

STEEL VALLEY DOLPHINS



USS Georgia SSGN-729



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

August 9, 2025 @ 1230 hours

At Monroeville American Legion Post 820

BASE LOCATION



American Legion Post 641

271 State St

Baden PA 15005

FROM THE EDITOR

Please send ideas for articles or copies of articles, with full credit information to me for consideration of submission in the SVD.

We are a SUBMARINE group. As such, the articles should be SUBMARINE or NAVY related.

Frank T. Vereb - fvereb2@gmail.com

MAKE A DIFFERENCE, ATTEND A MEETING!

OUR WEBSITE

For additional information about events and fundraisers at YOUR Base, please visit

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



USSVI NATIONAL OFFICERS

Office	Officer	Phone	eMail
National Commander	Jon Jaques	615-893-7800	jjagues@bellsouth.net
Senior Vice Commander	Timothy Carlisle	925-812-4239	timothywcarlisle@gmail.com
Junior Vice Commander	Thomas Williams	512-632-9439	texsubvet@yahoo.com
Secretary	David Farrugia	813-951-1898	DFarrugia@tampabay.rr.com
Treasurer	John Sidlovsky	757-328-9796	treasurer.ussvi.hrb@gmail.com
Past Commander	William Andrea	561-790-1287	wcandrea@bellsouth.net
Chaplain	James Sandman	615-975-4792	Jsandman85@gmail.com
Region Director Northeast	Jeffrey Walsh	860-449-2103	Neregiondir@yahoo.com
District Commander EN3	Thomas Denton	301-845-0049	gcmfish@verizon.net
National Office	Sharon Walsh	360-337-2978	ussvi@telebyte.net



USS REQUIN BASE OFFICERS

Office	Officer	Phone	eMail
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1st Vice Commander	Vince Metz	412-613-5554	vincemetz007@hotmail.com
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Storekeeper	Frank Nicotra	412-835-6540	nicotrafrank@gmail.com
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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
Public Affairs Chair	Ed Derr	724-854-0781	rredde@gmail.com
Kap(SS)4Kid(SS) Chair	Bob Meyers	724-282-1524	jmeyers01@zoominternet.net



Tolling of the Boats for July

USS S-28 (SS-133)

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

USS Robalo (SS-273)

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

USS Grunion (SS-216)

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



“Man our ship and bring her to life!”



Submarines Commissioned During the Month of July

Boat	Commissioned	Wikipedia	Navsource	Eternal Patrol
Seawolf SSN-21	7/19/1997	Wikipedia	NavSource	
N-6 SS-58	7/9/1918	Wikipedia	NavSource	
O-7 SS-68	7/4/1918	Wikipedia	NavSource	
O-8 SS-69	7/11/1918	Wikipedia	NavSource	
O-9 SS-70	7/27/1918	Wikipedia	NavSource	Eternal Patrol
R-8 SS-85	7/21/1919	Wikipedia	NavSource	
R-9 SS-86	7/30/1919	Wikipedia	NavSource	
R-15 SS-92	7/27/1918	Wikipedia	NavSource	
S-7 SS-112	7/1/1920	Wikipedia	NavSource	
S-13 SS-118	7/14/1923	Wikipedia	NavSource	
S-25 SS-130	7/9/1923	Wikipedia	NavSource	
S-34 SS-139	7/12/1922	Wikipedia	NavSource	
S-37 SS-142	7/16/1923	Wikipedia	NavSource	
Nautilus SS-168	7/1/1930	Wikipedia	NavSource	
Spearfish SS-190	7/19/1939	Wikipedia	NavSource	
Swordfish SS-193	7/22/1939	Wikipedia	NavSource	Eternal Patrol
Tautog SS-199	7/3/1940	Wikipedia	NavSource	
Barb SS-220	7/8/1942	Wikipedia	NavSource	
Blackfish SS-221	7/22/1942	Wikipedia	NavSource	
Cero SS-225	7/4/1943	Wikipedia	NavSource	
Dace SS-247	7/23/1943	Wikipedia	NavSource	
Raton SS-270	7/13/1943	Wikipedia	NavSource	
Ray SS-271	7/27/1943	Wikipedia	NavSource	
Runner SS-275	7/30/1942	Wikipedia	NavSource	Eternal Patrol
Sunfish SS-281	7/15/1942	Wikipedia	NavSource	
Apogon SS-308	7/16/1943	Wikipedia	NavSource	
Aspro SS-309	7/31/1943	Wikipedia	NavSource	
Blackfin SS-322	7/4/1944	Wikipedia	NavSource	
Caiman SS-323	7/17/1944	Wikipedia	NavSource	
Halfbeak SS-352	7/22/1946	Wikipedia	NavSource	
Jallao SS-368	7/8/1944	Wikipedia	NavSource	
Kete SS-369	7/31/1944	Wikipedia	NavSource	Eternal Patrol
Sea Owl SS-405	7/17/1944	Wikipedia	NavSource	
Sea Poacher SS-406	7/31/1944	Wikipedia	NavSource	
Odax SS-484	7/11/1945	Wikipedia	NavSource	
Bonefish SS-582	7/9/1959	Wikipedia	NavSource	
Scorpion SSN-589	7/29/1960	Wikipedia	NavSource	Eternal Patrol
Flasher SSN-613	7/22/1966	Wikipedia	NavSource	
Andrew Jackson SSBN-619	7/3/1963	Wikipedia	NavSource	
James Madison SSBN-627	7/28/1964	Wikipedia	NavSource	
Ulysses S. Grant SSBN-631	7/17/1964	Wikipedia	NavSource	
Narwhal SSN-671	7/12/1969	Wikipedia	NavSource	
Groton SSN-694	7/8/1978	Wikipedia	NavSource	
Dallas SSN-700	7/18/1981	Wikipedia	NavSource	
Baltimore SSN-704	7/24/1982	Wikipedia	NavSource	
Hyman G. Rickover SSN-709	7/21/1984	Wikipedia	NavSource	
Honolulu SSN-718	7/6/1985	Wikipedia	NavSource	
Providence SSN-719	7/27/1985	Wikipedia	NavSource	

Boat	Commissioned	Wikipedia	Navsource	Eternal Patrol
Oklahoma City SSN-723	7/9/1988	Wikipedia	NavSource	
Helena SSN-725	7/11/1987	Wikipedia	NavSource	
Kentucky SSBN-737	7/13/1991	Wikipedia	NavSource	
Nebraska SSBN-739	7/10/1993	Wikipedia	NavSource	
Rhode Island SSBN-740	7/9/1994	Wikipedia	NavSource	
Maine SSBN-741	7/29/1995	Wikipedia	NavSource	
Wyoming SSBN-742	7/13/1996	Wikipedia	NavSource	
Columbus SSN-762	7/24/1993	Wikipedia	NavSource	
Missouri SSN-780	7/31/2010	Wikipedia	NavSource	



[USS GEORGIA returning to Naval Submarine Base Kings Bay, Georgia - September 2022](#)



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

[illegible]



I would like to thank all the shipmates that were able to attend the July meeting. If you haven't been to a meeting in a while and are in the area, we would like to see you.

We will be having an annual inaugural social picnic on August 16th. A message has been sent out inviting all members, auxiliary members, friends & family members of the Requin Base. If you are able, please come out for some good old fashion socializing.

The July 4th parade in Canonsburg was a great success. We had 23 shipmates in attendance, that is the most that I recall participating in any parade. A special shout out goes to Vince Metz's granddaughter Emma. Emma rode the people mover while using the bubble cannon to blow bubbles. She also walked some of the route and handed out stickers to the kids in the crowd. Emma said that she had a great time and expressed a desire to attend other parades. We are delighted to have her attend any of our events. **Emma Fun Fact:** Before the parade began, Huey presented Emma with a base challenge coin on behalf of the base. After lunch as Vince, Emma and her mother were leaving, they came to our table where Emma, with all the enthusiasm she could muster slammed her challenge coin on the table and shouted, "I challenge you". BRAVO ZULU Emma.

Your subscription of the Bob Logue Undercover Club Newsletter should begin arriving this month. Thank you, Edie & Huey.

Our November base meeting will include a guest speaker. Kyle Glaser, Associate Director of Development at the Carnegie Science Center will talk to us about the plans for USS Requin. Please make plans to attend.

Kyle and Maria have extended an invitation to host the February 2026 base meeting at the Science Center. Thank You Kyle and Maria.

Recently we found out that Bill Greenlee and his wife are both in an assisted living facility in Titusville. The facility is New Perspective Southwoods. If you live in the area or are passing through, I ask that you visit our shipmate in need.

Given the effort it has taken to find Bill & Donna, starting with this year's membership renewal we will not only ask you to update all your contact information, but we will also ask you for an emergency contact that is not your spouse. Please cooperate with this effort as we want to ensure that should the need arise, we can help a shipmate in need.

Our next meeting will be at the Monroeville American Legion Post 820 on August 9th. I hope to see you there.



MEETING MINUTES

These are the minutes as recorded at the base meeting and are not edited or moderated by the newsletter editor. You can address any issues or concerns in the minutes with the [Base Secretary](#).

Requin Base Meeting Minutes

July 12, 2025

American Legion Post 641, Baden PA

Base Commander Lou Hamill called the meeting to order.

Attendees: Mike Allen, Willard Ashmore, Eric Bookmiller, Lee & Patsy Bookwalter, Clair & Nancy Bouts, Don Bright, George Brown, Dan Busby, Campisi, Huey & Edie Dietrich, Lyle Farmer, Dick Geyer, David Halliday, Lou Hamill, Jean Lemieux, Bill & Sandy Lindsey, Vince Metz, Bob & Jude Meyers, Frank Nicotra, Chuck Schrupp, Harry Sills, Jeff & Eileen Simon, Jack Sutherin, Scot Thomas, Chad Underkoffler, Frank Vereb, Charlie Warren, Don Wood, Ron Zahner.

Base Commander Lou Hamill led the Pledge Of Allegiance.

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

Boats Lost:

- USS S 28 (SS 133) July 4, 1944
- USS ROBALO (SS 273) July 26, 1944
- USS GRUNION (SS 216) July 30, 1942

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

Chaplain Eric Bookmiller gave the Invocation.

Quote Of The Day: "Good ideas are not adopted automatically. They must be driven into practice with courageous patience."

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

Members' Introduction

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

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

Other Reports:

- Binnacle List: None
- Eternal Patrol: None
- Base membership stands at 207
- Storekeeper
- Eagle Scouts presentations
- PA license plates
- Floats: Repairs to the Nautilus float have been made and a new hitch was installed.
- Kap(SS)4Kid(SS)
- Mush Morton Award

Past Events:

July 4 – Canonsburg Parade. Twenty-three in attendance. Special shout out to Emma, Vince Metz's granddaughter.

Upcoming Events:

- October 10 - Navy Ball
- October 11 - Columbus Day Parade.
- Due to Columbus Day Parade, Base meeting will be moved to October 18 in Hermitage PA

Old Business:

- USS Requin Base Scholarship for 2025 has been awarded to Conrad Taylor, grandson of Bill Lindsey.
- Huey Dietrich has purchased an 18-month subscription to the Bob Logue Undercover Newsletter for each Base member.
- Veterans Breakfast Club magazine advertisement.
- Vince Metz has arranged a picnic for Base members and their families to be held on August 16th from 1200 to 1800 at the home of Bob & Jude Meyer. Bring your own chairs and alcoholic beverages.

New Business:

- Annual domain registration fee of \$19.98 for requinbase.org is due August 7.
- Guitars 4 Vets provides free lessons to veterans. Go to their website for more details.
- Motion to donate three \$25 gift cards to the women who provide stickers which are handed out at parades.

Good of The Order:

- Members attended the retirement ceremony in Groton CT.
- Iron City Brewery is holding an open house for veterans on July 27th
- Bill & Donna Greenlee have moved to a nursing facility.
- Members are encouraged to provide an emergency contact other than spouse.

- At the November meeting, Kyle Glaser Associate Director of Development at Carnegie Science Center will talk to us about plans for USS Requin.
- Next February's meeting will be hosted at Carnegie Science Center.
- Honor Flight of Pittsburgh is providing a free bus trip to Washington DC for qualified veterans on September 20th.

Chaplain Eric Bookmiller gave Benediction.

Adjournment: The meeting was adjourned.

Next meeting: American Legion Post 820, Monroeville PA at 1230 hours on August 9, 2025



A rare perspective, looking aft on the USS Georgia

MONTH IN REVIEW



The Independence Day Parade in Canonsburg, PA; the second largest parade in PA on this day next to Philadelphia. Thanks to all the members that participated!

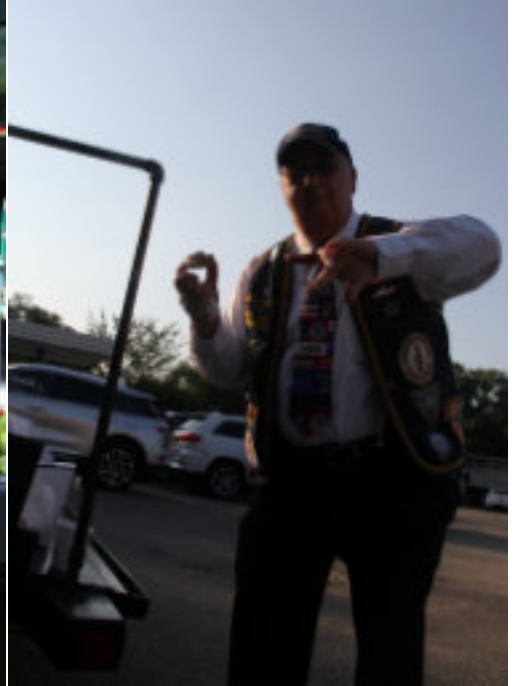




Past Commander Huey awards Emma her first Base Challenge Coin! Emma impressed all of the members during the parade by helping to spray bubbles and smile and wave. Thank you!



Emma



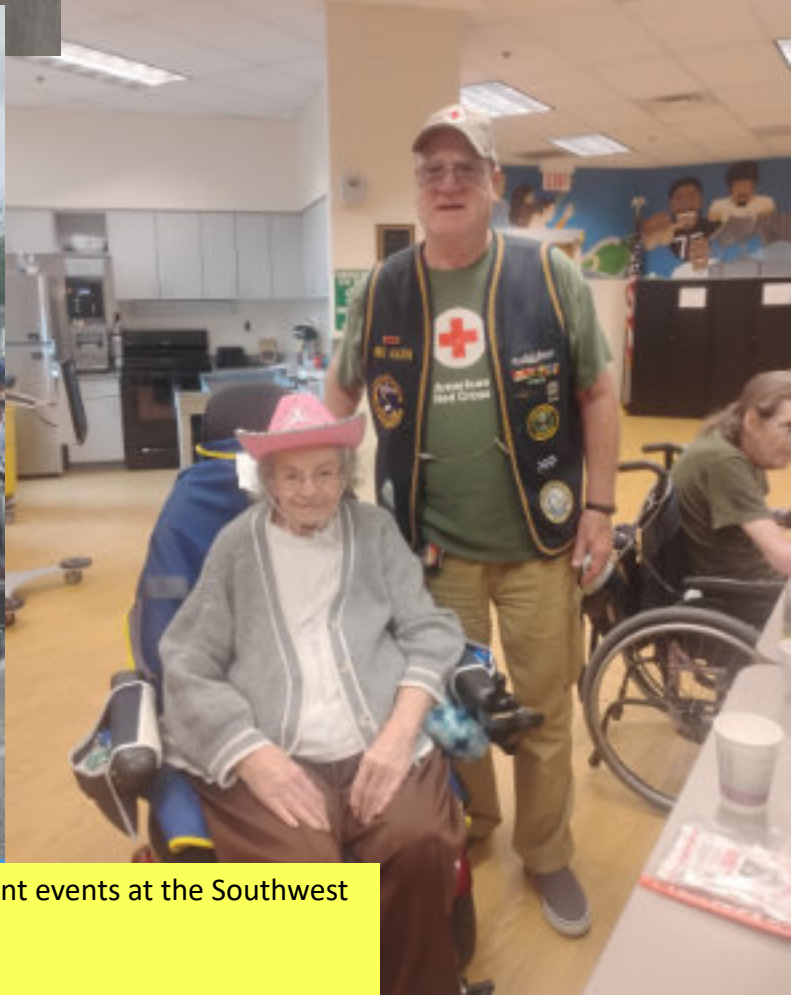




Conrad Traylor is in the exploratory program at Appalachian State University's Honors College and won the USS Requin Base Scholarship for 2025 has been awarded to Conrad Taylor, grandson of Bill Lindsey.. Conrad is the grandson of Bill & Sandy Lindsey.



Sarge lends a hand at two different events at the Southwest VA Center. Thanks, Sarge!



SUBMARINE TRAVELS

A few years back, my first mate, Sandy, and I traveled to the San Francisco Bay area for a vacation. This included Napa Valley wine train, Fisherman's Wharf, and even Mare Island where I served on the re-construction crew of the infamous USS Guitarro SSN 665. While on Mare Island, we visited a small museum that chronicled the history of the shipyard. Before leaving I bought an interesting paperback titled *Final Patrol* by Don Keith (October 2006). This book includes Information on seventeen WWII submarines open to the public. In addition to general information about life on diesel boats, it includes about 10-15 pages of history for each of the seventeen. It also includes contact info, addresses, phone numbers, etc. for each boat.

After reading this informative book, I thought, "I have visited a few of these and even spent a couple of days in sub school training on one." Now retired and doing a little traveling we look for those boats that we may pass by and schedule visits when we can.

List of the boats, locations and contact information

Boat	Location	Contact Info
USS Cod (SS-224)	Cleveland, OH	216 566-8770
USS Drum (SS-228)	Mobile, AL	www.ussalabama.com
USS Silversides (SS-236)	Muskegon, MI	231 755-1230
USS Cavalla (SS-244)	Galveston, TX	409 770-3196
USS Cobia (SS-245)	Manitowoc, WI	866 724-2356
USS Croaker (SS-246)	Buffalo, NY	716 854-3200
USS Bowfin (SS-287)	Honolulu, HI	808 423-1341
USS Ling (SS-297)	Hackensack, NJ	Stuck in the mud in NJ
USS Lionfish (SS-298)	Fall River, MA	508 678-1100
USS Batfish (SS-310)	Muskogee, OK	918 682-6294
USS Becuna (SS-319)	Philadelphia, PA	215 925-5439
USS Clamagore (SS-343)	Mount Pleasant, SC	recycled
USS Pampanito (SS-383)	San Francisco, CA	415 561-7006
USS Razorback (SS-394)	North Little Rock, AR	501 371-8320
USS Torsk (SS-423)	Baltimore, MD	410 396-3453
USS Requin (SS-481)	Pittsburgh, PA	412 237-1550
German U-505	Chicago, IL	773 684-1414

To-date, I have been able to visit about half of the boats listed. How many have you visited? If you have a vacation planned, any of these boats might be an enjoyable stop along the way. Most of the phone numbers listed are directly from the *Final Patrol*, published in 2006 so they may not be accurate. Almost all "open to the public" boats have a current website.

Enjoy your travels! Bill Lindsey, MMCM(SS) Retired.

This is excellent information and I second Bill's enthusiasm to visit as many of these as possible. Consider adding the [USS Albacore \(AGSS-569\)](#) to this list if you every visit Portsmouth, NH. An experimental boat that tested the teardrop design. - FTV

A-2

THE EVENING STAR
Washington, D. C., Thursday, April 23, 1964



UP AND AWAY

A Polaris A-2 missile leaves its firing tube on the nuclear-powered submarine USS Henry Clay off Cape Kennedy, Fla., Monday, in the first such launching from a surfaced submarine. Objects flying through the air around the missile are launch adapters which detach automatically once the missile has left the tube.—AP Wirephoto.

USSV Charitable Foundation Free Will Preparation

Shipmates,

The USSV Charitable Foundation is excited to announce the launch of a new, valuable service for our members, their spouses, children, and grandchildren. This service, available at MyLegacyWill (<https://mylegacywill.com/ussvcf>), allows you to prepare your Will for FREE, starting today. Take the first step towards securing your legacy by building your own Will with this complimentary service.

Your Charitable Foundation has established this service due to your positive feedback. The reputation of MyLegacyWill is above reproach, and you will find that you can go at your own pace as you establish your Will. This flexibility allows you to take control of the process, with available guidance within the application once you begin the process. You can consult your attorney any time you wish, giving you the power to make informed decisions about your Will.

The Charitable Foundation is pleased to offer this free service for the convenience of all USSVI members and their families. As the owner of your estate, you are the best judge of any actions you take. Your circumstances are unique to you, and if you ever feel uncertain about how to proceed, we encourage you to consult your attorney. Please note that neither the Charitable Foundation nor USSVI assumes any liability for using this service or any outcomes resulting from its use.

Respectfully,

Bob Bachman

USSVCF

President

www.ussvcf.org

Submarine Veteran's Charitable Foundation Newsletter for June 2025

Hello Shipmates.

Shipmates Helping Shipmates

Starting at the top I want to thank each of you who've helped our shipmate, Charlie DeHart, with funds to help defray the cost of his recovery. Thanks to the generosity of all 130 of us who dug into our pockets we've managed to raise over 15 thousand dollars via Go Fund Me. Thanks also to the members who called me to ask how to send donations because the on line method didn't appeal to them. My answer was and is: send it to his wife Mary Jo at her address in Naples FL. Special thanks to Dick Bondi who had to wait a week for me to find his voicemail. It was a privilege speaking to him about his wartime service in the boats.

I just got off the phone with Mary Jo and she reports that Charlie is making some headway with his therapy and the VA is now involved, Her words were, "the train is starting to move." She is hopeful that he can come home in the not-too-distant future, and she can care for him there. Charlie is upbeat and he enjoys calls from members who have a spare moment to chat. If you can, call him at 217-652-1042. That's MJ's phone but she is usually with him.

The bad news is that his care is still costing about \$2,000 a day so every little donation is a help. For those of you who didn't get the word the first time, the place to donate is <https://gofund.me/c8ebc871> and you can use your credit or debit card. To donate by check call me at 860-886-3566 or call MJ at her number for the address.

Special Kudos

These are definitely in order for brothers Frank and Charles Hood. Click on their video to see what they are planning for the month of July. Hint it has to do with generously contributing all their July sales to the Charitable Foundation! I already bought the package of five books Amazon has listed. I have to hand it to the Hoods, they are prolific and very entertaining, too. Their books would make outstanding gifts for anybody curious about submarine living. Click here to watch their flick, <https://www.ussvcf.org/poopie-suits--cowboy-boots.html> .

Commemorative Coins

Remember, we're still offering our one-of-a-kind coins. I've ordered a third batch to accommodate the demand, but it's hard to keep up with the orders and it will be getting more frantic soon, because I've opened the offer up to submariners who aren't in USSVI but wanna be. Truth is, I'd welcome airedale or skimmer money too, but I'm not sure what they would do with the coins. To get yours before it's too late click on: https://www.flipcause.com/secure/reward_step2/MjlwOTMz/115948 and use your credit or debit card. Base SKs are encouraged to order from us, too.

My Wills Program

So far 70 of our members have taken advantage of the program and the response has been very positive. A recent article suggests that only 1 in 4 families has a valid will. Worse, only 1 in 3 has made any preparations for end of life. Families facing the worst often aren't thinking straight either. Grief and despair have a way of clouding our judgement. Often families in those situations turn to credit cards and loans as a way of dealing with the sudden costs thrust upon them.

Making a will now is the surest way I can think of to begin dealing with those details while there is still time to face them in a clear-headed manner. As you go through the questions the application asks, it will force you into giving the details careful thought. As a minimum it will help you think through your own circumstances. Think of a will as sort of a pre-underway checklist. You can't think of every little detail, but at least the major

hatches will be shut, and the right people will be on station when needed. And remember, the Will is free, and your wife and over-18-children can make out their own. Go to <https://mylegacywill.com/ussvcf> and get started as soon as you can.

Scholarship News

Alan Fickett and his team are fast approaching the end of their deliberations. This is a bumper crop year and Alan estimates we'll reward 80 scholars with grants (20 more than last year), and for the first time, we'll have a career education awardee. That must mean that we should pat each other on the back for getting the word out to more eligible candidates. BZ to all of you.

Significant Stuff

As many may recall, the Combined Federal Campaign is the single government program identifying charitable organizations that Federal Employees (we all were when we wore the blue suits) could directly support through payroll deduction. In terms of charity support it's a big deal to be on that list. So we tried last year to qualify but we didn't meet the gate because the accounting system we were using was Kindergarten quality. This year we solved that, and our accounting system runs with the big dogs. So we fed a mountain of what-we-do-where-and-for-who data to the government, and we've been accepted (party hats and noisemakers all around!). Soon a government worker will be able to donate directly to the USSVCF. We're proud of that and we hope it will make a big difference in our outside donations.

Volunteers

We are still looking for USSVCF Ambassadors! So far we have volunteer Ambassadors in 40 our bases. That only leaves another 120 or so to go. I know, I can hear some of you out there saying, "it's just one more thing for someone to do." Hopefully those who think that won't need a Brotherhood Fund grant any time soon.

Jeep Auction

Last fall our Shipmate John Martin donated a 1942 Jeep he had completely restored, and we announced we would be auctioning it off. John had to jump through an amazing number of hoops (picture the DMV on steroids) but finally the title to the Jeep was issued. The auction company took the Jeep to Cincinnati, OH for final polishing and listing it on the www.auction.com

I just got off the phone with the auction lady who said they were putting a new voltage regulator in the Jeep and they're waiting for the part. (This thing is actually two years older than I am so cut us some slack!). It will be listed on the website sometime next week for bids and will remain up for two weeks. I have heard from several of our members who are interested in it so look for the site on the USSV CF website late next week!

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Respectfully,

George Palmer

USSVCF Vice-President and Executive Director



ACTIVE MILITARY, VETERANS, & FIRST RESPONDERS OPEN HOUSE

JULY 27TH 4-8PM

Live music by the Campfire Clarks 5-7pm

Sienna Mercato food truck 4-7pm

Guests will receive one set of free spirit samples or a 16oz draft beer and a complimentary ball from the Sienna Mercato Food truck.

RSVP DEADLINE 7/20 - PLEASE REGISTER ON EVENTBRITE





GUITARS
4 VETS



PATIENCE
ACCEPTANCE
GRATITUDE
EMPATHY

THE HEALING POWER OF MUSIC IN THE HANDS OF HEROES

CONTACT US
OH- SALEM
Ray Cox
Chapter Coordinator

234-877-8683

guitars4vets.org

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4X

4X AS MANY TROOP AND
VETS HAVE DIED BY
SUICIDE IN COMBAT

-MILITARY TIMES

20+

MORE THAN 20 VETS TAKE
THEIR LIVES EACH DAY

-US DEPARTMENT OF DEFENSE

1.2M

1.2 MILLION VETERANS ARE
CURRENTLY BEING
TREATED FOR PTSD

-US GOVERNMENT

WHO WE ARE

Guitars for Vets (G4V) is a national 501(c)3 non-profit organization which operates more than 100 chapters in over 40 states. Since 2007, we have refined a guitar lesson program that provides Veterans living with the challenges of PTSD and other injuries a unique alternative to healing. Our program features over 500 volunteers that deliver the mission at Department of Veterans Affairs (VA) facilities, community-based medical centers, Vet Centers, and Veterans Service Organizations.

WHAT WE DO

G4V puts the healing power of music in the hands of heroes by restoring feelings of joy and purpose that Veterans can lose after suffering traumatic experiences. The teamwork and camaraderie assists Vets as they reintegrate into their communities.

THE RESULTS

To date, G4V has administered over 50,000 guitar lessons and distributed more than 5,000 guitars to Veterans. Over the years, we have observed the many ways that our program is enriching the lives of Vets suffering with mental, physical and emotional distress. Graduates of our curriculum have reported better social interactions, a substitution of music for substance abuse and greater feelings of personal independence.

HOW YOU CAN HELP

By donating \$200 you can send one Veteran through the G4V program and enable us to continue sharing the healing power of music with deserving heroes across the country. Our services are always provided free of charge to Veterans. We also accept donations of musical equipment and would be glad to discuss volunteer opportunities with you.



GUITARS 4 VETS

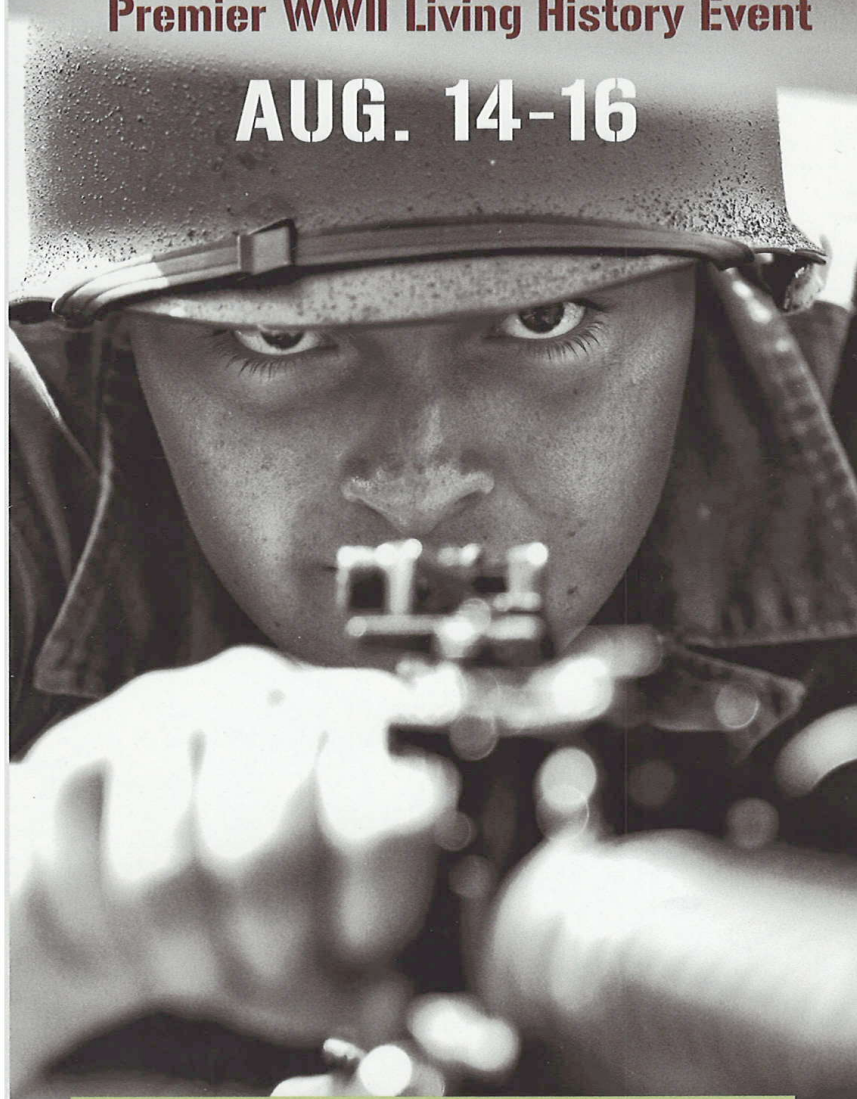
1944 ★ 81st Anniversary of D-Day ★ 2025

D-DAY 2025

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AUG. 14-16



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CHAPLAIN'S COLUMN

Greetings, All!

It is an honor to introduce myself as the new Base Chaplain. This is an undertaking that I do not take lightly, and I embrace the challenge.

A little about myself: I am the oldest of three and born to a very young set of parents who raised us in the small town of West Elizabeth. The five of us were crammed into a trailer ("mobile home") where I would end up sharing bunk beds with my younger brother until I joined the Navy right out of high school. Little did I know how it would prepare me for boat life!

I was raised Roman Catholic. I never thought much about spirituality and religion on my own until my mother died not long after my 16th birthday (she was 34). Since my father worked swing shifts at the mill, I became *de facto* man of the house. I read a lot of books and started to find meaning in verses from the Bible and other works that I never thought much about before. I was desperate for solace, solitude. Raising my brother and sister made my decision to join the Navy a difficult one for my father to accept, and I did so without his blessing.

Submarine life can sometimes be described as days, weeks, of mind-numbing boredom sprinkled with moments of blinding terror. The months of boredom on patrol led me down the path of depression and despair, still dealing with the loss of my mother. I ended up finding my greatest strength and shelter in the company of my shipmates, my friends. None of us were ordained ministers or were trained in the religious arts. But we did care for one another and were willing to sacrifice anything for each other. The strength I received from God and the support of my shipmates kept me going, and I survived to live a life after the Navy.

I am sharing this brief introspective to let you all know my general philosophy to taking on the mantle of Base Chaplain. My upbringing was rough and left me constantly looking for a place of acceptance and love. I feared loss, was wrapped in depression, and became convinced that my sanity would eventually break free of the pier, adrift into a blackness from which I would not be able to return. By trusting the Lord to guide me through the tempest, I found my course again.

And so I offer you this: LEAN ON ME. If you need a sounding board, I am there. If you need to share a beer, I am there. Support at funerals, wellness checks, moral or ethical questions, I am there. It is more than my duty - it is my honor. In retrospect, God used my shipmates as conduits to help me get through. If prayers can be answered hundreds of feet below sea level, then anything is possible.

In His Service,

Frank T. Vereb

412-328-3390

fvereb2@gmail.com



STOREKEEPER'S REPORT

Please visit our online store at
<https://requinbase.org/shop/>

You can have your items shipped to you at home via USPS [for a small fee], or pick them up at the next USSVI meeting.



SAY AGAIN?

The “I Believe” Button: An imaginary button that is “pressed” when a sailor cannot wrap his mind around a widely and generally accepted concept, such as reactor physics courses for Nukes. This allows said sailor to blindly accept the concept without understanding why.

Nuke: Any sailor qualified in the nuclear art of propulsion and power generation on a Naval warship. Nukes can often be identified by their boyish charm, devilish good looks, and superior IQs. Nukes are the antithesis of Coners, who typically look like they have been caught soliciting sheep.

The Horseshoe: The area immediately aft of the Maneuvering Room, given its name because of its resemblance to a, you guessed it, fork.



UPCOMING EVENTS

Base Meeting

American Legion Post 820
4332 Old William Penn HWY
Monroeville, PA 15146

Base Activities

AUG 16: Base Summer Picnic
OCT 10: Navy Ball
OCT 11: Columbus Day Parade
OCT 18: Base Meeting in Hermitage
NOV 11: Veteran's Day Parade



MEMBERSHIP

Primary Members	174	Holland Club	104	USSVI Life Members	84
Secondary Members	13	WWII	1	Base Life Members	71
Associate Members	20	Eternal Patrol	84	Joined Last Year	5
Total Members	207			Joined This Year	5



NEW MEMBERS:

Please welcome aboard our newest member, Dan Busby! Dan lives in McDonald, PA, with his First Mate, Kathleen. Dan qualified on the USS Cincinnati (SSN 693). Send Dan an email and welcome him to our Base dbusby59@yahoo.com.

FEATURED BOAT: [USS Georgia \(SSGN-729\)](#)



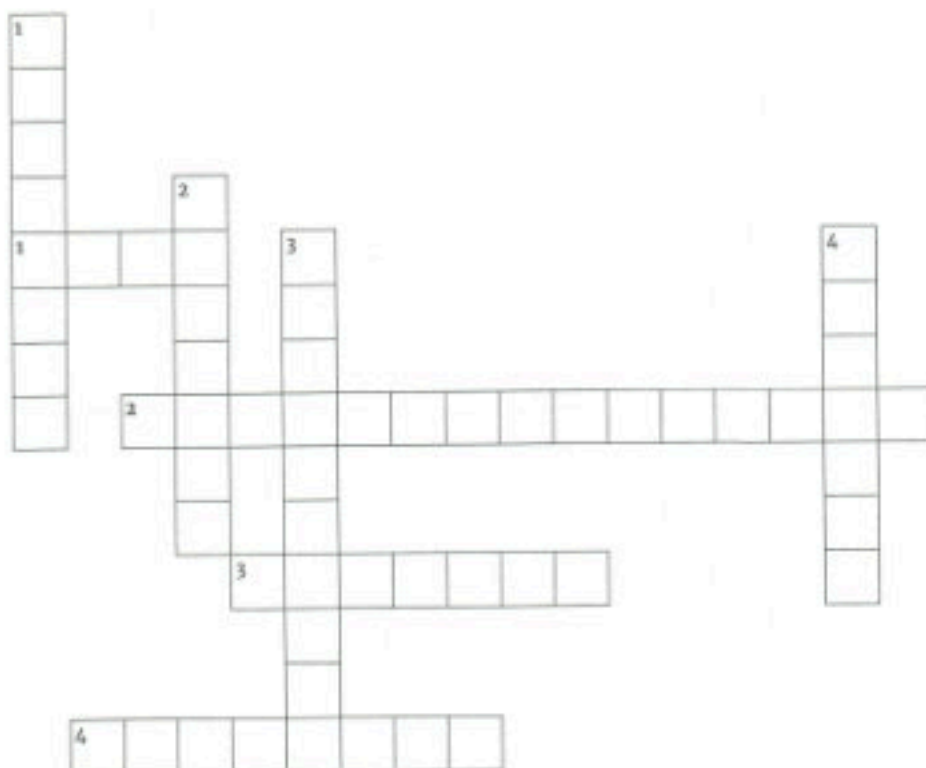
History		General characteristics	
	United States	Class & type	<i>Ohio-class submarine</i>
Namesake	<i>State of Georgia</i>	Displacement	16,764 long tons (17,033 t) surfaced ^{[1][2]} 18,750 long tons (19,050 t) submerged ^[1]
Ordered	20 February 1976	Length	560 ft (170 m)
Builder	<i>General Dynamics Electric Boat</i>	Beam	42 ft (13 m) ^[1]
Laid down	7 April 1979	Draft	38 ft (12 m)
Launched	6 November 1982	Propulsion	1 × <i>S8G PWR</i> nuclear reactor ^[1] (HEU 93.5% ^{[3][4]}) 2 × geared <i>turbines</i> ^[1] 1 × 325 hp (242 kW) auxiliary motor 1 × shaft @ 60,000 <i>shp</i> (45,000 kW) ^[1]
Sponsored by	Sheila M. Watkins	Speed	Greater than 25 knots (46 km/h; 29 mph) ^[5]
Commissioned	11 February 1984	Test depth	Greater than 800 feet (240 m) ^[5]
Homeport	<i>Kings Bay, Georgia, U.S.</i>	Complement	15 officers ^{[1][2]} 140 enlisted ^{[1][2]}
Motto	<i>Furtim, Incurso, Mutatio</i> (English: Stealth, Attack, Change)	Armament	4 × 21 in (533 mm) torpedo tubes 154 × <i>BGM-109 Tomahawks</i> in 22 groups of seven
Status	in active service		
Badge			

The Discovery Channel documentary *Submarines: Sharks of Steel* (1993) features Georgia and her crew. Georgia is featured in the 1996 science fiction film *Independence Day*. Georgia is featured prominently in the 2012 naval thriller *Fire of the Raging Dragon* by Don Brown. Georgia is featured in the 2020 medical thriller *The End of October* by Lawrence Wright.



PUZZLED?

US Navy Crossword Puzzle 18



ACROSS

1. M (Phonetic Alphabet)
2. What Is The World's Oldest Floating Commissioned Naval Vessel?
3. An Order To Resume Work Or Duties
4. Anchors Aweigh

DOWN

1. N (Phonetic Alphabet)
2. To Dispose Of By Throwing Over The Side
3. Three Black Balls Hung In A Vertical Line On The Mast Indicate The Ship Is Aground.
4. Marine O-6
5. Is anybody actually doing these puzzles?

Puzzle #18

GENERAL

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

ASSIGNED
CAMPAIGNER
COMMANDED
CREW

JUNK
NARCOMILITARY
PEACEKEEPER
PERSONNEL

VESSEL



THIS MONTH IN US SUBMARINE HISTORY

07/02/1945

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

07/05/1942

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

07/06/1944

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

07/09/1960

USS Thresher (SSN 593) is launched at Portsmouth, N.H.

07/09/1994

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

07/10/1945

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

07/10/1993

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

07/11/1944

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

07/11/1987

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

07/13/1991

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

07/15/1942

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

07/17/1944

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

07/18/1981

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

07/19/1997

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

07/20/1945

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

07/20/1960

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

07/24/1942

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

07/24/1993

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

07/27/1943

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

07/27/1985

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

07/28/1926

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

07/29/1944

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

07/29/1995

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

07/31/2010

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



ARTICLES OF INTEREST

U.S. Navy Nuclear Submarine Has Docked In Iceland For The First Time Ever

By Howard Altman

Published: 09 JUL 2025

The Los Angeles class fast attack submarine USS Newport News pulled into Reykjavik, Iceland, on Wednesday, the first port call for a nuclear-powered submarine to that island nation. The visit comes amid growing tensions in the Arctic and in a key location where Russian submarines routinely transit.

Iceland only began allowing nuclear-powered submarines to enter its territorial waters in 2023.

“Today’s port visit is a pivotal moment, underscoring our unwavering commitment to collective defense and Arctic security,” U.S. Navy Adm. Stuart B. Munsch, commander of U.S. Naval Forces Europe-Africa (NAVEUR/NAVAF), said in a statement. “Our submarine forces are advanced and vital to ensuring the security of our nations and our Alliance – patrolling the depths and providing a deterrent in an increasingly complex and contested world.”



Sailors aboard the Los Angeles class fast-attack submarine USS Newport News (SSN 750) stand watch as they pull into Reykjavík, Iceland for a scheduled port visit, July 9, 2025 (USN)

The Arctic region is increasingly becoming a potential flashpoint. It has seen significant investment in military resources, especially by Russia. There is also growing concern over a recent Russian buildup along the border with Finland. In addition, there has been a substantial increase in Russian submarine activity in this region over the past several years.

“The United States and Iceland maintain the shared goal of low tension in the Arctic, with full awareness of Russia’s efforts to build its military presence in the region,” Erin Sawyer, Chargé d’affaires at the U.S. Embassy in Iceland, said in a statement. “Deep coordination with our incredible NATO ally Iceland to achieve this historic visit demonstrates our commitment to freedom of navigation and the security of our allies in the region.”

Given its location, Iceland has long served as a strategic outpost to the U.S.



The Newport News is moored in Reykjavik, Iceland. (USN)

In 1954, during the Cold War, the U.S. Air Force 57th Fighter Wing was forward based in Keflavik Air Base, where it provided 24-hour air defense. That continued throughout the Cold War. In addition, faced with the rising Soviet submarine threat, U.S. maritime patrol aircraft (MPA) were deployed there during this period as well, with the P-3 Orion being a fixture in the skies there. After a lull following the end of the Cold War, the mission continues with P-8A Poseidon multi-mission aircraft detachments rotating in and out of Keflavik. NATO fighters also provide air defense for the country, which has no fighters of its own.

The island is located in the middle of what is known as the Greenland, Iceland, UK (GIUK) gap, less than 200 miles south of Greenland and a little more than 500 miles north of Scotland. Russian submarines from



F-15s of the 57th FW over Iceland during the twilight of the Cold War. (USAF)

the Northern Fleet in Murmansk travel through both sides of that gap. Murmansk is home to some of Russia's most capable submarines, like the Yasen-M class nuclear-powered cruise missile carrying Kazan. Iceland is a key chokepoint from which to track Russian submarines before they have a chance to disappear into the Atlantic Ocean and potentially endanger the East Coast of the United States.



The Russian Kilo class submarine Lipetsk at Russia's Northern Fleet base in the town of Severomorsk not far from the city of Murmansk. (ALEXANDER NEMENOV/AFP via Getty Images) A Russian submarine Project 877 submarine stands at Russia's Northern Fleet base in the town of Severomorsk not far from the city of Murmansk, 19 April 2007. (ALEXANDER NEMENOV/AFP via Getty Images)

The importance of this gap to U.S. national security interests was underscored earlier this year by the then-NATO Supreme Allied Commander Europe (SACEUR) and head of U.S. European Command.

Speaking of the water and air space bounding Greenland, now-retired Army Gen. Christopher Cavoli testified before Congress in April that access to it "was absolutely critical to the United States."

In addition to being equipped with 12 Vertical Launch System (VLS) tubes for firing Tomahawk cruise missiles, the conventionally armed USS Newport News can also provide critical underwater surveillance and anti-submarine and anti-surface warfare capabilities. Having U.S. boats make service calls to Iceland "contribute[s] to strengthening continuous and effective submarine surveillance of allied countries, which ensures better situational awareness and increases the security of underwater infrastructure such as submarine cables in the waters around Iceland," the Icelandic Foreign Ministry (MFA) said.

There is growing alarm by Icelandic officials about the protection of their undersea cables, driven in large measure by a series of suspected Russian sabotage incidents last year in the Baltic Sea. Those incidents led to NATO creating its Baltic Sentry effort to protect power and communications cables running under those waters.

The ability to make service calls at Icelandic ports gives the Navy a convenient support point for submarine operations in the Arctic. The next closest facilities able to host U.S. nuclear submarines are His Majesty's Naval Base Clyde in Scotland and Norway's Grøtsund harbor, north of the nearby city of Tromsø. Naval Base Clyde is about 700 miles south of Iceland, while Grøtsund harbor is about 900 miles to the northeast.



His Majesty's Naval Base Clyde in Scotland can support nuclear submarine visits. (Leading Photographer Bill Spurr)

While this is the first port call to Iceland, U.S. submarines have made six previous visits to the island nation's territorial waters since the MFA "announced in 2023 that such submarines would be permitted to make brief stops off the coast of Iceland to board and replace part of the crew," the ministry explained.

"The frequency of visits will depend on the need at each time," the MFA added. "The...procedures were prepared in 2023 in close cooperation between the [U.S. and Iceland] and are based on similar regulations in neighboring countries."

The nuclear fast attack submarine's high-profile visit to Iceland is another indicator of U.S. plans to leverage the strategic potential of the country. B-2 Spirit stealth bombers had a similar moment in 2019 when they first used Iceland as a forward staging point. At the time, this was not just rare for Iceland but also the B-2 force which had been previously relegated to operating out of a tiny handful of bases with advanced infrastructure. That has changed in years since, with the B-2 force expanding its ability to operate out of austere locations.

Nonetheless, Iceland is playing an increasingly prominent Cold War-like role in the extremely complicated security picture abroad and is yet another port — and perhaps the most relevant of all — where American nuclear submarines can call on if need be.

Contact the author: howard@thewarzone.com

Strategic Submarines and the Cold War End Game | Naval History

By Norman Friedman

Published: JUL 2025

Almost all of us think of strategic nuclear submarines as guarantors of strategic stability. Gliding silently and invisibly in the world ocean, they ensure that no one seeking to attack the United States can expect to avoid terrible retribution. It seems to follow that they are part of, yet apart from, the U.S. fleet, which is expected to fight.

That was one of the illusions of Cold War sea power. Although U.S. strategic submarines were certainly not expected to attack Soviet submarines, their existence—and the fact that the Soviets wanted to attack them—had vital consequences. Their part in the Cold War's end game was partly foreshadowed by the 1956 study that helped engender them, conducted by Project Nobska in Massachusetts. The U.S. Navy already was developing ballistic-missile submarines (SSBNs), which would have been armed with three of the massive Army-developed Jupiter IRBMs (intermediate-range ballistic missiles). The Navy leadership saw these submarines as a complement to the attack carriers armed with long-range bombers, but not as a core naval force.

The Nobska study is famous for a recommendation by nuclear physicist Edward Teller: Why build a 1965 missile with a 1956 warhead? He meant that the fleet ballistic missile could be far smaller than had been imagined—and hence could be powered by solid fuel. A very small submarine could be armed with three of these much smaller ballistic missiles, and it could be built in substantial numbers.

Not too much later, the Air Force asked for an increase in the U.S. nuclear stockpile. A skeptical President Dwight Eisenhower asked the Navy and the Army to review the Air Force's war plans. They found that the Air Force was planning massive overkill. Chief of Naval Operations (CNO) Admiral Arleigh Burke realized that, rather than being a minor addition to the U.S. strategic arsenal, the Navy's missile submarines could constitute a sufficient deterrent by themselves.

Missiles and Long-Range Sonar: Soviet ASW

For the Nobska study, concerned mainly with countering a huge Soviet submarine fleet, the point of the U.S. strategic submarine force was that it would focus Soviet naval thinking on destroying those submarines, even at huge cost and the reorientation of Soviet naval efforts. A relatively inexpensive U.S. strategic submarine force, by its existence, would greatly reduce the pressure on Western antisubmarine-warfare (ASW) forces.

Nobska was right, but its prediction was largely forgotten. There was every reason to think the Soviets could not find and sink the U.S. strategic submarines; surely they would abandon that effort. Carriers, which also posed a strategic threat to the Soviet Union, were far more practicable targets. Moreover, it seemed less and less likely that a war would escalate past conventional combat in the Third World. In that case, carriers would be the important

Walter H. Bollendonk's 1961 painting *Polaris Underwater Firing* depicts the submarine launch of a ballistic missile. Polaris and its successors became a Soviet nightmare—and a major driver in Soviet naval development. U.S. Naval Institute Photo Archive



targets.

This orientation led to an intelligence error. About 1970, Soviet warships, such as Krivak-class frigates, appeared armed with a new missile, in a sealed canister launcher (hence invisible to Western intelligence). It was interpreted as a new short-range (rather than the previous long-range) anticarrier missile. What else could it possibly be?

Five years later it, was revealed as an antisubmarine (i.e., anti-SSBN) missile, which NATO designated SS-N-14. That the Soviets designated the Krivak class as large ASW ships should have been, but apparently was not, a clue. Through the rest of the Cold War, the Soviets invested heavily in strategic ASW, including an ineffective long-range active sonar system, which they evidently hoped might equate to the U.S. SOSUS (sound surveillance system).

Through the 1960s, the Soviets built ballistic-missile submarines of their own, and the U.S. Navy devoted considerable resources to tracking them and to preparing to attack them in wartime. This effort was quite secret. Western civilians studying defense increasingly saw the missile submarines on both sides as invulnerable guarantors of strategic stability. President Jimmy Carter went so far as to support the idea of creating strategic submarine havens, which would ensure the wartime survivability of submarines on both sides (the U.S. Navy successfully headed off this idea).

Soviet leaders regarded nuclear weapons as both terrifying and potentially decisive in a crisis. In the event of a war, Soviet planning emphasized the need to tip the nuclear balance during the initial non-nuclear phase of the conflict by destroying Western strategic nuclear forces. The naval side of this effort would be attacks on Western strategic submarines and nuclear-capable carriers. As the war threatened to turn nuclear, Western powers confronted with the tipped balance would accept defeat. Such was the concept, but the manifest Soviet failure to find Western strategic submarines left Western naval strategists with the sense that the Soviet ideas were empty rhetoric.

Soviet SSBNs 'Key to Gaining Political Power'

The Soviet Navy came to see its strategic submarines as key to gaining political power within the Soviet Union. Throughout the 1960s, it sought a role independent of the dominant Soviet Army. Naval leaders pressed for responsibility for an oceanic theater of operations (TVD) in the event of a major war, but they were turned down. This failure became evident in Soviet publications that became available in the West.



The Soviet Krivak I-class frigate Druzhny observes NATO ships participating in Exercise Northern Wedding in 1986. At first, Western intelligence believed the Krivaks were carrying short-range anticarrier missiles; only later did it become clear that these were, in fact, ASW ships. Department Of Defense

The Soviet Navy finally found its independent role when it operated SSBNs, which were considered by far the most survivable of the Soviet strategic arms. Soviet naval chief Admiral Sergei Gorshkov argued repeatedly that he needed a large surface fleet to ensure the “combat stability” of his submarines. It seems not to have been understood in the West that the combat stability involved was the survival of his one key asset, his strategic submarines.

Unfortunately for the Soviets, their SSBNs were not at all inherently survivable. By about 1970, and probably earlier, U.S. and British nuclear attack submarines often trailed Soviet strategic submarines operating in the open ocean. In wartime, successful trailing would have led to quick destruction. Trailing was kept quiet in the West until after the Cold War, possibly for fear that it would have been prohibited by civilian authorities anxious to avoid provoking the Soviets. This silence explains why some Western audiences were horrified by mentions of anti-SSBN operations in the context of the 1980s Maritime Strategy, as though that was something entirely new, rather than something both Western and Soviet fleets were always either doing or trying to do.

The Soviets became aware of some successful trailing operations. They felt compelled to adopt a new way of protecting strategic submarines, placing them in “bastions,” which the rest of the Soviet fleet would protect. By 1975, the Soviets were deploying Delta-class submarines that could fire their missiles from the safety of the bastions in the White Sea and in the Sea of Okhotsk. Some U.S. analysts, most notably Brad Dismukes of the Center for Naval Analyses, pointed to a fundamental shift in Soviet naval thinking toward creation of a “fleet in being” rather than a more aggressive force. Earlier analysts, most notably Robert Herrick, had pointed to a basically defensive posture of the Soviet fleet, but they had gained little traction. In any case, a fleet conceived for defense could easily shift to offense.

U.S. naval leaders could not understand why the Soviets would devote their whole naval effort to protecting the bastions. They were devoting enormous resources to building the second largest fleet in the world. No Western navy would have created such a force for essentially defensive purposes. It is not clear whether U.S. leaders were aware of just how successful trailing had been—or, for that matter, of how high a priority Soviet naval leaders placed on directly protecting the Soviet strategic submarine force. Similarly, it took time to realize how large a proportion of the best Soviet attack submarines were assigned to hunting down U.S. and other Western strategic submarines, a task at which they were proving quite unsuccessful.

USSR’s Atlantic Attack Capabilities Reduced

October 1980: Chief of Naval Operations Admiral Thomas B. Hayward (center) and Rear Admiral Wayne E. Meyer, Aegis Shipbuilding Project Manager (left), review the Aegis Ship Combat System program facility at Moorestown, New Jersey. Aegis and other emerging applications in the 1970s and ’80s were based on microelectronics—“a technology the Soviets lacked.”

The combination of bastion defense (including anticarrier operations) and an anti-SSBN campaign drastically reduced any Soviet



25 February 1972: A U.S. Navy P-3 Orion aircraft flying a surveillance mission locates a Soviet Hotel-class ballistic-missile submarine on the surface of the North Atlantic. U.S. Naval Institute Photo Archive

forces that could have attacked transatlantic shipping in a new Battle of the Atlantic. To make matters confusing, in the 1950s, between about 1953 and 1959, the Soviets actually had emphasized classic submarine warfare in the Atlantic (things changed with Nikita Khrushchev's nuclear-missile Revolution in Military Affairs, which made the U.S. Polaris program particularly significant to the Soviet leadership).

Initially, the relatively short range of U.S. and other Western submarine-launched ballistic missiles placed them near enough to transatlantic shipping lanes that Soviet submarines assigned to hunt down Western strategic submarines might have threatened that shipping, but as the ranges of submarine-launched missiles grew, that was no longer the case.

Until the late 1970s the bastions were relatively safe from Western strike forces, thanks largely to the threats of Soviet naval air forces and missile submarines in the North. During the 1970s, however, the United States had developed new weapons based on emerging microelectronics, a technology the Soviets lacked. U.S. Navy applications included the F-14/Phoenix combination, the emerging Aegis system, the towed array, and the Mk 48 torpedo. At the same time the Navy was developing means of frustrating the ocean surveillance system on which Soviet attacks on carriers and other key warships would have been based. This latter program was much less public than the new technology.

It happened that the Navy was compelled to think through the naval side of a major NATO war. In 1977 President Jimmy Carter entered office determined to balance his budget and bring down inflation. He also was determined to limit defense to dealing with a war in Europe. In his view, the only valid naval mission was to guarantee resupply of Europe in wartime.

The Navy felt that this view of how to fight a European war was, to be kind, unimaginative. Resupply was the least important naval mission. Operating on the periphery of the Eurasian land mass, naval strike forces could compel the Soviets to devote disproportionate forces to counter their threats. This would be a classic application of sea power, which is generally more mobile than land forces. Given the new weapon systems, the fleet could fight effectively in waters previously conceded to the Soviets.

A New U.S. Maritime Strategy Takes Shape

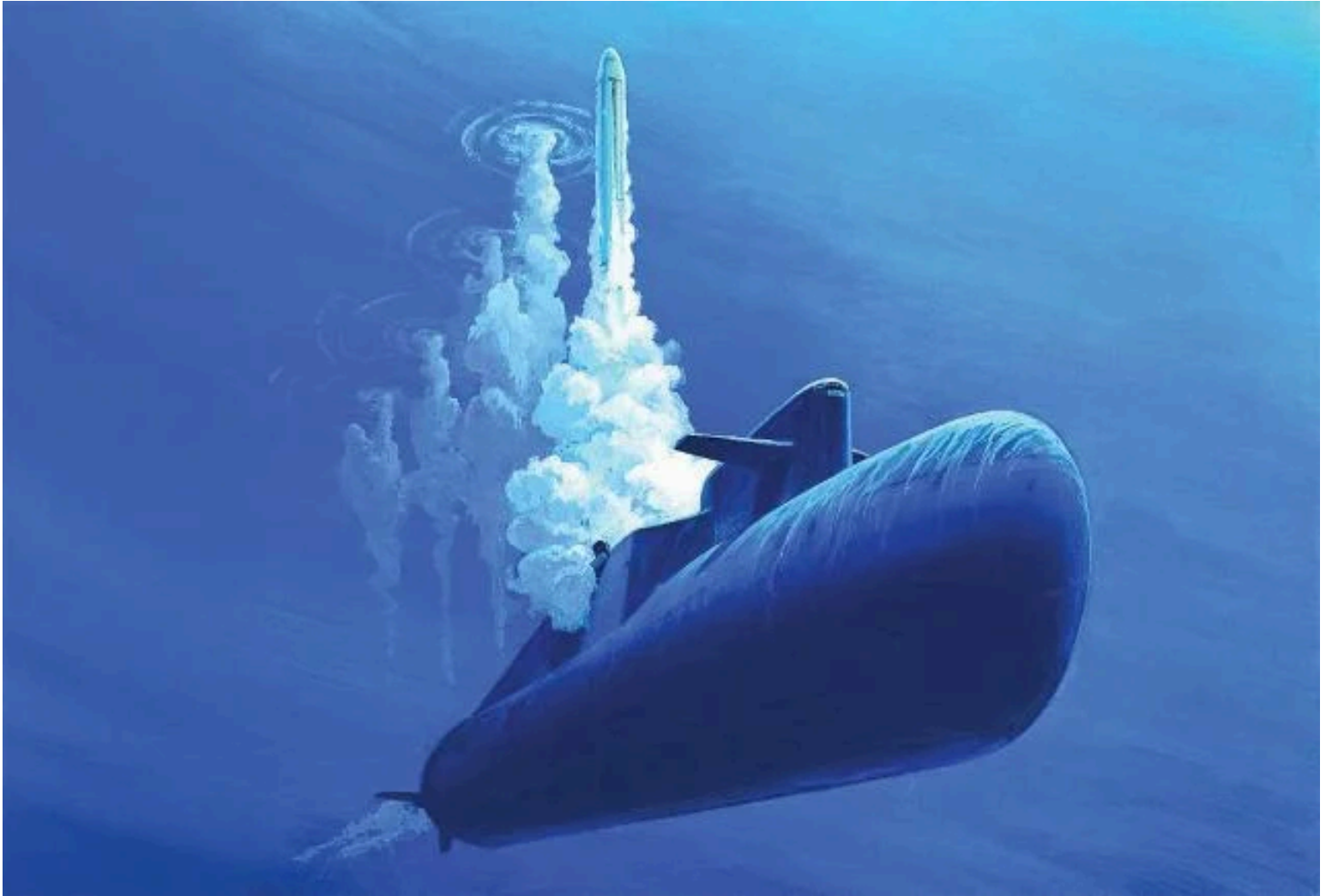
The first example of the new thinking was provided by Pacific Fleet commander Admiral Thomas Hayward, who envisaged strikes against Soviet targets in the Far East. The implicit threat to support China, which had (and has) substantial claims to territory in Siberia, could compel the Soviets to hold down the massive forces stationed there and thus reduce what the Soviets could use in a European campaign.

Hayward became CNO, and his ideas were more generally adopted. Fleet commanders' war plans were merged into the Maritime Strategy briefed to Congress from 1981 on. They included the idea that a striking fleet could survive in the North thanks both to the projected new technology and to cover-and-deception techniques developed over the previous few years.

Initially, the perceived point of attacking the Soviet fleet in the Kola Peninsula in northwest Russia was to seize sea control, and thus to free the strike fleet to affect the ongoing land battle. That would have been a classic application of sea power. The viability of operating in the High North in European waters was first tested in a major fleet exercise (Ocean Venture '81) in 1981. Much of the new technology intended to defeat Soviet air attacks was not yet available in quantity, but the exercise showed that the new cover-and-deception techniques worked. The fleet might well have been able to strike Kola before numbers of Soviet naval bombers appeared.

At the time, it seemed clear that the big Soviet naval concentration in the peninsula could have been destroyed, freeing the carrier strike force to aid a beleaguered NATO army on the Central Front. It seems, however, that no one realized the Soviet naval concentration in the Kola Peninsula had been created to protect the adjacent strategic submarine bastion—hence that a successful attack on Kola would have strategic consequences for the Soviets.

Later, it was apparent, partly because of sensitive intelligence, that the Soviets did not consider the submarines in the bastions viable without their covering fleet. An exercise demonstrating that carriers could get within attacking range of the Northern Fleet showed that the bastion—with its strategic submarines—was no longer a safe haven. Nowhere else was a U.S. fleet capable of kicking in the door to the bastion—by destroying its protectors—thus carrying a threat with which the Soviet government had to reckon, not merely one which might complicate its army's war plans.



A Soviet Delta-III class ballistic-missile submarine fires SS-N-18 missiles while submerged circa 1987. Painting By Edward L. Cooper (Defense Intelligence Agency)

Emerging Tech Renders Bastions Vulnerable

Apparently, no one had appreciated just how strategically significant the new offensive naval strategy could be. As an example, proponents of the Maritime Strategy typically argued that its strategic importance was that the U.S. Navy provided a vital backstop. Even if the Soviet Army reached the Channel, it would not have won a war. The fleet offered the United States and surviving allies a way to keep fighting—as the British fleet had in 1940 when the Germans overran France.

This was the way the Maritime Strategy was presented in the mid-1980s (I remember putting it that way when lecturing at the Naval War College about 1986). The reality, that the Maritime Strategy posed a strategic threat the Soviets could not handle, became obvious later, although it may have been evident in sensitive intelligence rather earlier.

After the Cold War, it emerged that after one big exercise the Northern Fleet leadership told General Secretary Mikhail Gorbachev that resources would have to be tripled to ensure protection of the White Sea bastion. That was unaffordable. To Gorbachev, that meant the Soviet Union could not hope to fight the West, because it could not protect its submarine deterrent—the one part of the deterrent the Soviets had

considered reasonably survivable.

U.S. submarine officers later said they could have penetrated the bastions even had the Soviet fleets guarding them remained intact (the Seawolf-class submarines were conceived to operate in the bastions). What mattered, however, was the perception on the part of the Soviet leadership that the bastions were viable as long as the covering Soviet fleet survived. In this game of perceptions, the most important contribution by U.S. and British submariners was to demonstrate that Soviet strategic submarines could not survive in the open sea, hence that they had to retreat into protected bastions—which the new U.S. technology made vulnerable to fleet attack.

F U N N Y

In Siberia, at the edge of the sea, a fisherman is going about his business. Suddenly, an American submarine emerges from the water.

The hatch on top opens and a sailor comes out. For a while he observes the surroundings with binoculars, then he shouts: "Set course to north-north-east!" He crawls back in, slams the hatch closed and the boat disappears underwater.

The man stares in awe at the now still water and when he comes back to his senses, he returns to fishing.

In a few minutes, another submarine emerges, this time it's Russian. The hatch opens, a sailor comes out and looks around. He spots the fisherman and yells at him: "Heeey, you there! Did you see an American submarine pass through here a while ago?"

"Yeah," says the man.

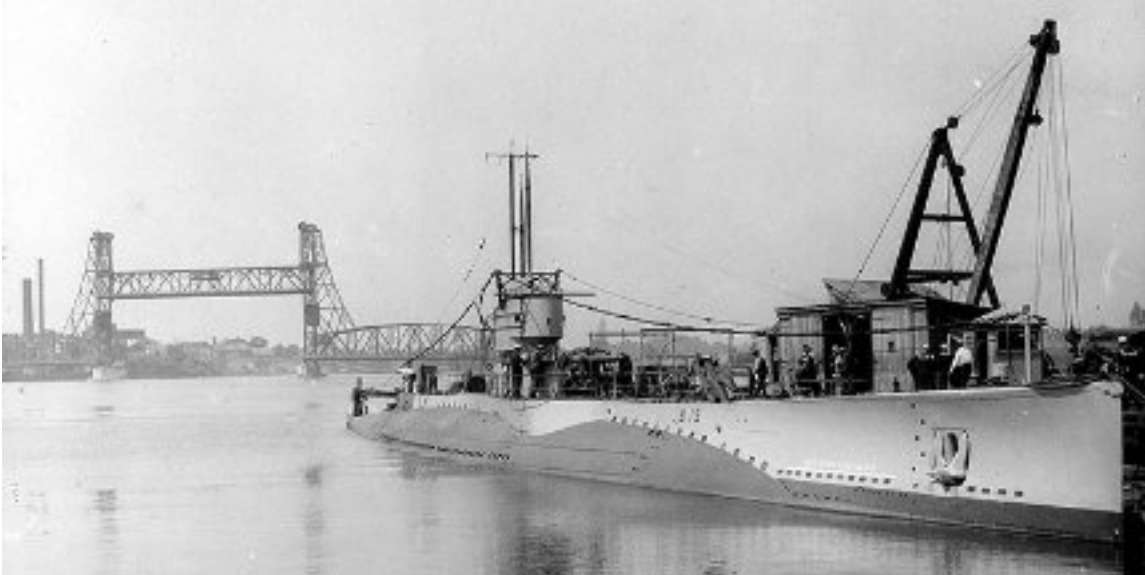
"And which way did it go?"

"It set course to north-north-east!"

"Dude, quit showing off and point with your finger!"

WAR PATROL!

Editor's Note: In this month's WAR PATROL!, we catch-up with the [USS S-13 \(SS-118\)](#) as she engages on her 3rd war patrol (24 days) from [11 JUL 1942 to 05 AUG 1942](#). Interactions with Allied planes are described, including one that almost resulted in a blue-on-blue incident with a bomber. Morale of the crew is discussed and conditions onboard for all-day dives is described.



History	
	United States
Name	USS S-13
Builder	Portsmouth Navy Yard, Kittery, Maine
Laid down	14 February 1920
Launched	20 October 1921
Commissioned	14 July 1923
Decommissioned	30 September 1936
Recommissioned	28 October 1940
Decommissioned	10 April 1945
Stricken	19 May 1945
Fate	Sold for scrap

General characteristics	
Class & type	S-class submarine
Displacement	876 long tons (890 t) surfaced 1,092 long tons (1,110 t) submerged
Length	231 ft (70 m)
Beam	21 ft 10 in (6.65 m)
Draft	13 ft 1 in (3.99 m)
Speed	15 knots (17 mph; 28 km/h) surfaced 11 knots (13 mph; 20 km/h) submerged
Complement	42 officers and men
Armament	1 × 4 in (100 mm)/50 deck gun 5 × 21 inch (533 mm) torpedo tubes

S-13 was recommissioned on 28 October 1940. Following voyages to Bermuda, S-13 operated in the Panama Canal area from December 1941 (during which the United States entered World War II with the Japanese attack on Pearl Harbor on 7 December) to June 1942; off Guantanamo Bay, Cuba, from June to August 1942; and in the Panama Canal area beginning in August 1942. She was patrolling on the surface in the Gulf of Panama off Balboa, Panama, at the Pacific entrance to the Panama Canal at 07°32'N 090°50'W on 3 August 1942 when a four-engine United States Army Air Forces bomber approached her and mistakenly attacked her, dropping a number of bombs into the water near her, one of which exploded.[1] She then exchanged recognition signals with the bomber, which departed without further incident.[1] She suffered no casualties or damage. (Wikipedia)

Al2-1 (064)

SUBMARINE DIVISION THIRTY-TWO
U.S.S. S-11, Flagship
c/o Postmaster, New York, New York
10 August 1942.

~~CONFIDENTIAL~~
DECLASSIFIED

From: Commander Submarine Division Thirty-Two.
To: Commander Submarines, Atlantic Fleet.
Via: Commander Submarine Squadron Three.

SUBJECT: USS S-13 - Report of Third War Patrol.

Enclosure: (A) Subject Report.

1. Forwarded. No enemy contacts were made.
2. Excessive regularity of air patrol as reported in paragraph 6 is once again noticed. It is gratifying to note that the planes of the Pacific Patrol are investigating submarines more closely than heretofor.
3. It is gratifying to the Division Commander to note that S-13 returned from a twenty-four day patrol in excellent material condition. The ship was above average as to cleanliness, as were the officers and crew. The officers and members of the crew are to be congratulated upon this exhibition of an excellent state of morale.

DECLASSIFIED-ART. 0445, OPNAVINST 5510.1G

BY OP-0989C DATE 6/1/72

S. G. BARCHET.

Copy to:

Compaseafron
Comsubspacgrpaseafron
S-13.

DECLASSIFIED

136440

FILMED

August 5, 1942

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U.S.S. S-13 REPORT OF THIRD WAR PATROL.

Period from July 11, 1942 to August 5, 1942.

Area: Panama Sea Frontier, Pacific Side.

Operation Order: Commander Submarine Division Thirty One
despatch 091600 of July, 1942.

TIME ZONE PLUS 5.

1. 0700 July 11, 1942 - Departed Balboa, C.Z., enroute to patrol station using Route White.
- 1108 July 11, 1942 - Dove to check trim - Lat. 08° 18' N. Long. 79° 30' W.
- 1140 July 11, 1942 - Surfaced and proceeded at nine knots.
- 1530 July 11, 1942 - 34 miles east of Cape Mala, R. de P. sighted and exchanged recognition signals with YP11.
- 2000 July 11, 1942 - Passed point Dog enroute to station.
- 0430 July 12, 1942 - Passed point "SC".
- 1700 July 12, 1942 - Passed point "SD".
- July 13 - 15, 1942 - Enroute to patrol station.
- 1300 July 15, 1942 - Arrived on station. Lat. 07° 30' N., Long. 92° 00' W. During time on station, patrolled to westward during daylight hours and to eastward during darkness, adjusting speed so as to arrive at the Initial Point at dawn each day. Dove forty minutes before sunrise every day and surfaced about thirty minutes after sunrise. In addition, dove at least once each day during daylight hours to train new men, and exercise at emergency drills.
- 1244 July 30, 1942 - Received Commander Submarine Division Thirty-One dispatch 301638 which was encrypted in code not carried by this vessel. After several hours delay due to inability to raise the Submarine Base, Coco Solo, C.Z., sent despatch indicating use of improper code.

- 1800 July 30, 1942 - Received Commander Submarine Division Thirty One despatch 302100 indicating a shift in assigned operating frequencies effective 0001, August 3, 1942, ZED time.
- 1855 July 30, 1942 - USS S-13 despatch 301955 to Commander Submarine Division Thirty One indicating code discrepancy of Commander Submarine Division Thirty One despatch 301638 transmitted.
- 0108 July 31, 1942 - Received Commander Submarine Division Thirty One despatch 310130 directing USS S-11 and S-13 to proceed to Dulce vice Balboa.
- 0526 July 31, 1942 - USS S-13 despatch 310945 acknowledging Commander Submarine Division Thirty One despatch 310130 transmitted.
- 0600 August 3, 1942 - Lat. 07° 30' N. Long. 92° 00' W - Left patrol station and proceeded on course 085° T, enroute Dulce Bay, Costa Rica.
- 1155 August 4, 1942 - Lat. 07° 53' N. Long. 87° 42' W - Sighted unidentified merchant vessel ten miles to the north on a converging course. Changed course to intercept ship but upon sighting this vessel ship turned away and made full speed.
- 1400 August 4, 1942 - Identified merchant vessel as SS HERMAN F. WHITON, Honolulu, T. H., to Balboa., C. Z., and as ship was listed on merchant ship reports, allowed to proceed.
- 1200 August 5, 1942 - Arrived Gulfito, Costa Rica, patrol completed.

2. The weather during most of the patrol was good except for the clouds which invariably gathered during morning and evening twilight and prevented the taking of reliable star sights. The skies were overcast for almost fifty percent of the time but the seas were calm (condition 0 to 2 from the southwest) until the last week when they reached condition 3 for several days. The wind was variable and light generally blowing from the southwest with force 1 to 2. Rain squalls were frequent both day and night.
3. As previously reported on patrols in this area the currents encountered were various and unpredictable although there seemed to be a general tendency towards an easterly set. Lack of successive star fixes prevented obtaining more detailed information.

4. Good star fixes were obtained from sights by moonlight, and several fair fixes were obtained during the hours of darkness when there was no moon. The octant was tried by all officers and although a few good sights were taken, the platform of a submarine bridge was usually too unsteady to permit them to obtain the best results. It is believed, however, that with more practice, sights accurate to within 3 or 4 miles may be taken.
5. None.
6. Aircraft sighted:
 - 0700 to 1500
July 11, 1942 - Sighted 2 navy FBY planes and numerous army bombers and fighter planes while proceeding down swept channel and in the Gulf of Panama.
 - 1125 July 16, 1942 - 07° 39' N. Long. 92° 23' W - Sighted 4 motored army bomber 9 miles to northward on a westerly course. Bomber came in to one mile on the starboard beam then resumed its westerly course.
 - 1130 July 17, 1942 - Lat. 07° 32' N. Long 92° 20' W - Sighted 4 motored army bomber 10 miles to the northeast on a westerly course. Bomber approached to within one mile, exchanged recognition signals, and headed back in an easterly direction.
 - 1102 July 19, 1942 - Lat. 07° 30' N. Long. 92° 30' W - Sighted a 4 motored army bomber 10 miles to southeast. Bomber approached, exchanged signals and proceeded to westward.
 - 1158 July 19, 1942 - Lat. 07° 30' N. Long. 92° 35' W - Sighted 2, 4 motored bombers, one 10 miles to the southeast and one eight miles south, both on westerly courses. Both approached close aboard, exchanged recognition signals and departed to westward.
 - 1058 July 21, 1942 - Lat. 07° 44' N. Long. 92° 04' W - Sighted a 4 motored army bomber 10 miles to the northeast. Plane approached to within 4 miles of this vessel then headed westward without exchanging any recognition signal.
 - 1118 July 25, 1942 - Lat. 07° 26' N. Long. 92° 12' W - Sighted 4 motored army bomber dead ahead, distance 4 miles, headed for this vessel. Bomber approached close aboard, circled this vessel twice and continued to eastward.
 - 1202 July 28, 1942 - Lat. 07° 28' N. Long. 92° 12' W - Sighted a 4 motored army bomber 10 miles to the northeast on a westerly course. Bomber came close aboard, exchanged recognition signals, circled this vessel three times and continued to proceed in a westerly direction. Plainly printed on plane "Hell from Heaven".

- 1208 July 29, 1942 - Lat. $07^{\circ} 31' N$. Long. $92^{\circ} 30' W$ - Sighted 4 motored army bomber 11 miles to eastward on a northwesterly course. Plane came close aboard, exchanged recognition signals, circled this vessel once and proceeded on a westerly course.
- 1050 July 30, 1942 - Lat. $07^{\circ} 28' N$. Long. $92^{\circ} 20' W$ - Sighted 4 motored army bomber 10 miles to the north-east on a westerly course. Plane came within about 8 miles of this vessel but continued on a westward course and apparently did not sight us.
- 1120 July 30, 1942 - Lat. $07^{\circ} 29' N$. Long. $92^{\circ} 25' W$ - Sighted 4 motored army bomber 6 miles to the east on a westerly course. Plane came close aboard, exchanged recognition signals, circled this vessel once, and proceeded to westward.
- 1208 July 30, 1942 - Lat. $07^{\circ} 30' N$. Long. $92^{\circ} 30' W$ - Sighted 4 motored army bomber 9 miles to the north-east on a westerly course. Plane came close aboard, exchanged recognition signals, and proceeded to westward.
- 1110 July 31, 1942 - Lat. $07^{\circ} 33' N$. Long. $92^{\circ} 26' W$ - Sighted 4 motored army bomber 6 miles to northward on a westerly course. Plane came close aboard, circled this vessel, exchanged recognition signals, and proceeded to westward.
- 1130 July 31, 1942 - Lat. $07^{\circ} 31' N$. Long. $92^{\circ} 29' W$ - Sighted 4 motored army bomber 8 miles to eastward on a westerly course. Plane came close aboard, exchanged recognition signals, circled this vessel, and proceeded to westward.
- 1150 August 3, 1942 --Lat. $07^{\circ} 32' N$. Long. $90^{\circ} 50' W$ - Sighted 4 motored army bomber 10 miles to the south-east on a westerly course. Upon sighting this vessel when 6 miles on our starboard beam, plane turned towards us and apparently dropped several objects into the sea, one of these objects appeared to explode and it is believed that all were bombs, a number of which failed to detonate upon contact with surface of ocean. Plane then came close aboard, circled and exchanged recognition signals, then proceeded to westward. The words "ALICE LOUISE" were painted on this bomber.

7. None.
8. None observed.
9. None.
10. Radio reception from NBA, 24 k.c. was good and all schedules were readily copied. There was considerable interference from various stations on 4155 and 8310 k.c.s. and it was always difficult to raise NBC on account of this. When frequency was shifted to 4135 and 8270 kcs, August 3, 1942, considerable improvement was noted. Only one unidentified commercial station seemed to interfere on these frequencies. Reception on the loop antenna was good to a depth of forty to forty five feet. When the loop of the antenna was in the plane of transmission the signal could be copied to a depth of fifty feet. While copying messages there is usually an intermittent "fading out" of the signal which is due to the rolling of this vessel in a heavy sea. Therefore when sending traffic "blind" from Coco Solo, C.Z., in order to guarantee the immediate reception of important messages which are transmitted on 4135 and 8270 kcs, it is recommended that each group be sent double as it frequently happens that some messages received on these frequencies has missing letters and groups even when the reception appeared to be good when the transmission began.
11. As previously reported by submarines patrolling in this area, the variation of the temperature at various depths indicates the presence of density layers. Typical readings taken several times showed the following temperatures:

Surface	80° F
40 feet	76° F
60 feet	74° F
90 feet	70° F
120 feet	68° F

There was no opportunity to test sound conditions.

12. In general the health of the crew was excellent, there being only a few minor cases of skin rashes. Each member of the crew took one vitamin pill a day and it is believed that they definitely helped to keep everyone energetic. There was no general "slacking off" in the performance of the men during the last week of this patrol as there was during the previous patrol when vitamin pills were not used. Because of the comparatively few hours spent submerged the ship was fairly comfortable at all times.

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U.S.S. S-13

13. Engine miles steamed:

Surface - 4783
 Submerged - 78.1

14. Fuel oil expended - 26,012 gallons.

15. Factors of endurance remaining:

<u>Torpedoes</u>	<u>Fuel</u>	<u>Provisions</u>	<u>Fresh Water</u>
14 (Allowance)	11,546	7 days	1,000 gallons.

Personnel

Indeterminate - Probably two weeks more under ideal conditions.

16. Operation order ended patrol. It is believed that the limiting factor would have been suitable provisions. The size of the ice box on this vessel limits the fresh provisions that can be carried to about a thirty days' supply. Although fresh water was not rationed there was more than an adequate supply because the ship's evaporators were run at all times while on the surface.
17. It is believed that a thirty day patrol is not too long for a government type "S" boat when conditions permit many hours of surface cruising. With the installation of air conditioning, more adequate ice box facilities and the piping of #3 main ballast tank to permit the carrying of fuel oil there, if necessary, it is believed that this type of submarine could make a forty or forty five day patrol.

D. L. WHELCHER.

FF4-3/A16(1)
Serial 0209

CONFIDENTIAL

1st Endorsement to
CSD-31 ltr. A12-1 (064)
of 10 August, 1942.

UNITED STATES ATLANTIC FLEET
SUBMARINES
SUBMARINE SQUADRON THREE
U.S.S. S-13 (Flagship)

Coco Solo, Canal Zone,
August 14, 1942.

From: Commander Submarine Squadron Three.
To : Commander Submarines, Atlantic Fleet.
SUBJECT: U.S.S. S-13 - Report of Third War Patrol.

1. Forwarded.
2. The large percentage of sightings of the submarine by aircraft indicates greatly improved lookouts in the aircraft.

T. J. DOYLE

Copy to:
Compaseafron
CSD-31
CSD-32
Co. S-13

REQUIN BASE SUPPORTERS



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



American Legion Posts

80 106 249

290 368 481

641 902

VFW Posts

191 249 311

1821 3945 7505

8168 9199



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

Teutonia Männerchor
857 Phinneas Street
PGH, PA 15212

Huntz's Tavern
645 Butler Street
PGH, PA 15223

Talor Garden Scaping
1728 Crosby Avenue
PGH, PA 15216

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

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

The Bulldog Pub
1818 Morningside Ave
PGH, PA 15206

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

Z Florist
804 Mt Royal Blvd
PGH, PA 15223

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

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

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

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

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

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

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Nathaniel Bellavance

James Lewis

Joe Campisi

Lee Bookwalter

Lou Hamill

Ron Campbell

Ralph Stroede

James Hovda

Huey Dietrich

Jeff Simon

C & R Roofing and Heating

J. Rinker Insurance Agency

Ron Boller Agent

Dave Halliday

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114 464 490

764 778 785

862 924 935

VFW POST

191 214 331

914 1437 3372

3945 9199 9199-AUX