



# Sculpin Base POD

2nd Quarter 2021

*The Sculpin Base POD is a quarterly publication of the Sculpin Base; a proud Base of United States Submarine Veterans, Inc. (USSVI).*

## USSVI CREED AND PURPOSE

The purpose/creed of USSVI is to perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their country that their dedication, deeds, and supreme sacrifice may be a constant source of motivation toward greater accomplishments, and to pledge loyalty and patriotism to the United States of America and its Constitution.

In addition to perpetuating the memory of departed shipmates, USSVI shall provide a way for all submariners to gather for their mutual benefit and enjoyment. Our common heritage as Submariners shall be strengthened by camaraderie. The USSVI supports a strong U.S. Submarine Force.

The organization will engage in various projects and deeds that will bring about the perpetual remembrance of those shipmates who have given the supreme sacrifice. The organization will also endeavor to educate all third parties it comes in contact with about the services our submarine brothers performed and how their sacrifices made possible the freedom and lifestyle we enjoy today.

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[USSVI Website](#)

[Sculpin Base Website](#)

## Lost Submarines—Second Quarter

### April

#### USS Pickarel (SS-177)

Lost on April 3, 1943 with the loss of 74 men while on her 7<sup>th</sup> war patrol near the eastern coast of northern Honshu, sunk by a depth charge attack.



#### USS Snook (SS-279)

Lost on April 8, 1945 with the loss of 84 men while on her 9<sup>th</sup> war patrol off the east coast of northern Formosa. Her loss remains a mystery, but she may have been sunk by a Japanese submarine.



#### USS Thresher (SSN-593)

Lost on April 10, 1963 with the loss of 112 crew members and 17 civilian technicians during deep-diving exercises. 15 minutes after reaching test depth, she communicated with USS Skylark that she was having problems. Skylark heard noises "like air rushing into an air tank" - then, silence. Photos taken by Trieste proved Thresher had broken up in 1,400 fathoms of water, some 220 miles east of Boston.



#### USS Gudgeon (SS-211)

Lost on April 18, 1944 with the loss of 79 men while on her 12<sup>th</sup> war patrol and most likely due to a combined air and surface anti-submarine attack north of the Mariana Islands.



#### USS Grenadier (SS-210)

Lost on April 22, 1943 with no immediate loss of life while on her 6<sup>th</sup> war patrol in the Lem Voalan Strait west of Malaysia. She dove after being spotted



by a plane, but was badly damaged by a bomb. After fighting back to the surface with no propulsion, she was attacked by another plane, which her crew shot down. When enemy ships arrived, the CO abandoned ship and scuttled the boat. 76 crew members were taken prisoner, 4 perished and 72 survived the war.

### May

#### USS Lagarto (SS-371)

Lost on May 3, 1945 with the loss of 86 men while on her 2<sup>nd</sup> war patrol. She is believed to have been lost to a radar equipped minelayer, which was then sunk by the USS Hawkbill two weeks later. Lagarto's wreckage has been located in the Gulf of Thailand .



#### USS Scorpion (SSN-589)

Lost on May 22, 1968 with the loss of 99 men while returning to Norfolk, VA from a Mediterranean deployment. The exact cause of her loss has never been determined and her wreckage has been located about 400 miles southwest of the Azores .



#### USS Squalus (SS-292)

Lost on May 23, 1939 due to a catastrophic valve failure during a test dive off the Isle of Shoals. 26 men drowned in the after compartments, 33 crew members were rescued. Later Squalus was raised and recommissioned as the USS Sailfish.



#### USS Stickleback (SS-415)

During a training exercise with USS Silverstein (DE-534) on May 28, 1958, Stickleback experienced a loss of power and broached 200 yards in front of the Silverstein resulting in a collision with no loss of life. Stickleback sunk



the next day, May 29, 1958 .

## June

### USS Herring (SS-233)

Lost on June 1, 1944 with the loss of 83 men while on her 8th war patrol near Matsuwa Island, Kuriles. She was conducting a surface attack when a shore battery spotted her and made two direct hits on her conning tower and causing her loss .



visibility, charging batteries and drifted into the shoals. When she could not be freed and started listing, the captain got the entire crew to shore, 400 yards away, in relays using a 3-man rubber raft. The entire crew was then rescued by PBY aircraft .

### USS O-9 (SS-70)

Lost on June 19, 1942 with no loss of life while on her 1st war patrol when it grounded off Amchitka Island in the Aleutians. She was on the surface in poor visibility, charging batteries and drifted into the shoals. When she could not be freed and started listing, the captain got the entire crew to shore, 400 yards away, in relays using a 3-man rubber raft. The entire crew was then rescued by PBY aircraft.



### USS R-12 (SS-89)

Lost on June 12, 1943 with the loss of 42 men during a practice torpedo approach. The cause was probably due to flooding through a torpedo tube. The CO and two other men on the bridge survived, as did 18 crew members on liberty at the time of the accident. R-12's wreckage has been located off Key West, FL.



### USS Runner (SS-275)

Lost on or after June 26, 1943 with the loss of 78 men while on her 3rd war patrol. Prior to her loss, she reported sinking ships off the Kuriles, north of Japan on June 26 and is expected to have hit a mine on or after that date. She was expected at Midway about July 11, and not later than July 15 circular run by one of her own torpedoes north of Palau. The lookout was the only survivor and he survived the war as a Japanese prisoner.



### USS Golet (SS-361)

Lost on June 14, 1944 with the loss of 82 men while on her 2nd war patrol. She was apparently lost in battle with antisubmarine forces north of Honshu, Japan.



### USS Bonefish (SS-223)

Lost on June 18, 1945 with the loss of 85 men while on her 8th war patrol in Toyama Bay off the northern shores of Honshu, Japan. After sinking a passenger-cargoman, Bonefish was subjected to a savage depth charge attack .



### USS S-27 (SS-132)

Lost on June 19, 1942 with no loss of life while on her 1st war patrol when it grounded off Amchitka Island in the Aleutians. She was on the surface in poor



## The "POD" from the Engineroom Upper Level

Hey Shipmates,

Spending most of my waking hours on a Boomer aft of Frame 94, I don't remember much of what went on up forward. Shame on me for not paying better attention, but I liked, movies and qualifying extra stuff back aft. Hindsight being 20/20, I now wish I'd qualified something up forward just to learn more about what was going on. I have to rely on you stories and piece what when on up forward.

At one time I knew more that where the chow-line formed and the location of my rack. I may have forgotten a lot, but I bet I could still bring steam into the Engineroom and do a plant startup.

Yeah, I was a "nuke knuckle dragger" although I struggled with pwr-scol. I skated thru high school, a "C" student, only thing I barely qualified for was MM. Many 14 hr days, but I made it. And excelled at the 'hands-on" prototype training.

The Navy taught me how to learn. It could have been those kicks-in-the-ass from Chiefs and LPOs. But I ended-up just fine.

Got a story of your own? - Moe(SS)

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The "Sculpin Base POD" is the  
Quarterly Newsletter of the

Sculpin Base - United States Submarine Veterans.

Newsletter Editor:

Ellis Dale "Moe" Moses                      Your Sea Stories and  
118 Sunset Ct.                                      Input are always  
Ozawkie, KS 66070                                      WELCOME!!

**Next Deadline is 6 August 2021**

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## Commander— E. Dale “Moe” Moses

While looking for items to put in our newsletter, I ran across a 23 page PDF on “Submarine Slang Terms and Phases”. What a Hoot. I figured I probably have used about half of them and some of them I still use. Some of them are not suitable for use in this newsletter as I am trying to clean-up my act. (Like that will ever happen.)

Reading this bought back many names and faces of my time on the Boat. Like you, I cursed the time while we were underway, but would do it again in a heartbeat. At the time, it was nothing special; just doing our job. Thinking back we did jobs that many would not do, so maybe we are a little special.

Submariners have a unique sense of humor. Just ask our wives. My kids know too; and grandkids are learning. Oh what have I created! But my daughters are not afraid to tackle anything. I’ll sometimes get a call; “Dad, the “blank” is broke.” Before I can even ask; “Yes Dad it is clean.” Seems like some of that PM stuff “trickled-down.”

Our A-gangs motto was “if we can’t fix it; it ain’t broke.” We as a Base can’t fix our communities, but we can serve them; and perhaps show them that this Country is worth serving. To do this we need

strong membership. We need you and other “Brothers of the Phin” that are out there to get active in our Base. Don’t say you don’t like it, if you haven’t tried it. Heck, your Mom taught you that.-Moe(SS)

## Recruit a fellow Bubblehead to join Sculpin Base.

As a USSVI and Sculpin Base member you should review the USSVI Constitution and Bylaws as well as our Sculpin Base Bylaws. To review the USSVI Constitution and Bylaws go to the USSVI.org website, then Documents, then Organization. They are worth the read. Our Base Bylaws can be requested by contacting any Base Officer.

Another area of interest is the “Manuals” button. Being Submariners, we document and “proceduralize” everything we can to communicate to the “crew”. This area has many manuals to help our members and bases how USSVI business should be conducted.

There are even qual cards for those wishing to move-up in the organization, such as Base Commander. I encourage each member to take a good look into the USSVI website. In future issues, we’ll visit some of the areas of the Constitution and Bylaws.—Moe(SS)





## Vice Commander Rick Hutchison

Rick is extremely busy with work, (I remember work) so I'm filling in this issue.

All Veteran's organizations want growth. I know we do. We are just starting out and are looking for members from all over the State of Kansas

I have been involved with the American Legion, VFW, and USSVI. In each of these organizations it may be easy to get a first year member, but retention is the key. The Post or Base needs some sort of activity and purpose that members can "adhere" to and give them that sense of belonging. That is why your input is so important. Throw out those ideas and let others discuss and enhance them.

I was involved in a discussion a few years back, in a room full of SubVets. It was asked "How do we get the guys right out of the Navy to join?" I stood and stated that you may get a few, but not many and you probably will not retain them as members. They are all busy starting new jobs, raising the family, and adjusting to civilian life. The guys to get are the guys whose kids are driving and in high school and think they don't need mom and dad. That is when you get members. They are secure in their jobs, their families, and are still young enough to help out the Base.

Increasing the number of members is great; like I stated, every Post or Base wants members. Myself, I prefer "quality over quantity". I want quality members that will show up to events and pitch-in to help. This is not always the case, but from my experience, SubVets are quality guys. I have been to many meetings and have noticed that Base meetings have a much higher attendee/total member ratio than the other two groups. You can have 100 members, but if only a few are keeping the Post alive, then how can you continue? I have seen Posts with the same leadership due to no one was there to "pass the ball to", but they have the numbers.

I don't have all the answers, but together we do. So please, make yourself a pledge. Pledge to make at least one of our meetings or events this year. We meet four times a year. You may have to travel, so bring the spouse and let her sit in or go out shopping/site-seeing with the other spouses.

Also, invite other bubbleheads to join us, in Kansas or out of state. The ultimate goal for Kansas is to grow so big that we have to start Bases in other parts of the state, thus making easier for SubVets to join together (less driving distances.)

Lastly, one thing I tell all veteran groups:

We all served our Country, let us now serve our Community (ies).—Moe(SS)

### *How do we grow?*

**We can only grow in two ways, first, having submarine veterans come to us; and second, we as SubVets approach them.**

**The first requires that the public knows we exist as a Base of the USSVI. This takes community involvement such as participating in parades, events, community programs such as Kaps4Kids, Eagle Scout presentations, etc.**

**The second requires all members of the Base spreading the word to our fellow submariners. This is our first step in growing. Then we can start some of the things that will inform the public that we are a real Veterans Group.**



## Base Secretary/Treasurer Bret Cortright

Membership  
By Bret Cortright

At our last meeting in February, we had two new members join the crew of Sculpin Base,

William Luebbers and Chuck Sibley. You can read a short bio on these shipmates below in the "Welcome Aboard" column. Welcome Aboard to our new members!

All members are encouraged to seek out fellow submarine sailors and recruit them for membership in USSVI and the Sculpin Base.

Simple pin up posters strategically located in local areas help draw the attention of submariners who may perhaps have never heard of USSVI. There are sample posters available at USSVI.org or you can get some from Dale or Bret at the next meeting.

Application flyers are good to have when out and about in public. By wearing a ball cap or shirt that identifies you as a submariner will quite often generate a conversation. By having an application flyer, it's a step the potential new member won't have to take. These are also available from either Dale or Bret.

Should anyone move or change a phone number and/or email address, please inform Base Secretary Bret Cortright so he can keep the roster updated. Thanks



## Sculpin Base Binnacle List

Please keep the following shipmates and their families in your prayers as they recover:

Jack Jeffries

George H. Arnold

Monte Schmidt

**Can you host a meeting in your area?  
Our area is large and to be fair to all members we agreed to have a "travelling base". This means that we move our meeting to different cities and towns in our membership area.**

**Unlike other Veterans groups that might own a building, the USSVI does not own property (w/e of Groton). We meet at restaurants, VFW's, American Legions, etc.. Membership is encouraged in these organizations. Can you host a meeting in your area? If so, let one of the Officers know.**

## FOR SALE John Deere



**Government bailout special! Runs good.  
Missing steering wheel and seat.  
Ideal for the person who has lost his ass  
and doesn't know which way to turn.**



**Chief of the Boat  
Dennis Mosebey****Reflections on Submarine Losses**

I believe submarining is more dangerous than high speed jet aviation. This is because at the operating depths submarines work at today, let us face it, unless the boat settles on a ridge or ledge at 200 feet or less, the chances of recovery are small. At least a pilot in a fighter jet has a chance to hit an ejector seat and return safely to earth. Not so the submariner.

April marked loss of Thresher and May marks loss of Scorpion. Now we mourn the loss of the Indonesian boat Nanggala with 53 of our brothers lost. In 2017 we lost the Argentinian submarine San Juan with all hands. We do not yet have information on Nanggala, but we do have some information on San Juan supplied by Bruce Rule from his work done at the request of Argentinian government. Below are some excerpts on her loss and the cause of that loss.

1. Acoustic signals show that San Juan was lost at a depth of 1275 feet.
2. A bubble pulse of 4.4 Hz was detected clearly indicating implosion most likely due to incapacitation of crew members due to an internal battery explosion which did not breach the pressure hull but did cause loss of depth control such that crush depth was reached.
3. The destruction occurred within 1/25th of a second, half the time it takes for human cognition of what is happening. In other words, the crew did not even sense what happened, which is a blessing in my opinion. Of course, they probably knew as they worked to save the boat, they were

approaching crush depth but when it happened, they had no knowledge of it.

4. The Argentine Navy reported prior to the loss that San Juan was having battery problems and that they had been corrected and they intended to submerge and continue with their mission. The Scorpion was lost due to a battery explosion which did not breach the hull but would have incapacitated the crew causing loss of depth control. (See article in the American Submariner.) It appears that while San Juan thought the battery issue had been corrected, it is likely the same fate later befell her as it did to Scorpion.

5. The Argentine Navy stated plans to indict three officers on shore for the loss of the boat. Bruce Rule contests this decision as indicated below:

Communications to base indicate that issues with short circuits and flooding in forward battery well were causing problems and the commander submerged the boat in to address the issue! It is not clear why submerging was done in this situation vice staying on surface and ventilating, but in any case, Rule asserts blaming the onshore personnel is like blaming an air traffic controller for a pilot error on a jet airplane.

Respectfully  
Dennis Mosebey, COB, Sculpin Base





## Base Chaplain Lamont "Monte" Schimdt



**Editors Note:** Monte missed the last issue that contained Officer bio's due to the Covid. We are all glad to have you back. Here is Monte's bio.

I was born 1949 in Liberal, Kansas, I have lived in all of the South Western States plus Idaho and Hawaii. My dad and step-dad were both in the oil field and construction.

I graduated from Wagoner High School, Wagoner, Ok, in 1968.

I joined the Navy in November 1968 and went to boot camp at Recruit Training Center San Diego, Ca. Upon completion of boot camp, I continued my training in San Diego at Electricians Mate "A" school. Upon completion of "A" school I was assigned to the USS William R Rush DD-714 in New Port, RI. I was stationed there 6 months while waiting to be assigned to Nuclear Power School in Bainbridge, Maryland. I reported to Bainbridge in January 1970 and graduated in June of 1970. From there I was sent to Nuclear Power Training Unit in Idaho Falls, Idaho. I graduated for NPTU in December 1970. After completion of submarine school in New London, I was sent to Hawaii and assigned to the USS Woodrow Wilson SSBN 624 Blue Crew. I served on board the Wilson for two years. I qualified submarines and all watch stations as an Electricians Mate. From the Wilson I went to Great Lakes Naval Training Center for additional training as an Electricians Mate. After completion of the training, I was transferred to Nuclear Power Training Unit in Idaho Falls, Idaho, to be an instructor. In May of 1977 I completed my enlistment and was Honorably Discharged from the Navy.

I went to work for Westinghouse in the nuclear power division and was sent to Wolf Creek in June of 1981. As the Westinghouse contract for training was finishing, I started

working for Wolf Creek in 1985. I was in the training department my entire career at WCNOG; was an instructor in the classroom and on the simulator, and I also maintained and updated the simulator software. I retired from there in May of 2012.

Back on June of 1973, I married my wife Faye J. Stout. We have four children, three daughters and one son. Diana, Lamont the third, Sarah, Kimberly. I also have a daughter from a previous marriage, Regina. I am an active member of First Baptist Church in Burlington. I enjoy riding my motorcycle and am an active member of the Christian Motorcyclist Association. The latest love of my life is my granddaughter, Lillian Faye Larkin. She was born March 14, 2018. She also likes motorcycles.

Enough on me. Please remember our shipmates. On April 10, 1963, the **USS Thresher** sinks in the Atlantic Ocean, killing the entire crew. Sixteen officers, 96 sailors and 17 civilians were on board. All were lost when the sub unexpectedly plunged to the sea floor roughly 300 miles off the coast of New England.

**USS Scorpion** The last anyone heard from the sub was on May 21, 1968. Ninety-nine sailors lost their lives when USS Scorpion sank after an explosion of undetermined origin.

The loss of these two boats shows that life aboard a submarine has inherent dangers. Neither was lost due to hostile action, As such we need to continue to pray for our brothers and sisters that are serving today.





The Gadsden flag, also known as the “Don’t Tread On Me” flag was created by Christopher Gadsden. This flag was carried by the Continental Marines. A variation of this flag with the 13 stripes instead of the yellow field was used as a Jack on Naval ships from May 31, 2002 (Global War on Terrorism) to February 21, 2019.



When teaching Flag Etiquette, I refer to this flag as the “Grand Union Flag”, but it can be called the “Continental Colors” as well as other names. Many of the new states developed their own version of our new Nations flag, but the Continental Congress in late 1775 tried to unite all with this flag. It had the British Union Jack instead of the blue field, with 13 alternating stripes. It served until June 14th, 1777 (Flag Day).



Did you know the British Union Jack consists of the red cross of Saint George (patron saint of England), edged in white, superimposed on the Cross of St Patrick (patron saint of Ireland), which are superimposed on the Saltire of Saint Andrew (patron saint of Scotland). Wales is not represented in the Union Flag by Wales's patron saint, Saint David, because the flag was designed while Wales was part of the Kingdom of England.

Source: Wikipedia





Welcome  
New  
Members

**Bill Luebbers** qualified on the USS Jack (SSN-605) in 1976. Bill served as an MM1 (SS) in M-Div from '72 to '78. Bill lives in Hoisington. Welcome Aboard Bill!

**Chuck Siple**y qualified on the USS Pogy (SSN-647) in 1972. Chuck served in M-Div as an MM1(SS) from '77 to '85. Chuck lives in Burlington. Welcome Aboard Chuck!

**Jack Jeffries** qualified on the USS Nathaniel Greene (SSBN-636) in 1965. Jack is a dual member; his primary base is the Carolina Piedmont Base. Jack left the Navy in 1970 as an RM1(SS).

**Keith Jeffers** qualified on the USS William H. Bates (SSN-680) in 1972. Keith served as an STS1(SS) from '77 to '85. Keith lives in McLouth. Welcome Aboard Keith!

**Save** your American Submariner magazines and use them as a recruiting tool. Once the "virus" is over and KS opens-up, you can put the magazine and some contact info (i.e. Base website, your card, etc.) inside and leave them at the barber shop, doctor's office, etc.; great recruiting tool.

Ask "bubbleheads" that you know. It's great fellowship at our meetings and working on various projects. None of the work is hard, and the meetings are a great place to share our unique experiences

(a.k.a. "shoot the sh\*ts).

So put down that remote and let's get going.

To grow, we must all work our membership. If you have questions, please contact Bret Cortright at [rm3ss584@yahoo.com](mailto:rm3ss584@yahoo.com) or 913-7107860

## Sculpin Base Patch is here!

Our new Base patch is now available. Contact Base Storekeeper Robert Emery at [remery18@comcast.net](mailto:remery18@comcast.net).



What would you like to see in our "Supply Shack"? Please send your suggestions to Robert. We really don't have the Base funding to support a large variety, but as we grow in membership and conduct fundraisers we can add to our inventory.



## Blowing San 2

by Chuck Sibley

**Editor's Note: Chuck is a new member recruited by our COB, Dennis Mosebey.**

I (Chuck) recently accepted an invitation from a friend to attend a meeting of the Sculpin Base of the United States Submarine Veterans Inc. Its a fraternal organization of those of us that served on submarines in the US Navy. My friend Dennis is what is referred to as an associate member of the USSVI in that he trained sailors in the nuclear power program, but he never served on a submarine. On the drive up to the KC area for the meeting, I was telling him stories. One of them involved the use of the ships head...or bathroom.

It was out on the Pogy, my first time underway 'Twas backin' off a flank bell at test depth that day

I was sittin' on the outboard, pickin' lint out my belly

Readin' a Bassmaster magazine, eatin' peanut butter n jelly

The TGs were a hangin by their cables that day Commander Etka was shootin' water slugs out on their way

Then I heard announced smartly over the ship's IMC

"Man Battlestations!" called out, quite surprising to me.

Well I wiped up, and stood up, and grabbed hold that lever

'Twas a day I'll remember forever and ever Seems I'd walked past the sign one should never do

The sign that warned that they were blowin' SAN 2.

Blowing' SAN 2, Blowing' SAN 2,  
Don't ever pull the lever when they're blowin' SAN 2.

The woosh that I heard as the spray hit my face As the most disgusting mess was all over the place.

I slammed the valve closed, but of course too late

I was covered with what was once what the crew ate

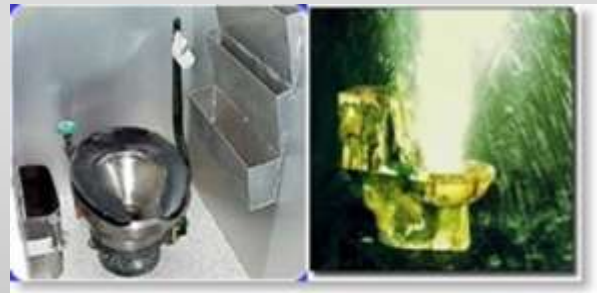
The skipper tried not to laugh to show he was mad

Gave the A-Gang the best laugh that they'd had Standin' there in my glory from my ears to my toes

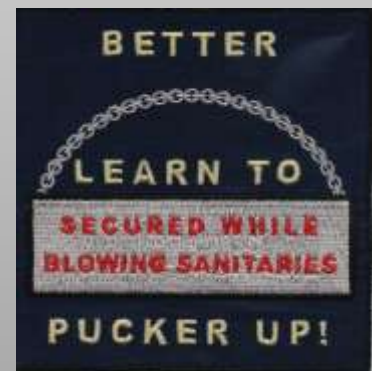
I had to field day the head. That's how it goes.

The lesson I learned and I'll pass on to you:  
Don't walk past that sign that says "Blowin' SAN 2."

Blowing' SAN 2, Blowing' SAN 2,



Don't ever pull the lever when they're blowin' SAN 2.



This patch is available via the Sculpin Base Storekeeper, Robert Emery. Contact Robert at [remery18@comcast.net](mailto:remery18@comcast.net).



**Scuttlebutt**

**February Meeting Notes**

Our February meeting was held in Stillwell, KS at Warhorses for Veterans. War Horses for Veterans is the premier horsemanship, networking and personal growth program in the U.S. Located in Stillwell, they are a Kansas City based nonprofit that brings combat veterans from across the country together in a safe and peaceful environment.

They offer 3-4 day programs are designed to teach the basics of horsemanship and create a network that will provide outlets for other opportunities and friendships. We use a combination of learning to work a horse, creating new networks and Equus/Life coaching to help each veteran with their own personal growth.

There is no cost to the veteran. Veterans may return as often as they like, as long as they bring another combat veteran.

Check them out at [www.whfv.org](http://www.whfv.org)



**Eagle Scout Program**

Are any of you Eagle Scouts? If so, you know the parallels of becoming an Eagle and earning your Dolphins. USSVI knows that also and is proud to present the patch shown below and a Certificate at any Eagle Scout presentation. If you know of any Scouts ready to “Eagle” please let the Base leadership know. This is another place where we could use a “Base Eagle Scout” Coordinator.



**Next Base Meeting is Saturday, May 22nd.**

**Larner-Seagraves  
American Legion Post 36  
In Oskaloosa  
406 Delaware St.**

**Lunch (if desired) at Double D's starting at 11:30, meeting to start at about 1300**

**Double D's is right across the alley from the Post**



## Submarine Naming Throughout The Years

August 18, 2017 [Erica Buell](#) [Submarine History](#)

Every man or woman who serves on a submarine is proud of his or her boat. Boat hats and patches are worn with pride to tell the world which boats they have served on. But for those outside of the Navy, have you ever wondered how a ship gets their name? There isn't a random lottery or a vote that takes place. In fact, there is a unique set of rules and guidelines that throughout the evolution of the submarine force has dictated how submarines are named.

On March 3, 1819, Congress formally placed the responsibility of naming US ships in the hands of the Secretary of the Navy, a practice which still exists today. The act designated that "those of the first class shall be called after the States of this Union; those of the second class after the rivers; and those of the third class after the principal cities and towns; taking care that no two vessels of the navy shall bear the same name." The last of these provisions remains in the code today. When Submarines entered in the force in 1900, the first was given the name *Holland* in honor of the submarine designer and builder John Holland. While the naming of subs did not have any fixed rules, they were generally given names of fish and land creatures that stung. They were given names such as Salmon, Porpoise, and Viper. By 1911, with the advancement and building of subs at a growing rate, submarines were renamed and carried alpha-numeric names such as A-1 and L-7. This numeric naming code stayed in place until 1931, when once again the boats were named after fish. This time any existing ships were not renamed. The naming of submarines after fish was followed until 1947, when the Secretary of the Navy decided that the boats should be named after WWII boats. Most WWII boats were already named after fish, leaving the naming practice fairly intact with a few exceptions over the years. In 1958, Cap-

tain William F. Calkins USNR had reports published describing the difficulties in choosing the names for new ships. They could not use names that were already in use, and of course the names also had to be appropriate. He said that "Spelling and pronunciation both had to be reasonably simple. The average enlisted man (and his girlfriend) must be able to say the name comfortably. If his best girl couldn't spell it, he might not get her letters." The use of fish names proved problematic for the Navy since the Ichthyologists (Fish Scientists) used Latin names. Since the fleet was growing so fast, easy, popular fish names would go quickly, leaving the Navy secretary to have to become creative with names. Many times, a name easier to pronounce was assigned to fish for the Navy to use it for a submarine. The Smithsonian would many times send information and pictures of the fish a boat was named for, which would be hung onboard with sailors taking pride in knowing their ships namesake.

The naming of Submarines took a full departure from using fish names in the 1960's with the introduction of the ballistic missile submarine. These submarines were considered such a turning point that they deemed a name source more appropriate for their status. The first 41 of these submarines were named for famous Americans and others who had contributed greatly to the growth of democracy. After the SALT agreements, some of these submarines were reclassified and lost their missile capabilities. However, they maintained their famous names. Today, the Ohio class of SSBN's bear state names, which was originally considered a name source for the first Polaris submarines. In the 1970's, attack submarines were still continuing the tradition of being named for sea creatures, with a few exceptions such as the *Richard B. Russell* and *L. Mendel Rivers*. Many of the nuclear submarines were given names of older non-nuclear submarines. The patches for these new boats usually referenced their non-nuclear ancestor. For an example see the photo of the patch for the *USS Flasher*. Both its original number 249 is depicted along with its nuclear counterpart 613. (continued on Page 15)



The nuclear symbol on the patch denotes that the patch is for the newer boat. Over time the tradition of fish names has evolved to attack submarines being named for American cities. The exception to this was the *Hyman G. Rickover*, which was named after the “Father of the Nuclear Navy.”

Today, the naming of submarines remains fairly similar to how it was in the 1960’s and 70’s. The Navy Secretary is still in charge of ship naming and usually reviews a list compiled from the Navy History and Heritage Command. The list is usually based on Naval History and suggestions from enlisted personnel, veterans, and the public. One example of public influence was when school children from New Hampshire wrote letters for a submarine to be named after their state. The Los Angeles Attack subs were named after American cities with the new Virginia class choosing state names. While no document sets specific guidelines on the timing for assigning a name, it is usually done before the ship is christened. Until the christening ceremony, she is referred to as PCU (pre-commissioned unit) along with what will be her name. Once she is christened, she becomes an official USS ship. Many times, the ship’s sponsor will be from the state or city that the submarine is being named for. If the ship is named for an individual, an effort is made to have the eldest living female relative to be the ship’s sponsor. There are always deviations from the current formula of naming ships. If an important person passes, they could have a ship named after them. Over the last two decades, some living individuals have had boats named for them, an example being the *USS Jimmy Carter*. Even though it may be hard to know what a submarine will be named, there is a great amount of thought put into each name and every sailor takes great pride in knowing and learning about their boat’s namesake.

\*\* source of above material from following web site:

<https://ussnautilus.org/submarine-naming-throughout-the-years/>

## Sculpin Base Member in the Spotlight - Jim Gilmore

I was born in Dodge City, Kansas many years ago. Raised in Topeka, graduated Topeka High School. Went off the college at Kansas State and majored in drinking (the legal age for 3.2 beer was 18 then). Did not do very well in school, but did meet my future wife during that year. In summer of 1969 got a letter from the government to attend a draft physical in Kansas City. After that was completed and I realized that there was almost a 100% chance that I was going in the military, I visited the Navy recruiter in Topeka and enlisted. Arrived in San Diego for boot camp in January 1970 exactly 1 week after my wedding.

I originally was planning to become an air-dale, but my Company commander in boot camp was a nuke MM chief and he spent some quality time trying to recruit us with the better test scores to go into nuclear power. I went all in and changed my career path and the rest is history.

Left San Diego, stopped in Kansas to get my wife and went to MM A school in Great Lakes. After school and a very short stint at naval station Long Beach, Arrived at Nuc School at Mare Island, from there went to S1W in Idaho. After qualifying at S1W, I volunteered for ELT training. Left Idaho in spring of 1972 with orders to the USS James K. Polk SSBN 645 after attending Sub School in New London. I have been told that our class was the last nucs to attend Sub School, since the Navy decided it was not worth sending nucs there.

The Polk was in Newport News being refueled and converted to Trident missiles. Since I was one of the junior MMs on board, I was “privileged” enough to be part of all the sea (continued on page 16)



(continued from page 15)

trials after refit. I also was on board for the missile shot following conversion to Tridents.

After leaving the shipyard the Polk was “home ported” in Charleston, making patrols out of Rota, Spain. I did 6 patrols on the Polk and qualified subs in January 1974. In spring of 1976 I got orders back to Idaho as an instructor at prototype. Was assigned to S1W, which I wanted, and started the qualification process over again. Over my time there, I was LET on crew and was the ELT assigned to Staff Training Group (STG) as my last assignment. While at S1W, I met Monte Schmidt and Dennis Mosebey.

I heard in 1979 that a Nuclear Power Plant was being built in Kansas. Thought this would be a great opportunity to use my experience gained in the Navy and I applied for a job in early 1979. Was hired over the phone and started there after my discharge in November 1979. As part of the training to operate the plant, I and many others, were sent to Westinghouse Training Center in Zion, Ill. It was there I met E. Dale Moses.

After the plant started up its own training programs, Dale and Monte came to work at Wolf Creek as instructors. Dennis left Westinghouse to come to Kansas and was part of our class at Zion.

During my time at Wolf Creek, I was a station operator, Reactor Operator, Senior Reactor Operator, Shift Manager, Superintendent Operator Training, and Superintendent Integrated Plant Scheduling. I retired from Wolf Creek in 2010. After retiring, I worked as a contractor at Wolf Creek, working on the Turbine Replacement Project, Digital Turbine Controls upgrades and modifications required by the NRC following the Fukushima accident. I “permanently” retired in 2015 and have been enjoying life ever since.

## **Member’s Boat in the Spotlight**

### **USS James K. Polk (SSBN-645)**



Her keel was laid down on 23 November 1963 by the Electric Boat Division of the General Dynamics Corporation at Groton, Connecticut. She was launched on 22 May 1965, and commissioned on 16 April 1966 with Commander R.M. Douglass commanding the Gold Crew and Commander F.D. McMullen, Jr., commanding the Blue Crew.

In August 1992, she began a nineteen-month shipyard conversion that removed her ballistic missiles and deactivated her missile tubes, converting her into an attack submarine, and installed Dry Deck Shelters on her deck which would allow her to support special warfare operations. Upon completion of this conversion in March 1994, her hull classification symbol was changed from SSBN-645 to SSN-645 to reflect her conversion from a fleet ballistic missile submarine to an attack submarine.

On 9 January 1999, James K. Polk was deactivated at Norfolk, Virginia. On 8 July 1999, she was decommissioned at the Puget Sound Naval Shipyard at Bremerton, Washington, and stricken from the Naval Vessel Register the same day. Her scrapping via the Ship-Submarine Recycling Program was accomplished on 26 April 2000.





**POD Funny Page**

"Well," snarled the tough old COB to the delinquent mess cook. "I suppose after you get out of the Navy, you'll just be waiting for me to die so you can come and piss on my grave." "Not me, COB!" the mess cook replied. "Once I get out of the Navy, I'm never going to stand in line again!"

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By the time a on-leave Navy Sub Sailor pulled into a little town, every hotel room was taken. "You've got to have a room somewhere," he pleaded. "Or just a bed, I don't care where." "Well, I do have a double room with one occupant, a Marine," admitted the manager, "and he might be glad to split the cost. But to tell you the truth, he snores so loudly that people in adjoining rooms have complained in the past. I'm not sure it'd be worth it to you."

"No problem," the tired Sailor assured him. "I'll take it." The next morning the Sailor came down to breakfast bright-eyed and bushy-tailed. "How'd you sleep?" Asked the manager. "Never better." The manager was impressed. "No problem with the other guy snoring, then?" "Nope, I shut him up in no time", said the Sailor. "How'd you manage that?" asked the manager.

"He was already in bed, snoring away, when I got in the room, I went over, gave him a kiss on the cheek, said, 'Goodnight, beautiful,' ...and he sat up all night watching me."

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A skimmer sailor leaves his wife to go to a foreign assignment. He writes to his wife that he is on an island surrounded by beautiful women and while he will try to be faithful, he needs something to distract

himself from the war.

His wife writes back but sends a package along with her letter. The letter reads, "here's an accordion. I want you to practice every night before you go to sleep."

After months away from home, the sailor returns home and insists that he must get his wife in the bed right away.

His wife agrees but says, "first, let's see how well you play that accordion."

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A civilian couple was touring a shipyard area near Naples, Italy when they saw a strange looking craft. They stopped and asked a shipyard worker. "Sir, is that a U-boat?"

"No," he replied, "shesa belonga to da government."

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This is what I tell all the Flyer Veterans I meet:



Got some funnies to share? Send them to Moe - donutdad53@gmail.com



### A Sea-Story (a.k.a. a real no-sh\*tter)

Today is April 1<sup>st</sup>, no fooling. This is the day back in 1967 that my boat, the USS Will Rogers (SSBN-659) was commissioned. The last of the “41 for Freedom”. The “Willy R” as the crew called her.

I got bored on patrol and was always qualifying something; secondary chemist, Navy correspondence courses, and even EWS. I qualified EWS as an MM2(SS), just eleven days prior making MM1. That allowed the Chiefs to go 4 section and me with the midwatch EWS.

The EOOWs were already in 4 section and I stood watch with the A-Div Officer(DCA). Due to a previous event on a previous patrol, check-outs in Maneuvering was a big “No-No”. The DCA had, at that time, many A-gangers qualifying Aux Aft and Machinery 1. This usually meant he would take the 1 hour of the watch, call for me to relief him until about the last hour of the watch.

So here I am, the “nub” EWS sitting in maneuvering studying which “chicken switch” was which and praying I would never have to use them, but with every watch gaining a little more confidence. Then one day, the Dial-X rings, and me being the smart-ass sailor I was answer the phone with “Willy R Power and Light”. Silence on the other end; then “this is the Captain...can I speak to the Engineering Officer of the Watch?”. I said “Sorry Captain; he is making his tour. I think he may be in Machinery 1.” Oh crap, there goes my EWS quals, I’ll be an MM2 again. I told the room watch standers and of course they were no help. I never heard a thing about it.

During another fun evening in Maneuvering,

after studying the chicken switches, I was the victim of a prank from a forward guy. We were coming up for a periscope pass and due whatever those forward guys did. The OOD ordered up a set number of turns over the 7MC. I grabbed the mic and started to repeat back the order, but to my surprise I was getting feedback and my own voice from the wall by EOOW chair. I just started laughing as I figured out what was going on. Laughing so hard I could and did not repeat the entire order back.

All I could see in my mind’s eye was the COW (A-Gang LPO) messing with knowing well that his guys were getting check-out in Machinery 1. That bastard was holding the 2JV sound-powered phone up to the 7MC speaker in at the BCP. Once I turned-down the Maneuvering “white rat”, I stopped laughing long enough to repeat back the order. After that, I always turned down the “white rat” when talking on the 7MC. Just think how long and boring patrols would have been without messing with each other.



**Got a Sea-story to share? Sent it to Moe at [donutdad53@gmail.com](mailto:donutdad53@gmail.com)**



**GEDUNK from the Net**

Submarine Fleet Strength by Country	<a href="#">Article</a>
Argentine Submarine San Juan	<a href="#">Article</a>
War Horses for Veterans (February 2021 meeting site)	<a href="#">Article</a>
U.S. Navy and Coast Guard Ships in Vietnam	<a href="#">Article</a>
China's New Super Submarine	<a href="#">Article</a>
3 Russian Submarines simultaneously break through Artic ice	<a href="#">Article</a>
EB awarded contract for second Virginia Class	<a href="#">Article</a>
CBO report on Nuclear Submarine Maintenance	<a href="#">Article</a>
Bedbugs on a Submarine	<a href="#">Article</a>
France's New Submarine Will Be Even Quieter	<a href="#">Article</a>
Submarine Pumpjets	<a href="#">Article</a>
More PumpJet Info	<a href="#">Article</a>
The Sailor's White Hat	<a href="#">Article</a>
The Enlisted Jumper	<a href="#">Article</a>

Got Links or pictures you want to share with the Sculpin Base?

Send them to Moe at [donutdad53@gmail.com](mailto:donutdad53@gmail.com)

**I am proud** to have the (SS) designation. It's one of my most rewarding achievements; right after my wife and children. I wear Dolphins just about where ever I go; on my shirt, belt buckle or my cap. Sometime all three. I even wear them on my Legion and VFW Caps. I am proud of my time in the service of our Great Nation. And I'm proud to be a member of all my Veteran's groups, especially the USSVI. I thank every Veteran I see wearing a jacket or cap. It's not about who gave more years, it's about the fact that we all gave our word to defend the United States of America.

So Shipmates, wear your Dolphins proud and educate those who ask "what is that emblem you wear?" Many will ask.



*On Eternal Patrol*  
*...Sailor, rest your oar*



**David L. Reeve , MM2(SS)**



Born 7/15/39; Went Eternal Patrol 4/17/21. Dave was a member of our Sister Base, Topeka-Jefferson City, Dave earned his Dolphins on USS Quillback (SS-424) in 1957. He left the Navy as an MM2(SS).

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Rest the Souls of the shipmates of the USS Thresher (SSN 593) lost on April 10, 1963.

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Rest the Souls of the shipmates of the USS Scorpion (SSN 589) lost on May 22, 1968.

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Rest the Souls of our Indonesian shipmates of the KRI Nanggala 402 lost on April 21, 2021.

