



Sculpin Base POD

USSVI Class 4

Newsletter of the Year-2021

4th 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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Lost Submarines—Fourth Quarter

USS Seawolf (SS-197)

Lost on October 3, 1944 with the loss of 83 crew members and 17 U.S. Army personnel on her 15th war patrol when she was sunk just north of Moritai by USS Rowell, a Destroyer Escort (DE). In this tragic error, Rowell mistook Seawolf for a Japanese submarine that had just sunk another Destroyer. Seawolf ranks 7th for enemy ships sunk.



USS S-44 (SS-155)

Lost on October 7, 1943 with the loss of 56 men when it was sunk off Paramushiru, Kuriles. S-44 was on her 5th war patrol after attacking a target thought to be a merchant on the surface, S-44 found herself in a losing gun battle with a heavily armed Japanese destroyer. Two men were taken prisoner and survived the war.



USS Wahoo (SS-238)

Lost on October 11, 1943 with the loss of 80 men near La Perouse Strait. Under command of one of the great sub skippers of World War II, LCDR "Mush" Morton, Wahoo was on her 7th war patrol. Wahoo had won a Presidential Unit Citation and ranks 5th in the number of enemy ships sunk. She was sunk by combined air and surface attack.



USS Dorado (SS-248)

Lost on October 12, 1943 with the loss of 77 men when she was sunk in the western Atlantic near Cuba. Newly commissioned, she had departed New London and was en route to Panama. She may have been sunk by a U.S. patrol plane that received faulty instructions regarding bombing restriction areas.



USS Escolar (SS-294)

Lost on or after October 17, 1944 with the loss of 82 men. She was on



her 1st war patrol and was lost to a mine in the Yellow Sea.

USS Shark II (SS-314)

Lost on October 24, 1944 with the loss of 87 men when she was sunk in the Luzon Strait near Hainan. The second boat to carry this name during World War II, she was on her 3rd war patrol. Shark was sunk by escorts after attacking and sinking a lone freighter. Compounding the tragedy, it turned out that the freighter had 1800 U.S. POWs on board.



USS Darter (SS-227)

Lost on October 24, 1944 while on her 4th war patrol when she became grounded on Bombay Shoal off Palawan and was then destroyed to prevent her falling into enemy hands intact. The entire crew was rescued by USS Dace. Winner of one Navy Unit Commendation, Darter had sunk a heavy cruiser and damaged another and went aground while attempting an "end around" on an enemy formation in hopes of getting in an attack on a battleship.



USS Tang (SS-306)

Lost on October 25, 1944 with the loss of 78 men in the Formosa Strait while on her 5th war patrol. Tang ranks 2nd in the number of ships sunk and 4th in tonnage, and had won two Presidential Unit Citations. During a daring night surface attack, Tang was lost to a circular run by one of her own torpedoes. Nine of the crew were taken prisoner, including CDR. O'Kane and five who had gained the surface from her final resting place 180 feet below. All survived the war, and CDR O'Kane was awarded the Congressional Medal of Honor.



USS O-5 (SS-66)

Lost on October 29, 1923 with the loss of 3 men when rammed and sunk by SS Ababgarez off the Panama Canal. Torpedoman's Mate 2d



Class (SS) Henry Berault received the Congressional Medal of Honor for his heroic actions.

USS Albacore (SS-218)

Lost on November 7, 1944 with the loss of 85 men when she was sunk off northern Hokkaido. Winner of two Presidential Unit Citations, Albacore was on her 11th war patrol and struck a mine while running submerged near a Japanese patrol craft that had detected her.



USS Growler (SS-215)

Lost on November 8, 1944 with the loss of 86 men when she was sunk in the South China Sea. Winner of two Navy Unit Commendations, Growler was on her 11th war patrol, and was lost while attacking a convoy as a result of a depth charge attack.



USS Corvina (SS-226)

Lost on November 16, 1943 with the loss of 82 men on her 1st war patrol when she was sunk just south of Truk. Corvina was lost to the torpedoes from a Japanese submarine.



USS Scamp (SS-277)

Lost on November 16, 1944 with the loss of 83 men near Tokyo Bay on her 8th war patrol. She may have been damaged by a mine and was trailing oil, which helped Japanese coast defense vessels locate her and destroy her with depth charges.



USS Sculpin (SS-191)

Lost on November 19, 1943 with the loss of 43 men near Truk on her 9th war patrol. Severely damaged by depth charges after attacking an enemy convoy, Sculpin continued to fight on the surface. When the captain was killed, the crew abandoned ship and scuttled Sculpin. 41 men were taken prisoner; only 21 survived the war. Among those not abandoning ship was CAPT Cromwell,



aboard as a potential wolf pack commander, he rode the Sculpin down, and fearing that vital information in his possession might be compromised under torture. For this, CAPT Cromwell was posthumously awarded the Congressional Medal of Honor.

USS Capelin (SS-289)

Lost on or in the days prior to December 3, 1943 with the loss of 76 men on her 2nd war patrol, but her exact location in the Celebes Sea and cause of loss remain a mystery. She may have been lost to mines or an operational casualty.



USS Sealion (SS-195)

Lost on December 10, 1941 with the loss of 4 men. To prevent her from falling into enemy hands, she was scuttled in Manila Bay after incurring severe bomb damage during the initial Japanese attack.



USS F-1 / Carp (SS-20)

Lost on December 17, 1917 with the loss of 19 men when it was sunk after collision with the USS F-3 (Pickerell) (SS-22) off San Clemente, CA. 5 men survived the collision.



USS S-4 (SS-109)

Lost on December 17, 1927 with the loss of 40 and men when it was sunk after being rammed by USCG Paulding off Cape Cod near Provincetown, MA. Salvaged in 1928 and recommissioned.



GOD BLESS all Sailors and Service Personnel that are away from their loved ones this Holiday Season. Many of us were away for Thanksgiving, Christmas, and New Years and know exactly what they are feeling. Please Pray for them and their families. Thank them for keeping us safe.



The "POD" from the Engineroom Upper Level

Hard to believe this year has gone by so fast. This is the 4th issue of the "POD" and we won an award! Thank you all that contributed and to those yet to contribute. You know you all have at least one good sea-story. Please share.

Our new Base has taken "baby steps" this first year. We are sort of establishing a "circuit" for our meetings, but we are always open to new places. We are also talking about some projects, even joint projects with Sister Bases.

Get involved, volunteer yourself. Let your spouse, family, and friends know that you are proud of your Dolphins. Show your community that USSVI exists and you did your part to keep them safe. Because you did.

It doesn't matter if you can't stand long, or you are on O2, you can still advise, engage with fellow Bubbleheads, be part of a project.

Do you have a Veteran's Memorial in your town? If so, how about a project of placing a Submarine Memorial Bench there? Or does your community have parades that we, as a Base, can help. We don't need to be in the parade, we can volunteer to judge floats, park cars, etc.. Insert your ideas here. They are needed. Most of mine, I have borrowed from some other Veterans group. - Moe(SS)



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

Sculpin Base - United States Submarine Veterans.

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Your Sea Stories and
Input are al-

ways
WELCOME!!

Next Deadline is 4 February 2022

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Other BS scattered about like "a crew during fire in the ice cream machine"





Commander— E. Dale “Moe” Moses

Wow, what a September! The Sculpin Base wins Newsletter of the Year-2021 for

Class 4 (under 50 members). They now put the editor's name on the plaque which they did not a few years back. It's kind of embarrassing to see my name, when many of you all did much of the work. Please keep the sea-stories and information flowing and let's try for two-in-a-row.

Colleen and I went on our “Way Out West” tour of this Great Country. We can now say we have been to 47 of the 50 States. What a big country we live in. There is beauty everywhere. If you can get out and see it. We put over 5,600 miles on the car; well worth the drive.

The National Convention was great also. Got to see old friends and shipmates, and had a chance to meet many new ones. I learned much from other Base and District Commanders. I was sworn-in as the Commander - Central District One to start my two-year term.. I also got to see a demo of the new USSVI website. The new website should be more user friendly and should be out by the end of the year.

I will be travelling to other Base meetings in our four state district. This is a great way to see how other Bases are conducting business. Also, it's a great way for me to bring home ideas to our Base. I'm really looking forward to working with all the other Bases and their members.

It's just something about being around other

Boat Sailors that gives me a positive feeling and motivates me to do my best. It's hard to explain. I was discussing this with others at the Convention, Again what a great time. Next year is Buffalo, and in '23 Phoenix. Most of the attendees take their wives. Lots of events (and you can take the wife to Niagara Falls).

As I'm doing my District Commander visits to other Bases, I'm gathering ideas, as well as suggesting how we can work with our Sister Bases. I realize that it takes time for the Sculpin Base to come up to speed. We've been commissioned, and are in the sea trials phase right now. With all of us working together, we can be fully operational in no time. Okay, enough cliché's, but I think you get my point. What would you like to see our Base do? A float for parades; submarine education school visits; Kaps4Kids; public “Tolling of the Boats”; a submarine memorial bench in a park; we need your ideas.

Remember to re-new your membership. It works best to re-new through Bret. He will take out the Base dues and send the rest to National. Unlike the American Legion and VFW, we have no Department “middle-man” to pay. Our dues are very reasonable. Most of the other Veteran organizations are ten to fifteen dollars more than ours. Remember, if you are a Life Member of the USSVI, then your dues are only \$10, otherwise you need to submit \$35.00 to cover Base and National dues.

Please continue your membership, you did something special, and you are special to our Base. - Moe(SS)





Vice Commander Rick Hutchison

I am a full-time student at a local university and attended a recent class focused on an interesting topic called informal learning.

This is learning that is absent a classroom or formal instruction. From what I remember about earning my dolphins, filling in the qual card is a textbook example of informal learning. Here is a sample story shared with the class about informal learning, dolphins, submarines, and oranges. The name of the student has been withheld to protect the innocent.

The Orange Incident

Petty officer first class Looney (yes, actual name) was a nuclear electrician sitting in the mess decks on the sub one day. The sub was docked, so very little was needed from an immediate task perspective. You might say Looney was just a bit bored. A crewmember working on his qualification card, unaware that Looney's disposition and name were one and the same, approached the bored electrician and asked him how to launch countermeasures.

Countermeasures are a way for a submarine to fool any incoming torpedoes, or for various signaling needs. Typical countermeasures include "fizzies" that produced noise and bubbles to confuse the torpedoes' sonar and guidance. Other countermeasures include flares for signaling. Every submariner is required to know how to load and launch countermeasures from two locations on the submarine.

Looney grabs a bowl of oranges off a mess deck table and with the student in tow, he heads aft to the main engine room to begin the training. Looney carefully covers all the parts and pieces of the countermeasure launcher and the steps necessary to load and fire it. He then asks the student to repeat those launch steps, adding correction when needed. Satisfied that the student now knows the basics, Looney opens the breach of the launcher and stuffs a couple of oranges in the tube. He then pressurized the launcher to 200 psi and pulled the release cord. The launcher gave out the expected WHOMP noise, launching the oranges overboard.

Looney then asked the student to repeat what he had just done. The student then opened the breach and loaded a couple of oranges. With the breach locked, the student pressurized the launcher and pulled the cord to fire the orange "countermeasures". Within moments of that second launch, the officer of the deck was heard shouting into the 1MC system (broadcast system through all spaces) "Cease fire! Cease fire!". The submarine was docked, yes. But it was docked next to the submarine tender ship. Looney had been firing oranges into the hull of the tender,

spraying the decks with orange juice and leaving bits of orange shrapnel all over the place. Splashing the tender duty officer with the oranges may have been a contributing factor to how fast the cease fire order was relayed.

The student got his qualification signature. - Rick

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/Membership Bret Cortright

Letters have been sent to all members providing the status of their membership for both the USSVI National Organization and the Sculpin Base. Please submit any dues to me promptly to enable me sufficient time to get any national dues turned in prior to the end of the year. A big thank you to those already received.



Membership cards are coming. -
Bret Cortright, Membership Guy

As 2021 is beginning to draw to a close, I will soon begin work on the year-end report which must be submitted to the National Office. Once completed, I will also send a copy to all base members. - Bret Cortright, Treasurer

Note: If you do any outside activities, such as parades, volunteering a hospital or assisting living home, etc., make sure Bret knows as we may be able to count those hours.

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.

Sculpin Base Binnacle List

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

George H. Arnold

Get Well Soon Shipmates!

**Next Base Meeting is
Saturday, November 20th.**

**American Legion Post 36
404 Delaware St.
Oskaloosa, KS**

**Lunch (if desired) will be
by menu at Double D's
Bar and Grill at about
1130. Double D's is
located on the
Square in Oskaloosa
(next to the Post Office)
If you park at the Post,
you can enter DD's via the
back door.**

**Meeting to follow at the
Post at 1300.**

**Come have Chow with
some shipmates.**

**Spouses - Welcome
and Encouraged**



Chief of the Boat



The Strange Case of the USS Connecticut or Things that Go Bump In the Ocean

Recently the USS Connecticut one of our most modern Seawolf subs collided with an “object” in the ocean. To date the Navy has not been forthcoming with much detail as to what that object was.

Pictures of her do not show much or any damage as she came into port and only minor injuries were reported. Contrast this with USS San Francisco which came into port very low in the water and with one person actually killed.

Speculation is abundant. The most likely candidate is an underwater seamount similar to what happened to San Francisco, but with so little damage apparent it is likely Connecticut was either not going as fast as San Francisco was or it was only a glancing blow or both which combined in less damage and less injury.

Now in this are we to know the Chinese also operate submarines. So, did she perhaps get too close a boat she was tracking?

In any event, until such time as the Navy puts out more information, theories will continue to be developed but one thing is for sure, she is only one of three of our most advanced submarines. One can postulate that if it was only minor damage or a minor event, why would she just not have radioed in a report and then stayed on patrol? Or perhaps she was headed to port anyway? We do not know her speed when the object was hit. The higher the speed the greater the injury and damage at least based on what happened to San Francisco.

In this corner I have pointed out before how dangerous submarining is and we now have another instance of it.

In other news USS Nautilus was temporarily moved in berthing at the Subforce Museum to allow for work to be done to make a better exhibit area for her in the future.

I hope we are all enjoying the Sculpin Base Facebook page and many thanks to our web folks for putting it out there. But it is only as good as the items folks post so please post to it so others can see it and read interesting things about submarine history.

Michael DeMecurio is coming out with his new book, the first in a long time, called Dark Transit. I have all of his books and he is a very realistic and great writer having himself been a nuke officer at one time. It should be available to purchase in January. I already have my order in on Amazon. I encourage you to try him out. I believe you will like him.

Respectfully your COB

Dennis Mosebey



Base Chaplain Lamont "Monte" Schmidt



I was asked recently what "Veterans Day" meant to me.

I thought about this for a while and decided the following.

It is a day to Honor all the men and women that have served "Honorably" in the military.

A brief history of the day:

First celebrated November 11, 1919, one year after the signing of the "Armistice with Germany". This was by a declaration signed by President Woodrow Wilson. It was originally called "Armistice Day".

June 4, 1926, congress adopted a resolution that President Calvin Coolidge issue an annual proclamation calling for the observance of November 11 with appropriate ceremonies.

May 13, 1938, a congressional act made November 11 a national holiday.

World War I was called the war to end all wars. Up to this point it was a day of remembrance for the veterans of World War I.

But a few years after "Armistice Day" was established war broke out in Europe. 16.5 million Americans took part and 407,000 died in service. World War II

In 1945 world war II veteran Raymond Weeks presented the idea to General Dwight Eisenhower that the day should be used to honor all veterans. Gen Eisenhower agreed with this. In 1947 Raymond Weeks led the first national celebration in Alabama and continued until his death in 1985. In 1982 President Ronald Reagan awarded the "Presidential Citizenship Medal" too Weeks, who is known as the "Father of Veterans Day."

In 1954 US Representative Ed Ress from Emporia, KS introduced a bill establishing the national holiday through congress. President Dwight Eisenhower signed the bill May 26, 1954. June 1, 1954, congress amended the bill to change "Armistice to Veterans".

In 1971 when most federal holidays were moved to allow people to have three or four day weekends. This was in effect until 1978 when the

veterans organizations lobbied congress to return it to November 11.

Emporia claims to be the title birthplace of "Veterans Day".

Now to answer the original question.

It is a time to stop and remember all of the men and women who responded to a call to defend the freedoms that we enjoy in this country. This includes every service and all members involved in every conflict which they served. Because without those service members we would not be the country we are. In every conflict there have been people with opposing views as to whether we should be involved and that has caused strife, but that is what has made us unique in the world. We allow/encourage difference of thought.

I know that most if not all who read this know "Veterans Day and Memorial Day" are not the same. Veterans Day is for who have served honorably and Memorial Day is for those who died the service of our country.

Footnote:

Spelling of Veterans Day

A lot of people think it's "Veteran's Day" or "Veterans' Day," but they're wrong. The holiday is not a day that belongs to one veteran or multiple veterans, which is what an apostrophe implies. It's a day for honoring all veterans so no apostrophe needed.

I was asked this question by our Base/District Commander.

Monte Schmidt

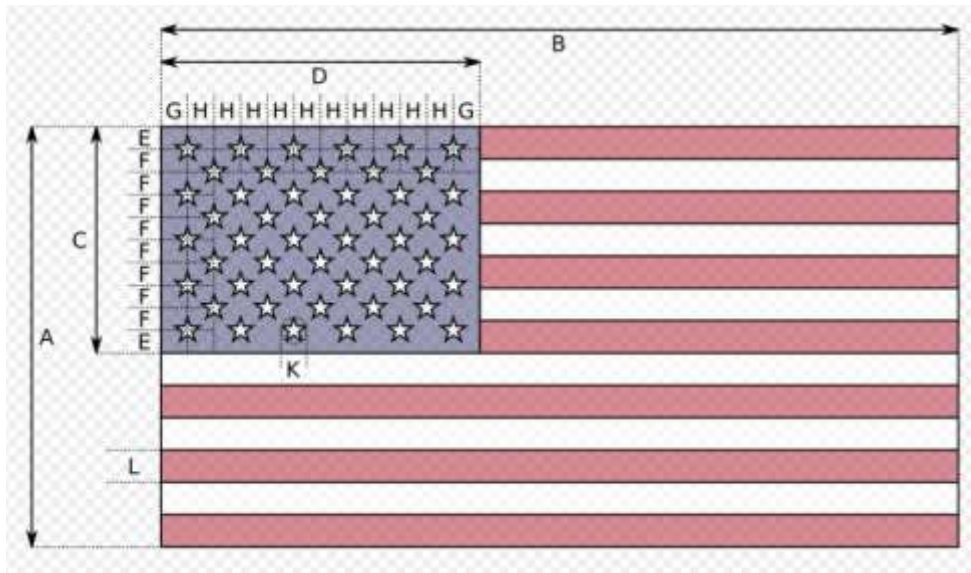
EM1(SS)

Sculpin Base Chaplain

(What a great answer, Moe(SS))



Assorted Flag Facts



The basic design of the current flag is specified by 4 U.S.C. § 1; 4 U.S.C. § 2 outlines the addition of new stars to represent new states, with no distinction made for the shape, size, or arrangement of the stars. Specifications for federal government use adhere to the following values:

Hoist (height) of the flag: $A = 1.0$

Fly (width) of the flag: $B = 1.9$

Hoist (height) of the canton ("union"): $C = 0.5385$ ($A \times 7/13$, spanning seven stripes)

Fly (width) of the canton: $D = 0.76$ ($B \times 2/5$, two-fifths of the flag width)

$E = F = 0.0538$ ($C/10$, One-tenth of the height of the canton)

$G = H = 0.0633$ ($D/12$, One twelfth of the width of the canton)

Diameter of star: $K = 0.0616$ ($L \times 4/5$, four-fifths of the stripe width, the calculation only gives 0.0616 if L is first rounded to 0.077)

Width of stripe: $L = 0.0769$ ($A/13$, One thirteenth of the flag height)

These specifications are contained in an executive order which, strictly speaking, governs only flags made for or by the U.S. federal government. In practice, most U.S. national flags available for sale to the public have a different width-to-height ratio; common sizes are 2 x 3 ft. or 4 x 6 ft. (flag ratio 1.5), 2.5 x 4 ft. or 5 x 8 ft. (1.6), or 3 x 5 ft. or 6 x 10 ft. (1.667). Even flags flown over the U.S. Capitol for sale to the public through Representatives or Senators are provided in these sizes. Flags that are made to the prescribed 1.9 ratio are often referred to as "G-spec" (for "government specification") flags. - (Source - Wikipedia.org) https://en.wikipedia.org/wiki/Flag_of_the_United_States#/media/File:Flag_of_the_United_States_specification.svg





Welcome
New
Members

**Raymond "Rocky"
Rocker** qualified on

the USS Sea Owl (SS-405) in 1956. Rocky's primary Base is the USS Scamp Base and he is currently serving as the District Commander of Western District Six. Rocky is a member of many Bases and spends the summer with his brother in Baxter Springs. Hence his connection to our Sculpin Base. Rocky is a USSVI Life Member and a member of the Holland Club. Welcome Aboard Rocky.

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 or 913-7107860

Note: Please look at our Sister Base's websites and FaceBook pages. So your support while looking at what they are doing. Could we do it too? (Of course we can, we are Boat Sailors.)

Sculpin Base Patch is here!

Our new Base patch is now available. Contact



Base Storekeeper Robert Emery at remery18@comcast.net.



Robert also has the "Pucker Up!" patch.

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.

Robert has donated the cost of manufacturing the Base patch. Until we get "underway", the sale of the above patches is our only means of Base income. Please buy a patch AND thank Robert for his generous donation. - remery18@comcast.net.



Historian's Page
Tina and Al Anguish
History of the Submariner's Dolphins



On June 13, 1923, Captain E.J. King, Commander, Submarine Division Three (later Fleet Admiral and Commander in Chief, U.S. Fleet, during WW II), suggested to the Secretary of the Navy (Bureau of Navigation) that a distinguishing device for qualified submariners be adopted. He submitted a pen-and-ink sketch of his own showing a shield mounted on the beam ends of a submarine, with dolphins forward of, and abaft, the conning tower. The suggestion was strongly endorsed by Commander Submarine Division Atlantic. Over the next several months the Bureau of Navigation (now known as Naval Personnel Command) solicited additional designs from several sources. Some combined a submarine with a shark motif. Others showed submarines and dolphins, and still others used a shield design. A Philadelphia firm, which had done work for the Navy in the field of Naval Academy class rings, was approached by the Bureau of Navigation with the request that it design a suitable badge. Two designs were submitted by the firm, and these were combined into a single design. This design was executed in bas-relief in clay. It was a bow view of a submarine, proceeding on the surface, with bow planes rigged for diving, flanked by dolphins in a horizontal position with their heads resting on the upper edge of the bow planes. Today a similar design is used: a dolphin fish flanking the bow and conning tower of a submarine.



On March 20, 1924, the Chief of the Bureau of Navigation recommended to the Secretary of the Navy that the design be adopted. The recommendation was accepted by Theodore Roosevelt, Jr., Acting Secretary of the Navy. His acceptance is dated March 1924.

The submarine insignia was to be worn at all times by officers and enlisted personnel qualified in submarine duty attached to submarine units or organizations, ashore and afloat, and not to be worn when not attached. In 1941, the Uniform Regulations were modified to permit officers and service members as qualified who were eligible to wear the submarine insignia after they had been assigned to other duties in the naval service, unless such right had been revoked.

On Dec. 5, 2012, the first three female officers received their submariner's dolphins, making history as the first women to receive the qualification.

The officers' insignia was a bronze, gold plated metal pin, worn centered above the left breast pocket and above the ribbons and medals. Enlisted personnel wore the insignia, embroidered in silk, white silk for blue clothing and blue silk for white clothing. This was sewn on the outside of the right sleeve, mid-way between (con't on the next page)



(from the previous page)

the wrist and elbow. The device was two and three-quarters inches long. In 1943, the Uniform Regulations were modified to provide that "Enlisted men, who are qualified and subsequently promoted to commissioned or warrant ranks, may wear enlisted submarine insignia on the left breast until they qualify as submarine officers, at which time this insignia would be replaced by the officers' submarine pin." In mid-1947, the embroidered device shifted from the sleeve of the enlisted service member's jumper to above the left breast pocket. A change to the Uniform Regulations dated Sept. 21, 1950 authorized the embroidered insignia for officers (in addition to the pin-on insignia) and a bronze, silver plated, pin-on insignia for enlisted service members (in addition to the embroidered device).

Over the years a number of minor design variations, particularly in the appearance of the bow waves, have occurred. Various unofficial or commemorative badges based on the device have also been made, and may have occasionally been worn with the tacit approval of local naval authorities. The 1971 diesel boats forever pin would be an example of this type. In the modern Navy, the submarine pin is either a silver or gold chest pin, worn above all ribbons unless a second superseding qualification has been achieved in which case the submarine pin is worn below ribbons on the breast pocket.

<https://www.sublant.usff.navy.mil/About-Us/Submarine-Warfare-Insignia/>



National Constitution and Bylaws Information Series

One of the items that is on the National Newsletter awards checklist is information on the USSVI Constitution and Bylaws. I would encourage each of you to at least take a look at these at <https://www.ussvi.org/Documents.asp?Type=Organization>.

Did you know that our Creed comes from Article III, Sections 1,2, and 3? I have to re-read these sections every so often and reflect on the meaning.

Section 1 is the purpose of the USSVI; to perpetuate the memory of our shipmates who gave their lives. Being a post-1972 Nuke, I did not go to Sub-School. I was home ported out of Groton and remember all the history posted in the sub-school area of the Base. I assumed now, that history was part of the teachings of the school and may have been with most of you for awhile. I learned much of it after joining USSVI.

Section 2 deals with the departing of our shipmates. Most of us are at the age where we can mourn the loss of someone we knew or served with on our boats. Every time I get the American Submariner I look for names of "Willy R" sailors or guys I went to various schools with. And the gathering of Submariners for the mutual benefit and enjoyment is what forming a Base is all about.

Section 3 or the third part of our Creed is something that a new Base such as ours, needs first to gather "Momentum". It takes time to get there.

After looking at the USSVI C&B, if you have a section you'd like to cover, please shoot me an email or call. - Moe(SS)



Member in the Spotlight Dr. Harold (Tad) Laurence

My connection to our Navy began by accident. I applied for ROTC scholarships from the Army, Navy and Air Force. The Army turned me down, so it had to be either Air Force (my preferred option since I grew up in Omaha, Nebraska, an Air Force town) or Navy. When I settled on attending Rice University to obtain my Electrical Engineering degree, I found out they did not have an Air Force ROTC unit. So, the die was cast and I signed up with the Navy.

Like most young men growing up in the romantic era of astronauts and men with the “Right Stuff” I wanted to fly jets. And like almost all of those dreamers it was not going to happen! I passed my interview for nuclear power selection and after college attended the typical nuclear pipeline, followed by Submarine Officer Basic School (SOBC) in Groton. During Submarine School my life was forever changed when I became a Christian. Soon after SOBC I reported to my first boat, the USS SEAHORSE (SSN 669), in Charleston, South Carolina. There the Navy adventures began! My first deployment was a Spec Op and our Intelligence Collection Team was led by none other than LT Montel Williams, the (future) daytime TV star. We also completed two North Pole deployments. I have included one photo of myself at the North Pole to prove it! I earned my dolphins on SEAHORSE on 28 October 1986.

My first shore tour was in Orlando, Florida as the Division Director of the Reactor Plant Technology Division at the Naval Nuclear Power School (NNPS). I led a division of around 25 Chiefs and Officers teaching our new Enlisted Sailors the ins and outs of nuclear power, mechanical and electrical systems. In Orlando I married my dream woman and we are still together after 32 years.

My next job was the Strategic Weapons Officer for the USS FLORIDA (SSBN 728) (BLUE) out of Bangor, Washington. My father was a WWII Army infantry veteran and it was

terrifying at times to think that the FLORIDA carried more explosive firepower on one ship than was expended in the entirety of WWII. Sailing on a boomer was quite a change from my previous fast attack life. Because of the two-crew concept my boomer sailors were able to spend far more time ashore in schools and training. They were often much more proficient in their jobs than my fast attack crew. Please never tell them I said that.

After leaving the USS FLORIDA I spent a year as a student with the USAF at the Air Command and Staff College (ACSC) in Alabama, and attended night classes at Auburn University to obtain a master’s degree in political science (MPS).

Despite completing the qualification for command of submarines, and with the Cold War ended, the Navy decided to change my career path to exclusively teaching work. I was sent to the faculty of the Army’s Command and General Staff College (CGSC) in Leavenworth, Kansas. That was followed by my final Navy tour teaching at the Ohio State University in Columbus, Ohio where I went back to night classes again to earn a master’s in business administration (MBA).

I thought I was destined to stay in Columbus, Ohio forever but God had other plans for me. Instead, I retired to Kansas with my wife and four children (eventually three engineers and one fine artist). I picked up a civilian version of my previous job at CGSC as a professor of strategy and operational art. Later, I went back to school for the last time at Kansas State University to obtain my PhD in Adult Education. My teaching focus then changed from teaching CGSC students to teaching the faculty as the Chief of the Faculty Development Division of CGSC.

So, in summary 20 years with the Navy and now almost 20 years as a civilian with the Army. After the Army is done with me, I don’t know what I will do next. My wife and I own 80 acres of forest land near the Missouri River and we will probably spend a lot of time there hiking and camping. Maybe a little travel is in our future as well!



Member's Boat in the Spotlight**USS Seahorse (SSN-669)**

The contract to build Seahorse was awarded to the Electric Boat Division of General Dynamics Corporation in Groton, Connecticut, on 9 March 1965 and her keel was laid down there on 13 August 1966. She was launched on 15 June 1968, sponsored by Mrs. Paul Ignatius, and commissioned on 19 September 1969 with Commander George T. Harper, Jr., in command. Seahorse was the forty-seventh nuclear-powered attack submarine commissioned into the US Navy, serving until decommissioned 17 August 1995. Her ship's motto was "Thoroughbred of the Fleet".

Following a shakedown cruise in the Caribbean Sea and visits to Roosevelt Roads and San Juan, Puerto Rico, and Frederiksted on St. Croix in the United States Virgin Islands, Seahorse returned to her home port, Charleston, South Carolina, joining Submarine Division 42. Through November 1970, she operated in the Atlantic Ocean and Caribbean, engaging in local operations and conducting attack submarine and antisubmarine warfare (ASW) training.

On 30 November 1970, Seahorse got underway from Charleston on her first major deployment, in which she operated in the Atlantic and visited Bremerhaven, West Germany, before returning to Charleston on 14 February 1971. For the next four months, Seahorse conducted attack submarine training, engaged in air group operations, and made final preparations for an extended Mediterranean Sea deployment. Departing Charleston on 21 June 1971, she arrived at Rota, Spain, on 2 July 1971. She continued to operate in the Mediterranean until 4 October 1971, and was awarded her first Meritorious Unit Commen-

dation for this deployment. Upon return to home port, she operated from Charleston for the next three and one-half months.

On 24 January 1972, Seahorse ran aground and was stranded for two hours while putting out to sea from Charleston. After breaking free, she returned to port for inspection and minor repairs.

On 9 February 1972, Seahorse again departed Charleston for a North Atlantic Ocean deployment, visiting Faslane, Scotland, before returning to Charleston on 11 May 1972. During the months of June, July, and August 1972, she spent four weeks at sea in the Atlantic providing services for air groups and participating in destroyer operations. In September 1972, Seahorse departed for the North Atlantic to participate in the North Atlantic Treaty Organization Exercise "Strong Express," followed by exercises with the United Kingdom and Canada in October 1972 and with the Royal Netherlands Navy in November 1972. She returned to Charleston on 5 November 1972.

Upon the outbreak of the Yom Kippur War, Seahorse got underway on less than 24-hours notice on 25 October 1973, deploying to the Eastern Mediterranean Sea with US naval and air forces monitoring the conflict and ensuring freedom of passage.

From 16 August through 25 September 1975, Seahorse operated in company with USS Nimitz (CVN-68) and USS South Carolina (CGN-37) as part of Navy Nuclear Task Group 75. In early 1976, Seahorse again deployed to the North Atlantic for ninety consecutive days underway. On 3 November



1976, she entered the Mediterranean on a cruise which lasted until 11 May 1977.

Throughout 1978–79, Seahorse underwent nuclear refueling, overhaul, and systems update in the hands of the Charleston Naval Shipyard.

In 1980, Seahorse deployed to the North Atlantic, Norwegian Sea, and Mediterranean Sea on a five-month cruise. In July 1981, she participated in a major Second Fleet exercise that ranged from the North Atlantic to the Caribbean Sea.

Seahorse sailed for the Indian Ocean in October 1981, returning to Charleston in April 1982, after a 46,000-mile, 181-day deployment that circumnavigated the globe, and touched five of the modern Seven Seas, and all four oceans. The remainder of 1982, she deployed to the North Atlantic, conducting Deep Submergence Rescue Vehicle (DSRV) operations, and participated in the joint US-Canadian Maritime Combined Operational Training (MARCOT) 82 antisubmarine warfare exercise.

Seahorse began 1985 underway above the Arctic Circle, and spent August through October of that year deployed in the North Atlantic. In July, 1986, she again deployed to the Arctic, and surfaced through the ice at the North Pole.

Seahorse completed her second transit of the Panama Canal in early 1987, en route to Puget Sound Naval Shipyard, Bremerton, Washington for overhaul; she was in shipyard hands from February 1987 through March 1989. In May 1989 she completed her third transit of the Panama Canal, returning back to her homeport of Charleston.

From March through June 1990 Seahorse again deployed to Arctic waters and the North Pole.

In 1991, Seahorse was awarded a second Meritorious Unit Commendation for operations

that that included under ice operations, another surfacing through the ice at the North Pole, and noteworthy operations in the North Atlantic and Mediterranean Sea. In 1993, at the midpoint of another Mediterranean deployment, Seahorse won her second Battle Efficiency 'E.'

During 1994, Seahorse deployed as the submarine element of UNITAS XXXV-94, a five-month circumnavigation of South America around Cape Horn, interoperating with Central and South American naval forces and conducting goodwill port calls. She completed her fourth transit of the Panama Canal at the conclusion of UNITAS, and returned to Charleston in December 1994.

In early 1995, Seahorse departed Charleston, her home port for twenty five years, heading to Puget Sound Naval Shipyard for deactivation. En route, she again transited the Panama Canal, and conducted Deep Submergence Rescue Vehicle operations.

USS Seahorse, the "Thoroughbred of the Fleet," was decommissioned on 17 August 1995. Over her twenty five years of service, Seahorse earned a Navy Unit Commendation, three Meritorious Unit Commendations, and two Battle Efficiency "Es."



The Seahorse is the also the Qual Boat of member Ed Taylor(1973)



POD Funnies

Husband: My wife is missing. She went shopping yesterday and has not come home!

Sheriff: Height?

Husband: I'm not sure. A little over five-feet tall.

Sheriff: Weight?

Husband: Don't know. Not slim, not really fat.

Sheriff: Color of eyes?

Husband: Sort of brown I think. Never really noticed.

Sheriff: Color of hair?

Husband: Changes a couple times a year. Maybe dark brown now. I can't remember.

Sheriff: What was she wearing?

Husband: Could have been pants, or maybe a skirt or shorts. I don't know exactly.

Sheriff: What kind of vehicle did she leave in?

Husband: She went in my truck.

Sheriff: What kind of truck was it?

Husband: A 2016 pearl white Ram Limited 4X4 with 6.4l Hemi V8 engine ordered with the Ram Box bar and fridge option, led lighting, back up and front camera, Moose hide leather heated and cooled seats, climate-controlled air conditioning. It has a custom matching white cover for the bed, Weather Tech floor mats. Trailing package with gold hitch, sunroof, DVD with full GPS navigation, satellite radio, Cobra 75 WX ST 40-channel CB radio, six cup holders, 3 USB port, and 4 power outlets. I added special alloy wheels and off-road Toyo tires. It has custom retracting running boards and under-glow wheel well lighting.

At this point the husband started choking up.

Sheriff: Take it easy sir. We'll find your truck!!!

"I don't have a beer gut. I have a protective covering for my rock hard abs."

"A computer once beat me at chess. But it was no match for me at kickboxing."

"You don't need a parachute to go skydiving. You need a parachute to go skydiving *twice*."

"Women should not have children after 35. Really, 35 children are enough".

"Isn't it odd the way everyone automatically assumes that the goo in soap dispensers is always soap? I like to fill mine with mustard, just to teach people a lesson in trust."

"What's the difference between a fairytale and a sea-story? A fairytale begins "Once upon a time..." A sea-story begins "This is a no-shitter..." (but y'all knew that)"

"A TV can insult your intelligence. But nothing rubs it in like a computer."

"Five out of four people have problems with fractions"



EMPORIA, KANSAS

FOUNDING CITY OF VETERANS DAY

Whereas in 1953, Alvin J. King of Emporia, Kansas, proposed that Armistice Day be changed to Veterans Day to recognize and honor all veterans from all wars and conflicts;

Whereas in 1953, Veterans Day was first organized and celebrated in Emporia, Kansas; Whereas although Alvin King was only 15 years old when the United States went to war in 1917 and never served in the Armed Forces, he had a deep respect for veterans;

Whereas Alvin King's stepson, John Cooper, whom he had raised, was killed in action in Belgium during World War II while serving with Rifle Company B, 137th Infantry Regiment;

Whereas after World War II, Alvin King developed friendships with the surviving members of Rifle Company B, 137th Infantry Regiment;

Whereas in the early 1950s, Alvin King suggested either creating a special day to honor all veterans or adapting Armistice Day so that it was dedicated to all veterans since, at that time, Armistice Day honored the veterans of World War I;

Whereas by 1953, the community of Emporia, Kansas, had raised enough money to send Alvin King and his wife, Gertrude, to Washington, D.C. to garner support for an official veterans day;

Whereas Alvin King had a friend and supporter in Representative Ed Rees of Emporia, Kansas, who was strongly in favor of King's idea and said "it would give the holiday a new meaning and more widespread patriotic observance";

Whereas on June 1, 1954, President Dwight D. Eisenhower, who was raised in Kansas, signed into law the Act proclaiming November 11 as Veterans Day (Public Law 380 of the 83rd Congress);

Whereas on October 8, 1954, President Eisenhower issued a presidential proclamation concerning Veterans Day in 1954 in which he stated, "On that day let us solemnly remember the sacrifices of all those who fought so valiantly, on the seas, in the air, and on foreign shores, to preserve our heritage of freedom, and let us reconsecrate ourselves to the task of promoting an enduring peace so that their efforts shall not have been in vain"; and

Whereas the first nationwide observance of Veterans Day was on November 11, 1954: Now, therefore, be it Resolved by the House of Representatives (the Senate concurring), That Congress hereby—

- (1) encourages Americans to demonstrate their support for veterans on Veterans Day by treating that day as a special day of remembrance;
- (2) declares Emporia, Kansas, to be the founding city of Veterans Day;
- (3) recognizes Alvin J. King, of Emporia, Kansas, as the founder of Veterans Day; and
- (4) (4) recognizes that Representative Ed Rees, of Emporia, Kansas, was instrumental in the efforts to enact into law the observance of Veterans Day. Agreed to October 31, 2003. - (Part 117 STAT 2958)

Editor's Note: During the late 1980's and early 1990's I was a member of Post 5 of the American Legion and served with many of the WWII guys that were behind this change, include Alvin King's brother. I was told back then, the Emporia School Board wanted to hold school on November 11th but the American Legion and VFW members of the city protested. I remember my kids have Veteran's Day off so they could attend the parade in Emporia. The year I was Commander of the Legion, I was the MC at Soden's Grove after the Parade. What an honor. The Memorial at Soden's Grove would be a great place for the Sculpin Base to place a bench honoring the Lost Boats. - Just a thought, Moe(SS)



GEDUNK from the Net

USS Connecticut collision

[Article](#)

Japan detects suspected China submarine near southern island

[Article](#)

China Raises Nuclear Submarine Stealth Game

[Article](#)

French Angry Over Australia's Submarine Deal

[Article](#)

Navy Nuclear Engineer Tries to Share Sub Information

[Article](#)

US Navy Reorganizes Submarine Enterprise to Address Challenges

[Article](#)

An Uncomfortable Question in France: Are We Still a Great Power?

[Article](#)

US Navy plans to make its future attack submarine into an 'apex predator'

[Article](#)

Israel wants to advance controversial submarine deal

[Article](#)

Huge Military Contractors Will Get Even Richer Off The Australian Sub Deal

[Article](#)

Remember this? The Bluejacket's Manual

[Article](#)

War Service and Campaign Medals

[Article](#)

The Cutlass

[Article](#)

Navy Headgear (a.k.a. Silly Hats)

[Article](#)

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

Send them to Moe at donutdad53@gmail.com

I am proud to have the (SS) designation; and so are you, or you would not be a USSVI member. We'd like very much for you to join in our meetings and assist us in what is stated in our Creed on Page one. If you haven't the Creed in a while, please take a few minutes to read and reflect. You did something only those who volunteer did. You may not feel like it, but you are a "special force". We, together with our "Brothers of the Phin", are heroes of the "Cold War". Let us educate our youth and those interested in Submarines, not only in our duties, but the duties of our fellow Veterans, and the greatness of these United States of America.

God Bless and have a great Veterans Day. You earned it.



4th Qtr 2021





Shipmates leaving on Eternal Patrol this Quarter

Honoring the Sculpin Base Members

and our Sister Bases in Kansas; the Dorado Base and the Topeka-Jefferson City Base.



Donald L. Sanders , YN3(SS)



Don qualified on the USS Sea Robin (SS-407) in 1952. He left the Navy as a YN3(SS). Don was a member of the Topeka-Jefferson City Base.



William G Miller , TM1(SS)



Born in Topeka on February 25, 1930, he was the only child of William (Willy) Ernest and Marie Barbara Kisser Miller. He attended Oakland Elementary and Holiday Junior High and graduated from Topeka High School in 1947. He immediately enlisted in the Navy and left for boot camp in San Diego, and because he was only 17, his parents had to give their permission. Bill was among the 15 out of a class of 60 to finish submarine school in New London, Connecticut, and was assigned to the USS Charr SS328, where he qualified in 1948. for the next 6 years. After that, he spent three years as a Navy recruiter in Topeka.

