIAL USE ONLY
SATURDAY, 14 OCTOBER 1989
JULIAN DATE: 9287



SUNRISE: 0728
SUNSET: 1825

PLAN OF THE DAY

DAYS TO SHIPYARD: 114

DUTY OFFICER: LT BLACK
DUTY CHIEF PETTY OFFICER: ETCS(SS) MILLER
ENGINEERING DUTY OFFICER: LT O'DELL
ENGINEERING DUTY PETTY OFFICER: EMC(SS) WARNER
DUTY SECTION: SECTION 1 DUTY SECTION LEADER: FTG1(SS) COLLINS

SHIP'S ROUTINE

0600 - 0700	BREAKFAST
*0815	DUTY SECTION REVEILLE
*0830	DUTY SECTION MUSTER
0830	DUTY SECTION CLEANUP SHIP
*0900	LIBERTY EXPIRES
*0915	MUSTER ON STATION
1100 - 1200	LUNCH - COLD CUTS
1345	CREW ASSEMBLE ON PIER
1400	DECOMMISSIONING CEREMONY
1700	DUTY SECTION CLEAN UP SHIP
1800 - 1845	EVENING MEAL - SPAGHETTI
1930	DUTY SECTION TRAINING - STRETCHER BEARING

*IMC ANNOUNCEMENTS

UPCOMING EVENTS:

16 OCT (1300)	-	PRT (BANGOR GYM)
23 OCT (1300)	-	PRT (BANGOR GYM)
30 OCT (1300)	-	PRT (BANGOR GYM)
5 FEB	-	DRY DOCK

QUALIFICATION DINKS: MM3 THORPE, SR GILLEY

ENGINEERING DEPT DINKS: MMI YOUNG, MM3 CRAIG, MM3 HOGSTAD, EM2 TOWNSEND,
ET2 PRUITT, MM3 THORPE, MM2 LASHLEY, EM2 STEWART

NOTES

1. Do not forget to turn in your TLD prior to leaving on leave to HMI Atkinson or to one of the ELT's.

Getting Underway

By Jim Turiff, Crash Dive

The pilot on the aircraft carrier knows what TOP GUN is!

The Battleship sailor knows the 16-inch gun is the BIG GUN!

However there is a BOTTOM GUN that is as dangerous as any TOP or BIG GUN and that is the submarine!

During the WWII, we observed the effectiveness of the German submarines in the Atlantic Ocean and the effectiveness of the American submarines in the Pacific Ocean.

Today, the submarine is still a formidable weapon. Today's nuclear attack submarines can stay beneath the surface for months at a time. While carrying out solitary missions

or as an integral part of a battle group, the attack sub roams about the oceans of the world undetected. The words, "Run silent, run deep", have never had more meaning.

Here are one sailor's thoughts on what it was like to get underway from the Sub base at Groton, CT for a mission during the cold war!

Watching the movie, "We Were Soldiers" made me think of what it felt like to get underway, during the cold war, for a northern run in the 70's. While we may not have faced the horrors of the battlefield, we were certainly faced with the terror of the ocean depths, the isolation of operating alone, and the dangers inherent to cold war missions. Dependence on fellow crewmembers was critical to mission success and personal well being.

I served as a sonarman and was a plankowner on the attack sub Billfish (SSN 676). We were fresh out of the shipyard and commissioned in April 1972. Once assigned to Development Group 2 in Groton, CT, we were quickly placed into the operations cycle and scheduled for a 3-month deployment. Deployments during the cold war were never easy.

As a sailor on a brand new 637-class submarine, we wanted to prove we were worthy of our dolphins and up to the challenge of being placed on the tip of the spear. As a husband and father, it was difficult leaving family behind. Wives and families

were truly on their own. We didn't have e-mail or phone cards, nor did we pull into ports very often. The pre-run work -up was complete. Stores and weapons were loaded. Systems were calibrated and fully operational. We were as ready as we could be.

The last night at home had emotional highs and lows. While I may have been excited, my wife was emotionally down. The kids could sense something was up. Leading up to the deployment, you just hoped you didn't have duty the night before departure. If you were in the duty section, your personal timeline was adjusted to leaving a day earlier. There was always plenty to do the day and night before deploying. You spent time packing and getting your gear ready to go. Personal emotions were up one minute and down the next. It was difficult sleeping. Finally, it was time to get up and get ready to go. Time to take that last civilian shower, eat your last meal at home. The ride to the base was very quiet and seemed longer than normal. After saying your good-byes on the pier, it was difficult to turn away from your spouse and take that long walk to the brow. There was no looking back.

Gear was quickly thrown onto your bunk. You knew you would have time to stow for sea once you got underway. Everyone had to remember to watch their head, as we would be walking on a level of dry stores-canned goods, until we could

eat our way through the boat. It was time to station the sea and anchor detail. Being part of the deck division, I was glad to be topside as we moved away from the pier. It was usually early morning when we got underway.

By the time we got to the middle of the Thames River, it was hard to make out faces on the pier. The rest of the boats at the sub base were beginning to come to life. You could begin to see other sailors move about on the roads and piers of the lower base. Across the Thames, the Coast Guard Academy stood watch high above the river. Billfish came to life too. The turns on the shaft made the boat feel alive.

Once the tug's lines were thrown off, the tug took up station slightly behind us. We began stowing topside for sea by turning the cleats down and stowing lines. As a sonarman, I was always conscious of ensuring we were not creating sound shorts as we secured topside. Sound shorts would transmit own ships noise into the water compromising our position to the enemy. It was critical to be as quiet as possible and remain undetected during the months ahead. By the time we approached and moved under the I-95 bridges, we began clearing the forward deck. We left the tender ~~Bushnell~~^{F-726} and her squadrons of boats to starboard. Soon we were passing Electric Boat to port. You just knew Billfish was standing tall as it passed the shipyard where every detail of this

fighting ship was crafted. The mouth of the river was approaching quickly. Word was passed to clear the decks. We would all be below before we passed the waving dependents that gathered at the park at the rivers mouth to wave good-bye to the ship. We would have to rely on the underway watch in the sail to render honors for the crew.

Once below, were prepared for the surface transit to the continental shelf and the 600-fathom curve. Shortly after entering Long Island Sound, clocks were advanced 6 hours to Zulu time and the underway watch station was set. Immediately, your body clock was reset. Spaces, like the sonar room, were shifted to red light. If you were not on watch, you began to stow your gear for sea.

This meant setting up your bunk, if you were lucky enough to have your own, for the long haul. I was fortunate to have a top bunk in the forward part of the bow compartment. With a layer of sea stores stowed on the floor, access was much easier. Your clothes and personal possessions went into your bunk pan. You pulled out family pictures and strategically placed them where only you could see them. As you always seemed to miss a major holiday, you ensured your specially wrapped present was safely put away. Your mind wandered momentarily. You wondered if tears were shed, by your family, on the way home. Did your family arrive home yet? What was your wife

thinking as she put away the clothes you left out? What was running through their minds? Quickly, you refocused on your task at hand.

You just had to place the images of life at home out of your mind and focus on the deployment. Maybe you went to your watch space to see if you could relieve someone in the watch section so they could stow their gear. Maybe you congregated in the crew's mess to work off some nervous tension. Quickly, you became disconnected with life ashore. The entire crew began to move in harmony with the boat. You felt confident the boat was up for the stresses of life at sea. You knew you could rely on the capabilities of the crew. These were your shipmates. Guys you would trust your life to, and there would be times you would. Soon you began to feel the boat slow and the word was passed, "prepare to dive".

Once the diving alarm sounded, you could hear the vents open and the air begin to escape from the ballast tanks. The mission was underway. You were diving into the security and dangers of the ocean depths. At that defining moment, "We Were Submarine Sailors".



Requin Base Supporters

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



Posts

80 106 249
290 368 481
641 902



Posts

191 249 311
1821 3945 7505
8168 9199

Lincoln Bakery

543 Lincoln Ave
Bellevue, PA 15202

Z Florist

804 Mt Royal Blvd
Pittsburgh, PA 15223

Cavaliere Brothers

1412 Mt Royal Blvd # 1
Glenshaw, PA 15116

Stinky's Bar & Grill

4901 Hatfield St
Pittsburgh, PA 15201

Allegheny Country Rifle Club

99 Schuetzen Park Rd
Pittsburgh, PA 15209

Verdetto's Bar & Restaurant

814 Madison Ave
Pittsburgh, PA 15212

Teutonia Männerchor

857 Phineas Street
Pittsburgh, PA 15212

The Bulldog Pub

1818 Morningside Ave
Pittsburgh, PA 15206

The Blue Goose Saloon

605 Mt Royal Blvd
Pittsburgh, PA 15223

Huntz's Tavern

645 Butler St
Pittsburgh, PA 15223

Main Street Bar and Billiards

604 Main Street
Sharpsburg, PA 15215

Danny's Bar & Grill

1511 Center Ave
West View Pa., 15229

Talor Garden Scaping

Mike/Erin
1728 Crosby Ave
Pittsburgh, PA 15216

Monte Cello's Italian Restaurant

2198 Babcock Blvd.
Pittsburgh, PA 15209